

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

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.

7:00 P.M. REGULAR MEETING

August 27, 2018

1. ROLL CALL
2. INVOCATION – Minister Leslie Joiner, Agape International Cathedral
3. PLEDGE OF ALLEGIANCE
4. APPROVAL of the Motion Summary of the Regular Meeting of Council held on August 13, 2018, as recorded and transcribed.
5. CONSENT AGENDA
 - A. Acceptance of the Motion Summary of the Parking and Safety Committee meeting held on April 16, 2018, as recorded and transcribed.
 - B. Acceptance of the Motion Summary of the Historic Preservation Commission meeting held on July 25, 2018, as recorded and transcribed.
 - C. Resolution No. 18-47, a resolution authorizing the modification of certain traffic control signage to extend the No Parking Here to Corner Zone on the north side of Diverston Way from South Houk Road to the driveway of 280 Diverston Way.
 - D. Resolution No. 18-48, a resolution authorizing the installation of a No Parking Anytime Zone on the west and north sides of Richardson Street and Vine Street from Hayes Street to the north-south alley between Vine Street and Hayes Street.

6. LETTERS, PETITIONS, AND PUBLIC COMMENTS
7. COMMITTEE REPORTS
8. CONSIDERATION OF LIQUOR PERMIT TREX
 - A. Neal Kruse, DBA, Old Dog Ale House, 13 W. William Street, Delaware, Ohio 43015. Permit Class: D1, D2, D2X, D3

In order to vote in favor of this application, Council would move to approve the TREX and not request a hearing before the Liquor Commission.

9. 7:20 P.M. PUBLIC HEARING AND SECOND READING of Ordinance No. 18-69, an ordinance approving a Rezoning Amendment request by Joshua Morgan Construction LLC, at 1354 SR 521 (parcels 519-441-02-002-000, 519-441-02-003-000 & 519-441-02-004-000) from A-1 (Agricultural District) to R-3 (One-Family Residential District) on approximately 2.091 acres.
10. 7:30 P.M. PUBLIC HEARING AND SECOND READING of Ordinance No. 18-70, an ordinance for Metro Development LLC, for approval of a Rezoning Amendment for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcel 519-444-01-001-001) from R-6 (Multi-Family Residential District) and B-3 Community Business District) to R-6 and B-3 PMU (Planned Mixed Use Overlay District) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown Auto Storage Lot.
11. 7:30 P.M. PUBLIC HEARING AND SECOND READING of Ordinance No. 18-71, an ordinance for Metro Development LLC, for approval of a Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) to be established for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcel 519-444-01-001-001) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown Auto Storage Lot.
12. SECOND READING of Ordinance No. 18-72, an ordinance for Metro Development LLC, for approval of a Preliminary Development Plan for the Seattle House Apartments (240 Units) on approximately 24.212 acres (parcel 519-444-01-001-001) zoned R-6 and B-3 PMU (Multi-Family Residential District and Community Business District with a Planned Mixed Use Overlay District) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown Auto Storage Lot.

13. 7:45 P.M. PUBLIC HEARING AND SECOND READING of Ordinance No. 18-73, an ordinance for Metro Development LLC, for approval of a Rezoning Amendment for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) from R-6 (Multi-Family Residential District) to R-6 PMU (Multi-Family Residential with a Planned Mixed Use overlay District) and located on the north side of Bowtown Road just west of Village Gate Apartments.
14. 7:45 P.M. PUBLIC HEARING AND SECOND READING of Ordinance No. 18-74, an ordinance for Metro Development LLC, for approval of a Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) to be established for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) and located on the north side of Bowtown Road just west of Village Gate Apartments.
15. SECOND READING Ordinance No. 18-75, an ordinance for Metro Development LLC, for approval of a Preliminary Development Plan for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) zoned R-6 PMU (Multi-Family Residential with a Planned Mixed Use Overlay District) and located on the north side of Bowtown Road just west of Village Gate Apartments.
16. SECOND READING Ordinance No. 18-76, an ordinance supplementing the 2018 appropriations ordinance to provide additional funding for the renovation of City Hall and the City Hall Annex and to make improvements to the parking lot east of the City Hall Annex building.
17. SECOND READING Ordinance No. 18-77, an ordinance determining that the petition for the establishment of the Terra Alta Community Authority complies as to form and substance with the requirements of Section 349.03 of the Ohio Revised Code and to fix a date and place for a public hearing on that petition, and declaring an emergency.
18. CONSIDERATION of Resolution No. 18-49, a resolution declaring the intent of the City of Delaware to appropriate a fee simple interest in a temporary construction easement in and to a portion of the parcel of real estate located at 250 East William Street in the City of Delaware and a temporary construction easement in and to a parcel of real estate located at 241 East William Street in the City of Delaware.
19. CONSIDERATION of Resolution No. 18-50, a resolution adopting the

2019-2023 Five-Year Capital Improvement Program (CIP).

20. CONSIDERATION of Ordinance No. 18-79, an ordinance supplementing the 2018 Appropriations Ordinance to increase funding for the purchase of fuel, and declaring an emergency.
21. FINANCE DIRECTOR'S REPORT
22. CITY MANAGER'S REPORT
23. COUNCIL COMMENTS
24. ADJOURNMENT

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Minutes of

Delaware City Council

Meeting

BEAR GRAPHICS 800-325-6094 FORM NO. 1014B

Held August 13 20 18

6:30 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.

Council did not meet in Executive Session as it was deemed not necessary.

The regular meeting of Council held August 13, 2018 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, Third Ward Jim Browning, Fourth Ward Kyle Rohrer, At-Large George Hellinger, Vice-Mayor Kent Shafer and Mayor Carolyn Kay Riggle who presided. The invocation was given by Pastor David Soliday, Delaware Unitarian Universalist Fellowship Church, followed by the Pledge of Allegiance.

Staff Present: Darren Shulman, City Attorney, Ted Miller, Parks and Natural Resource Director, Dean Stelzer, Finance Director, Sean Hughes, Economic Development Director, Bill Ferrigno, Public Works Director/City Engineer, Dave Efland, Planning and Community Development Director, John Donahue, Fire Chief, Bruce Pijanowski, Police Chief, and Tom Homan, City Manager

ITEM 4: APPROVAL OF MINUTES

APPROVAL of the Motion Summary of the regular meeting of Council held on July 23, 2018, as recorded and transcribed.

Motion: Mrs. Keller motioned to approve the Motion Summary of the regular meeting of Council held July 23, 2018, as recorded and transcribed, seconded by Mr. Jones. Motion approved by a 6-0-1 (Shafer) vote.

ITEM 5: CONSENT AGENDA

- A. Acceptance of the Motion Summary of the Finance Committee meeting held on July 11, 2018, as recorded and transcribed.
- B. Acceptance of the Motion Summary of the Historic Preservation Commission meeting held on June 27, 2018, as recorded and transcribed.
- C. Acceptance of the Motion Summary of the Records Commission meeting held on December 13, 2017, as recorded and transcribed.
- D. Acceptance of the Motion Summary of the Airport Commission meeting held on April 19, 2018, as recorded and transcribed.
- E. Acceptance of the Motion Summary of the Planning Commission meeting held on July 18, 2018, as recorded and transcribed.
- F. Establish August 27, 2018 at 7:20 p.m. as a date and time for a public hearing and second reading for **Ordinance No. 18-69**, an ordinance approving a Rezoning Amendment request by Joshua Morgan Construction LLC, at 1354 SR 521 (parcels 519-441-02-002-000, 519-441-02-003-000 & 519-441-02-004-000) from A-1 (Agricultural District) to R-3 (One-Family Residential District) on approximately 2.091 acres.
- G. Establish August 27, 2018 at 7:30 p.m. as a date and time for a public hearing and second reading for **Ordinance No. 18-70**, an ordinance for Metro Development LLC, for approval of a Rezoning

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- Amendment for the Seattle House Apartments (240 Units) on approximately 24.212 acres (parcel 519-444-01-001-001) from R-6 (Multi-Family Residential District) and B-3 Community Business District) to R-6 and B-3 PMU (Planned Mixed Use Overlay District) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown Auto Storage Lot and **Ordinance No. 18-71**, an ordinance for Metro Development LLC, for approval of a Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) to be established for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcels 519-444-01-001-001) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown Auto Storage Lot.
- H. Establish August 27, 2018 at 7:45 p.m. as a date and time for a public hearing and second reading for **Ordinance No. 18-73**, an ordinance for Metro Development LLC, for approval of a Rezoning Amendment for the Highpoint Place Apartments (160 Units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) from R-6 (Multi-Family Residential District) to R-6 PMU (Multi-Family Residential with a Planned Mixed Use overlay District) and located on the north side of Bowtown Road just west of Village Gate Apartments and **Ordinance No. 18-74**, an ordinance for Metro Development LLC, for approval of a Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) to be established for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) and located on the north side of Bowtown Road just west of Village Gate Apartments.
- I. Establish September 10, 2018 at 7:20 p.m. as a date and time for a public hearing and second reading for **Ordinance No. 18-77**, an ordinance determining that the petition for the establishment of the Terra Alta Community Authority complies as to form and substance with the requirements of Section 349.03 of the Ohio Revised Code and to fix a date and place for a public hearing on that petition, and declaring an emergency.

Mr. Shulman discussed Item I with Council regarding the date and reading for the public hearing. A discussion was held on Council's preference to have the public hearing on September 10, 2018 as a second or third reading. Council recommended that the public hearing held on September 10, 2018 at 7:20 p.m. as a third reading.

Motion: Vice-Mayor Shafer motioned to approve the Consent Agenda as amended for Item I, seconded by Mrs. Keller. Motion approved by a 7-0 vote.

ITEM 6: PRESENTATIONS

A. Access Delaware Update – Marie Keister, President, MurphyEpson

ITEM 7: ORDINANCE NO. 18-64 [Public Hearing and Second Reading]

AN ORDINANCE APPROVING A CONDITIONAL USE PERMIT REQUEST BY N & G TAKHAR OIL FOR A RENOVATION AND EXPANSION OF THE MARATHON GAS STATION AT 473 SOUTH SANDUSKY STREET ON APPROXIMATELY 0.80 ACRES ON PROPERTY ZONED B-3 (COMMUNITY BUSINESS DISTRICT).

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The Clerk read the Ordinance for the second time.

Public Comment:

Constance Grossman
2 Fieldcrest Drive
Delaware, Ohio 43015

Ms. Grossman voiced concerns regarding the condition of underground storage tanks. Chief Donahue informed Council that underground tanks are monitored by the State and an inspection will occur to allow for reutilization.

Motion: Vice-Mayor Shafer motioned to suspend the rules for Ordinance No. 18-64, seconded by Mr. Hellinger. Motion approved by a 7-0 vote.

Motion: Vice-Mayor Shafer motioned to adopt Ordinance No. 18-64, seconded by Mr. Hellinger. Motion approved by a 7-0 vote.

ITEM 8: LETTERS, PETITIONS, AND PUBLIC COMMENTS

PUBLIC COMMENT:

Susan McGrail
268 Sylvan Drive
Delaware, Ohio 43015

Mrs. McGrail provided to Council a copy of Westerville's Ordinance 2018-13 relating to massage establishments. She discussed concerns over some massage establishments not having licensure under the State of Ohio. She voiced concerns over the potential for human trafficking.

Dr. John McGrail
268 Sylvan Drive
Delaware, Ohio 43015

Dr. McGrail voiced a concern over the health of residents in the City of Delaware that receive services at unlicensed facilities and that there are no standards for sanitation and care.

Brett Latta
376 North Sandusky Street
Delaware, Ohio 43015

Mr. Latta voiced concerns over speeding around North Sandusky Street and customers of Zeus Tires blocking sidewalks.

Travis Irvan
Delaware General Health District, Epidemiologist
1 West William Street
Delaware, Ohio 43015

Mr. Irvan informed Council that the Delaware General Health District will be fogging for mosquitos on the west side of Delaware.

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ITEM 9: COMMITTEE REPORT

Mr. Hellinger informed Council that the Finance Committee met on July 31, 2018 and that legislation on the August 15, 2018 agenda resulted from that meeting.

City Council Clerk, Elaine McCloskey, provided an update regarding Main Street Delaware and concerns voiced by the Main Street Board over pedestrian safety.

ITEM 10: CONSIDERATION OF LIQUOR PERMIT TREX

A. Mystic Golf & Games LLC, 1159 Columbus Pike, Delaware, Ohio 43015. Permit Class: D2

Mr. Hughes provided information regarding the Economic Development TREX. Chief Pijanowski discussed the background check. Mr. Hughes explained that action by Council tonight would allow for the City to submit the Economic Development TREX Transfer Form back to Liquor Control and to waiver the hearing.

Motion: Vice-Mayor Shafer motioned to authorize both steps of the TREX, seconded by Mrs. Keller. Motion approved by a 6-0-1 (Rohrer) vote.

ITEM 11: ORDINANCE NO. 18-50 [Fifth Reading]

AN ORDINANCE FOR MANOS PROPERTIES FOR APPROVAL OF A REZONING AMENDMENT FOR THE WESLEYAN INN ON APPROXIMATELY 1.09 ACRES (PARCELS 519-433-04-005-000 AND 519-433-04-002) FROM PO/I (PLANNED OFFICE/INSTITUTIONAL DISTRICT) AND R-3 (ONE-FAMILY RESIDENTIAL DISTRICT) TO PO/I AND R-3 PMU (PLANNED MIXED USE OVERLAY DISTRICT) AT 235 AND 239 WEST WILLIAM STREET.

The Clerk read the ordinance for the fifth time.

APPLICANT:

Jim Manos
5973 Macewen Ct.
Dublin, Ohio

Joe Clase
Plan4Land.LLC
10 W. North St.
Ostrander, Ohio

Nick Elmasian
Elmasian Engineering
9260 Weigela Court
Plain City, Ohio

Mr. Elmasian reviewed the changes to the access to the development along with changes to William Street on the south side. Mrs. Keller voiced a concern over the lack of support over the rezoning from surrounding neighbors. Mr. Jones voiced a concern over setting a precedent regarding rezoning.

Motion: Mr. Browning motioned to adopt Ordinance No. 18-50, seconded by Vice-Mayor Shafer. Motion failed with a 3-4 (Jones, Keller, Browning,

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Rohrer) vote.

ITEM 12: ORDINANCE NO. 18-51 [Fifth Reading]
AN ORDINANCE FOR MANOS PROPERTIES FOR APPROVAL OF A CONDITIONAL USE PERMIT ALLOWING THE PLACEMENT OF A PMU (PLANNED MIXED USE OVERLAY DISTRICT) TO BE ESTABLISHED FOR THE WESLEYAN INN ON APPROXIMATELY 1.09 ACRES (PARCELS 519-433-04-005-000 AND 519-433-04-002) AT 235 AND 239 WEST WILLIAM STREET.

The Clerk read the ordinance for the fifth time.

Motion: Mr. Browning motioned to adopt Ordinance No. 18-51, seconded by Vice-Mayor Shafer. Motion failed with a 3-4 (Jones, Keller, Browning, Rohrer) vote.

ITEM 13: ORDINANCE NO. 18-52 [Fifth Reading]
AN ORDINANCE FOR MANOS PROPERTIES FOR APPROVAL OF A PRELIMINARY DEVELOPMENT PLAN FOR THE WESLEYAN INN ON APPROXIMATELY 1.09 ACRES (PARCELS 519-433-04-005-000 AND 519-433-04-002) ON PROPERTY ZONED PO/I AND R-3 PMU (PLANNED MIXED USE OVERLAY DISTRICT) AT 235 AND 239 WEST WILLIAM STREET.

The Clerk read the ordinance for the fifth time.

Motion: Mr. Browning motioned to adopt Ordinance No. 18-52, seconded by Vice-Mayor Shafer. Motion failed with a 3-4 (Jones, Keller, Browning, Rohrer) vote.

ITEM 14: ORDINANCE NO. 18-65 [First Reading]
AN ORDINANCE APPROVING A FINAL DEVELOPMENT PLAN REQUEST BY GLENROSS NORTH LLC, FOR GLENROSS NORTH SECTIONS 2-4 CONTAINING 127 SINGLE FAMILY LOTS ON APPROXIMATELY 65.81 ACRES LOCATED JUST EAST OF GLENN PARKWAY AND NORTH OF THE GLENROSS GOLF CLUB ON PROPERTY ZONED R-2 PMU (ONE-FAMILY RESIDENTIAL WITH A PLANNED MIXED USE OVERLAY DISTRICT).

The Clerk read the ordinance for the first time.

APPLICANT:
Brian Prenger
5500 New Albany Road
Columbus, Ohio

Motion: Mrs. Keller motioned to suspend the rules for Ordinance No. 18-65, seconded by Mr. Browning. Motion approved by a 7-0 vote.

Motion: Mrs. Keller motioned to adopt Ordinance No. 18-65, seconded by Mr. Browning. Motion approved by a 7-0 vote.

ITEM 15: ORDINANCE NO. 18-66 [First Reading]
AN ORDINANCE APPROVING A FINAL SUBDIVISION PLAT REQUEST BY GLENROSS NORTH LLC, FOR GLENROSS NORTH SECTION 2 CONTAINING 48 SINGLE FAMILY LOTS ON APPROXIMATELY 28.726 ACRES ON PROPERTY ZONED R-2 PMU (ONE-FAMILY RESIDENTIAL

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WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON IRVINE LOOP, DELANO DRIVE, SYCAMORE LANE, IRVINE WAY AND BLACKMORE DRIVE.

The Clerk read the Ordinance for the first time.

Motion: Mrs. Keller motioned to suspend the rules for Ordinance No. 18-66, seconded by Mr. Browning. Motion approved by a 7-0 vote.

Motion: Mrs. Keller motioned to adopt Ordinance No. 18-66, seconded by Mr. Browning. Motion approved by a 7-0 vote.

ITEM 16: ORDINANCE NO. 18-67 [First Reading]

AN ORDINANCE APPROVING A FINAL SUBDIVISION PLAT REQUEST BY GLENROSS NORTH LLC, FOR GLENROSS NORTH SECTION 3 CONTAINING 44 SINGLE FAMILY LOTS ON APPROXIMATELY 17.930 ACRES ON PROPERTY ZONED R-2 PMU (ONE-FAMILY RESIDENTIAL WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON BLACKMORE DRIVE, WINDLEY COURT AND MELICK DRIVE.

The Clerk read the Ordinance for the first time.

Motion: Mrs. Keller motioned to suspend the rules for Ordinance No. 18-67, seconded by Mr. Browning. Motion approved by a 7-0 vote.

Motion: Mrs. Keller motioned to adopt Ordinance No. 18-67, seconded by Mr. Browning. Motion approved by a 7-0 vote.

ITEM 17: ORDINANCE NO. 18-68 [First Reading]

AN ORDINANCE APPROVING A FINAL SUBDIVISION PLAT REQUEST BY GLENROSS NORTH LLC, FOR GLENROSS NORTH SECTION 4 CONTAINING 35 SINGLE FAMILY LOTS ON APPROXIMATELY 19.157 ACRES ON PROPERTY ZONED R-2 PMU (ONE-FAMILY RESIDENTIAL WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON MELICK DRIVE AND IRVINE WAY.

The Clerk read the Ordinance for the first time.

Motion: Mrs. Keller motioned to suspend the rules for Ordinance No. 18-68, seconded by Mr. Browning. Motion approved by a 7-0 vote.

Motion: Mrs. Keller motioned to adopt Ordinance No. 18-68, seconded by Mr. Browning. Motion approved by a 7-0 vote.

ITEM 18: ORDINANCE NO. 18-69 [First Reading]

AN ORDINANCE APPROVING A REZONING AMENDMENT REQUEST BY JOSHUA MORGAN CONSTRUCTION LLC, AT 1354 SR521 (PARCELS 519-441-02-002-000, 519-441-02-003-000 & 519-441-02-004-000) FROM A-1 (AGRICULTURAL DISTRICT) TO R-3 (ONE-FAMILY RESIDENTIAL DISTRICT) ON APPROXIMATELY 2.091 ACRES.

The Clerk read the ordinance for the first time. A public hearing and second reading has been scheduled for August 27, 2018 at 7:20 p.m.

ITEM 19: ORDINANCE NO. 18-70 [First Reading]

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AN ORDINANCE FOR METRO DEVELOPMENT LLC, FOR APPROVAL OF A REZONING AMENDMENT FOR THE SEATTLE HOUSE APARTMENTS (240 UNITS) ON APPROXIMATELY 24.212 ACRES (PARCEL 519-444-01-001-001) FROM R-6 (MULTI-FAMILY RESIDENTIAL DISTRICT) AND B-3 COMMUNITY BUSINESS DISTRICT) TO R-6 AND B-3 PMU (PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON THE NORTH SIDE OF US 36/37 AND THE SOUTH SIDE OF BOWTOWN ROAD JUST EAST OF THE CHESROWN AUTO STORAGE LOT.

The Clerk read the ordinance for the first time. A public hearing and second reading has been scheduled for August 27, 2018 at 7:30 p.m.

ITEM 20: ORDINANCE NO. 18-71 [First Reading]

AN ORDINANCE FOR METRO DEVELOPMENT LLC, FOR APPROVAL OF A CONDITIONAL USE PERMIT ALLOWING THE PLACEMENT OF A PMU (PLANNED MIXED USE OVERLAY DISTRICT) TO BE ESTABLISHED FOR THE SEATTLE HOUSE APARTMENTS (240 UNITS) ON APPROXIMATELY 24.212 ACRES (PARCELS 519-444-01-001-001) AND LOCATED ON THE NORTH SIDE OF US 36/37 AND THE SOUTH SIDE OF BOWTOWN ROAD JUST EAST OF THE CHESROWN AUTO STORAGE LOT.

The Clerk read the ordinance for the first time. A public hearing and second reading has been scheduled for August 27, 2018 at 7:30 p.m.

ITEM 21: ORDINANCE NO. 18-72 [First Reading]

AN ORDINANCE FOR METRO DEVELOPMENT LLC, FOR APPROVAL OF A PRELIMINARY DEVELOPMENT PLAN FOR THE SEATTLE HOUSE APARTMENTS 9240 UNITS) ON APPROXIMATELY 24.212 ACRES (PARCEL 519-444-01-001-001) ZONED R-6 AND B-3 PMU (MULTI-FAMILY RESIDENTIAL DISTRICT AND COMMUNITY BUSINESS DISTRICT WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON THE NORTH SIDE OF US 36/37 AND THE SOUTH SIDE OF BOWTOWN ROAD JUST EAST OF THE CHESROWN AUTO STORAGE LOT.

The Clerk read the ordinance for the first time. Ordinance No. 18-72 will be taken to a second reading.

ITEM 22: ORDINANCE NO. 18-73 [First Reading]

AN ORDINANCE FOR METRO DEVELOPMENT LLC, FOR APPROVAL OF A REZONING AMENDMENT FOR THE HIGHPOINT PLACE APARTMENTS (160 UNITS) ON APPROXIMATELY 16.70 ACRES (PARCELS 519-442-10-020-000 AND 519-442-10-021-000) FROM R-6 (MULTI-FAMILY RESIDENTIAL DISTRICT) TO R-6 PMU (MULTI-FAMILY RESIDENTIAL WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON THE NORTH SIDE OF BOWTOWN ROAD JUST WEST OF VILLAGE GATE APARTMENTS.

The Clerk read the ordinance for the first time. A public hearing and second reading has been scheduled for August 27, 2018 at 7:45 p.m.

ITEM 23: ORDINANCE NO. 18-74 [First Reading]

AN ORDINANCE FOR METRO DEVELOPMENT LLC, FOR APPROVAL OF A CONDITIONAL USE PERMIT ALLOWING THE PLACEMENT OF A PMU (PLANNED MIXED USE OVERLAY DISTRICT) TO BE ESTABLISHED FOR THE HIGHPOINT PLACE APARTMENTS (160 UNITS) ON APPROXIMATELY 16.70 ACRES (PARCELS 519-442-10-020-000 AND 519-442-10-021-000)

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Held August 13 20 18

AND LOCATED ON THE NORTH SIDE OF BOWTOWN ROAD JUST WEST OF VILLAGE GATE APARTMENTS.

The Clerk read the ordinance for the first time. A public hearing and second reading has been scheduled for August 27, 2018 at 7:45 p.m.

ITEM 24: ORDINANCE NO. 18-75 [First Reading] AN ORDINANCE FOR METRO DEVELOPMENT LLC, FOR APPROVAL OF A PRELIMINARY DEVELOPMENT PLAN FOR THE HIGHPOINT PLACE APARTMENTS (160 UNITS) ON APPROXIMATELY 16.70 ACRES (PARCELS 519-442-10-020-000 AND 519-442-10-021-000) ZONED R-6 PMU (MULTI-FAMILY RESIDENTIAL WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON THE NORTH SIDE OF BOWTOWN ROAD JUST WEST OF VILLAGE GATE APARTMENTS.

The Clerk read the ordinance for the first time. Ordinance No. 18-75 will be taken to a second reading.

ITEM 25: ORDINANCE NO. 18-76 [First Reading] AN ORDINANCE SUPPLEMENTING THE 2018 APPROPRIATIONS ORDINANCE TO PROVIDE ADDITIONAL FUNDING FOR THE RENOVATION OF CITY HALL AND THE CITY HALL ANNEX AND TO MAKE IMPROVEMENTS TO THE PARKING LOT EAST OF THE CITY HALL ANNEX BUILDING.

The Clerk read the ordinance for the first time. Ordinance No. 18-76 will be taken to a second reading.

ITEM 26: ORDINANCE NO. 18-77 [First Reading] AN ORDINANCE DETERMINING THAT THE PETITION FOR THE ESTABLISHMENT OF THE TERRA ALTA COMMUNITY AUTHORITY COMPLIES AS TO FORM AND SUBSTANCE WITH THE REQUIREMENTS OF SECTION 349.03 OF THE OHIO REVISED CODE AND TO FIX A DATE AND PLACE FOR A PUBLIC HEARING ON THAT PETITION, AND DECLARING AN EMERGENCY.

The Clerk read the ordinance for the first time. A public hearing and third reading of Ordinance No. 18-77 has been scheduled for September 10, 2018 at 7:20 p.m.

ITEM 27: ORDINANCE NO. 18-78 [First Reading] AN ORDINANCE SUPPLEMENTING THE 2018 APPROPRIATIONS ORDINANCE TO PROVIDE FUNDING TO COMPLETE A TRAIL SEGMENT ON CHESHIRE RD.

The Clerk read the ordinance for the first time.

Motion: Mrs. Keller motioned to suspend the rules for Ordinance No. 18-78, seconded by Mr. Jones. Motion approved by a 7-0 vote.

Motion: Mrs. Keller motioned to adopt Ordinance No. 18-78, seconded by Mr. Jones. Motion approved by a 7-0 vote.

ITEM 28: CITY MANAGER'S REPORT Mr. Homan provided an update regarding recycling. He provided background information on Delaware Now and their plans to conduct a

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study regarding U.S. 23. Mr. Homan thanked staff for their assistance during Ironman.

ITEM 29: COUNCIL COMMENTS

Mrs. Keller discussed her concerns over the multiple rezoning requests on the agenda and that developers are aware of the zoning when they purchase properties. She discussed the need to consider looking at the zoning in a comprehensive process and not individually.

Mr. Browning voiced his support regarding Mrs. Keller's concern relating to rezoning requests. Mr. Browning acknowledged the successful work of Mr. Stelzer and his staff in regards to the report provided by the State Auditor.

Vice-Mayor Shafer requested an executive summary regarding the Small Cell Legislation. He recommended a work session in the future to have a better understanding relating to zoning. He recommended that staff look at creating an ordinance setting parameters for when a NCA would be appropriate.

Mayor Riggle discussed the success of the recent Ironman and thanked all the volunteers for the event. She discussed concerns that she had received over road work being completed near schools. She recommended that staff reach out through social media to explain why the repairs were unable to be completed during the summer due to the grant process.

ITEM 30: ADJOURNMENT

Motion: Vice-Mayor Shafer motioned to adjourn the meeting. The meeting adjourned at 9:14 p.m.

Mayor Carolyn Kay Riggle

Elaine McCloskey, Council Clerk

**PARKING AND SAFETY
MOTION SUMMARY
April 16, 2018**

ITEM 1. ROLL CALL

Chairman Shafer called the Parking and Safety Meeting to begin at 7:00 p.m.

Members Present: Councilman Chris Jones and Chairman Kent Shafer

Motion to Excuse: Mr. Jones moved to excuse Councilwoman Keller, seconded by Chairman Shafer. Motion approved by 2-0 vote.

Staff Present: Kelsey Scott, Economic Development Specialist, Robert Penrod, Police Captain, Jessica Ormeroid, Project Manager,

ITEM 2. APPROVAL of the Motion Summary of the Parking and Safety Committee meeting held February 19, 2018, as recorded and transcribed.

Motion: Mr. Jones moved to approve the Motion Summary of the Parking and Safety Committee meeting held February 19, 2018, seconded by Chairman Shafer. Motion approved by a 2-0 vote.

ITEM 3. PUBLIC COMMENT

ITEM 4. CONSIDERATION for the installation of "No Parking" signage on Richardson St., from Hayes St. to the alley between Richardson St. and Cheshire St.

Captain Penrod discussed the request to remove parking on one side of the road. He discussed notification efforts to the surrounding neighbors on Richardson Street. He discussed the difficulty maneuvering a vehicle on the street when both sides of the street have parked cars. Captain Penrod also discussed that it was observed that trees were cut down that were located in the right of way and private property on the west side of Richardson Street.

PUBLIC PARTICIPATION:

Vanesh Vazirani
164 Richardson Street
Delaware, Ohio 43015

Mr. Vazirani questioned staff on what started the investigation and survey to

the neighbors. He voiced concerns of the lack of parking and the need to have open parking throughout the east side of Richardson Street for parking. He voiced concerns about the perception of neighbors that you may only park in front of the house.

Larry Bradley
161 Richardson Street
Delaware, Ohio 43015

Mr. Bradley voiced concerns related to the accident history of Cheshire and Vine. He recommended that the street be designated as a one way street.

Chairman Shafer requested that staff provide input from the Fire Chief regarding the recommendation to designate parking on the east side of the street only.

ITEM 5. DISCUSSION and CONSIDERATION of traffic calming measures at the corner of Cobblestone drive and Canal Street.

Staff discussed the option to use traffic calming measures in the area. Ms. Ormeroid discussed the average speed and average amount of vehicles that stop appropriately at the Cobblestone and Carson Farms four way intersection. She stated that 85% of drives have an average speed of 31-32 mph. Captain Penrod discussed enforcement efforts in the area.

PUBLIC PARTICIPATION:

Mary Lou Lovell
661 Cobblestone Drive
Delaware, Ohio 43015

Ms. Lovell voiced concerns over the lack of stop signs and speed in the area.

Toby West
679 Cobblestone Drive
Delaware, Ohio 43015

Ms. West voiced concerns over the high speeds from Houk Rd to Canal Street.

Ms. Ormeroid recommended using the dynamic speed back sign in the area.

ITEM 6. DISCUSSION and CONSIDERATION of parking restrictions on West Fountain Avenue.

Captain Penrod discussed the concern relating to parking on both sides of the street and the difficulty maneuvering vehicles in and out of driveways and on

the street. Captain Penrod informed the Committee that staff observed conditions while the high school students were both on spring break and back in session. He discussed the significant increase of parked cars on both sides of the street when school was in session. Captain Penrod discussed the recommendation of parking restrictions on one side of the road from 7 am to 4 pm, and will send out a survey to surrounding residents for further discussion. Ms. Ormeroid reviewed the accident history in the area.

PUBLIC PARTICIPATION:

Richard Jackson
270 West Fountain Avenue
Delaware, Ohio

Dick Brulotte
292 West Fountain Avenue
Delaware, Ohio

Mr. Brulotte and Mr. Jackson voiced their support for parking restrictions during school hours and voiced difficulty having two traffic when cars are parked on both sides of the street.

The Committee requested that surrounding neighbors be surveyed and notified of the recommendations.

ITEM 7. DISCUSSION and CONSIDERATION of the recommendations of the Downtown Parking Advocacy Committee – Enforcement Work Group, as listed:

- a. Extend Days and Hours of parking enforcement
- b. Expand downtown time limited parking to 3 hours
- c. Change in fine structure

Captain Penrod discussed the recommendations by the Enforcement Work Group to have 2 hour unmetered spaces be extended to 3 hours. He discussed the recommendations for parking fines and recommend parking enforcement be extended to 8 p.m., Monday through Friday.

PUBLIC PARTICIPATION:

Joe Diamond
153 North Washington Street
Delaware, Ohio

Mr. Diamond voiced a concern over the extension of parking enforcement and the need for tenants who lack parking to have a place to park in the evenings. Mr. Diamond voiced the need for continued 10 hour parking and to change the fine structure. Mr. Diamond recommended that the fine be at around \$10 for

the first offense and increase for each violation. He discussed that many businesses are paying the cost of the fine for their customers and that the fine makes it difficult for downtown businesses to compete with businesses that have parking lots.

Mark Smiles
Greater Gouda
193 North Sandusky Street
Delaware, Ohio

Mr. Smiles voiced his support to the concerns and recommendations voiced by Mr. Diamond.

David Kessler
Sandusky Street Antiques
30 North Sandusky Street
Delaware, Ohio

Mr. Kessler voiced a concern over the current fine structure and informed the Committee that he has paid the fine for customers and has lost business in the past due to customers being upset over the high fine.

Chris DeVol
Son of Thurman
5-7 North Sandusky Street
Delaware, Ohio 43015

Mr. DeVol recommended the City provide incentives to private lots for after hour public use.

Don Ranke
52 North Sandusky Street
Delaware, Ohio

Mr. Ranke discussed the concern over the potential loss of 10 hour parking spaces. He discussed his role as the Treasurer for the Delaware County Finance Authority and the ability for the Finance Authority to assist the City in funding a parking structure. He recommended a joint session with the Finance Authority and Council to discuss the option of a parking structure. Mr. Ranke requested information on who was on the Downtown Parking Advocacy Group.

Tracey Peyton
Strand Theatre
28 East Winter Street

Delaware, Ohio

Ms. Peyton voiced the need to increase the 2 hour parking to 3 hour, due to the average movie time is 2 hour and 10 minutes. She felt the extension of parking enforcement would not be beneficial.

Patrick Bailey
Endangered Species
11 West Winter Street
Delaware, Ohio

Mr. Bailey informed the Committee that the recommended extension of parking enforcement was related to restaurants needing parking turnover. He agreed with the need for a parking structure as many of his patrons are from out of town and will also visit nearby restaurant establishments. He recommended that the fine structure be lowered and to also to put meters throughout the downtown area.

Sheila Hiddleston
Delaware General Health District
1-3 West Winter Street
Delaware, Ohio

Ms. Hiddleston voiced the concern that many client visits will take longer than two hours and recommended a voucher system to allow their clients to utilize their parking spots longer.

Todd Daughenbaugh
Fresh Start Café and Bakery
24 North Sandusky Street
Delaware, Ohio

Mr. Daughenbaugh discussed the need to determine the goal of the parking work groups and address the issue.

ITEM 8. STAFF COMMENTS

Kelsey Scott provided information regarding the Downtown Business Survey as the survey regarding branding for city lots.

ITEM 9. COMMITTEE COMMENTS

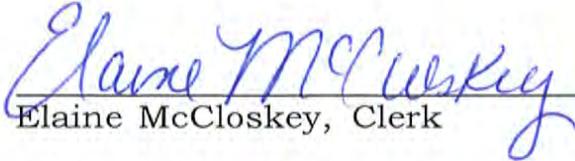
ITEM 10. ADJOURNMENT

Motion: Chairman Shafer moved to adjourn the meeting.

The Parking and Safety Committee Meeting adjourned at 7:53 p.m.



Kent Shafer, Chairman



Elaine McCloskey, Clerk

**HISTORIC PRESERVATION COMMISSION
MOTION SUMMARY
July 25, 2018**

ITEM 1. Roll Call

Chairman Hatten called the Historic Preservation Commission meeting to order at 7:01 p.m.

Members Present: Joe Coleman, Cara Hering, Erinn Nicley, Stephanie Van Gundy, Sherry Riviera and Vice-Chairman Mark Hatten

Members Absent: Councilman Kyle Rohrer

Staff Present: Jerry Warner, Chief Building Inspector and Dave Efland, Planning and Community Development Director

Motion to Excuse: Mr. Coleman motioned to excuse Councilman Rohrer, seconded by Ms. Riviera. Motion approved by a 6-0 vote.

ITEM 2. ELECTION OF OFFICERS

- A. Chairperson
- B. Vice-Chairperson

The Commission requested to wait for election of officers until the next meeting to allow for all members to be present for the vote.

Motion: Mr. Nicley motioned to table the election of officers, seconded by Ms. Van Gundy. Motion approved by a 6-0 vote.

ITEM 3. APPROVAL OF MOTION SUMMARY of the Historic Preservation Commission meeting held on June 27, 2018 as recorded and transcribed.

Motion: Mr. Coleman motioned to approve the Motion Summary of the Historic Preservation Commission meeting held on June 27, 2018, as recorded and transcribed, seconded by Ms. Van Gundy. Motion approved by a 3-0-3 (Hatten, Hering, Riviera) vote.

ITEM 4. REGULAR BUSINESS

- A. 2018-1514: A request by COhatch / Delaware Community Space, LLC for a Certificate of Appropriateness for proposed exterior renovations at 18 East William Street which is zoned B-2 (Central Business District) and located in the Transitional Sub-District of the Downtown Historic District Overlay.

Mr. Efland reviewed with the Commission that the Applicant had an informal review in June and provided two different windows. Mr. Efland discussed that the property is City owned and will have a mixed use, with plans for COhatch to utilize the first floor and basement, and the City to access the second floor for additional office space. Mr. Efland discussed the need to fix brick on the south side of the building. He discussed the plans for entry doors, rear entry improvements to the east side of the building, and window replacement. Mr. Efland informed the Commission that the ADA lift will have administrative approval. He discussed utilizing the loading dock area to create an outdoor space and allow for light to enter the building. He informed the Commission that there are approximately 44 windows to be replaced and that the various unique windows will be refurbished. Mr. Efland discussed the variety of window shapes and sizes throughout the building. He discussed the plans for the steel eye beam pergola and outside seating area in the front and the external illuminated signage proposed on the building. He discussed the city guidelines for the mullion divides. He present two samples of windows that consisted of aluminum clad and fiber glass.

Chairman Hatten reviewed the six criteria to grant a requested variance into the record. He discussed that the Commission needs to remain objective and not subjective.

APPLICANT:

Matt Davis
4620 Hickory Rock Dr.
Powell, Ohio

Joel Limes
283 East High Street
Worthington, Ohio

Terry Hegendefer
18290 Boerger Road
Marysville, Ohio

Mr. Davis discussed taking the feedback from the informal review and put into the application. Mr. Coleman discussed his concerns over the windows, and that the current standards do not allow for the fiber glass windows. He voiced concerns over not knowing how fiberglass windows will weather over a twenty year period and felt it was necessary to get more information on the fiberglass. He did feel the mullions look good with the elevations. Mr. Hegendefer requested a decision made on the windows today to allow for them to move forward with the project. Mr. Davis discussed the ability to save a substantial amount of money to use fiber glass windows and that it may allow for other businesses to replace damaged windows. Ms. Van Gundy discussed having a duty to preserve history but also need to look at being cautious with public tax dollars. She

recommended that the Commission look at changing the standards in regards to windows. Ms. Riviera also discussed her agreement in reviewing the standards. A discussion was held on the projects budget and the city cost & public funds. Mr. Nicley discussed the use of tax payer money but also the need to hold the City to their own standards. Mr. Warner discussed the National Standards do not allow for aluminum clad windows and the research that staff did regarding both types of windows. He discussed that aluminum clad was allowed as residents and business owners did not want to perform the upkeep of painting the windows.

Motion: Mr. Coleman motioned to approve 2018-1514, with items 4, 5, 6 and 8, along with the provision in Item 5 that the window replacement are aluminum clad, seconded by Mr. Nicley. Motion approved by a 5-1 (Van Gundy) vote.

B. 2018-1727: A request by Indus Hotels for an Informal Review for the proposed demolition and construction of a hotel at 7 and 27 Spring Street which are zoned B-3 (Community Business District) and located in the Transitional Sub-District of the Downtown Historic District Overlay.

Mr. Efland discussed the location of the development that would require demolition on the site of two buildings. He discussed the need for a zoning change and further review needed by the Planning Commission. He reviewed the current zoning for the property and the property in related to the Historic District. He provided some background historical information on hotels in the Historic Downtown District. Mr. Efland provided renderings of the building and discussed the elevations of the building. He informed the Commission that it will have six floors and there will be necessary grade changes. Mr. Efland discussed the preferred design to have a drop off area and set the building back. Mr. Efland reviewed the materials for the building including white painted brick and zinc metal panels.

APPLICANT:

Warren Bath
OHM Advisors
580 North 4th St., Suite 610
Columbus, Ohio

Dave Kozar
2700 Camden Road
Columbus, Ohio

Mr. Bath provided more contextual renderings of the project. He provided samples of the brick and stone for the Commission to see. Mr. Nicley discussed the different factors that are not currently complaint with the standards for Transitional Sub-District including the height of the building, the parking on the sides of the building, and the color palette. He discussed that these would

require a variance. Mr. Coleman discussed the proposed materials being more appropriate for the Core District and not the Transitional Sub-District. He also voiced his preference for site plan option one and have the building up to the sidewalk. Ms. Van Gundy recommended the addition of awnings to give it a more historic appearance. Ms. Hering discussed the design being flat faced and simple and that the first floor is lacking a higher proportion from floor to ceiling. Mr. Kozar discussed the plan to have 116 rooms which will help with the operating model. Mr. Nicley voiced concerns over the height of the building and recommended to create a streetscape building by using different shades of brick. He stated this will help to make it look like three individual buildings. Chairman Hatten recommended having the building closer to the sidewalk. A discussion was held input received from Ohio Wesleyan University regarding the project. The Commission discussed alternative materials and colors to use.

C. 2018-1784: A request by the City of Delaware for a Certificate of Appropriateness for a pedestrian connector at 1 South Sandusky Street which is zoned B-2 (Central Business District) and located in the Downtown Core Sub-District of the Downtown Historic District Overlay.

Mr. Efland discussed the there is no current standards regarding a pedestrian bridge. He discussed the expected setback for the bridge and the location. Mr. Efland provided a rendering of the bridge and reviewed the proposed plan reviews. He also provided examples of pedestrian bridges in other areas. A discussion was held on if the beams will be visible from the outside. Chairman Hatten recommended getting more input. The Commission discussed the use of an eye beam design to tie into the COhatch project. Chairman Hatten also requested research on other bridges in historic cities. Ms. Van Gundy discussed finding properties throughout the downtown area that at one time had a connection. The Commission was in agreement to have administrative approval on the project with new design being emailed to the Commission for input and final approval administratively. Chairman Hatten also suggested if needed to have the design brought before the Commission again if necessary.

APPLICANT:

Terry Hegendefer
18290 Boerger Road
Marysville, Ohio

Motion: Mr. Coleman motioned to revise the design that is more structurally similar to the pergola eyebeams, windows that more consistent to the proportions on the existing two buildings, a clean line on the bottom where the bridge meets the bump out, and that the design is subject to email review and administrative approval, seconded by Mr. Nicley. Motion approved by a 6-0 vote.

ITEM 5. STAFF COMMENTS

ITEM 6. COMMISSION MEMBER COMMENTS AND DISCUSSION

The Commission recommended to have further discussion regarding the fiberglass windows and for staff to research the longevity and other historic cities that have worked this type of windows into their standards.

ITEM 7. NEXT REGULAR MEETING: August 22, 2018

ITEM 8. ADJOURNMENT

Motion: Mr. Nicley moved to adjourn the meeting, seconded by Councilman Rohrer. The Historic Preservation Commission meeting adjourned at 8:57 p.m.



Chairperson



Elaine McCloskey, Clerk



FACT SHEET

AGENDA ITEM NO: CONSENT ITEM C DATE: 08/27/2018
ORDINANCE NO: RESOLUTION NO: 18-47
READING: FIRST PUBLIC HEARING: NO

TO: Mayor and Members of City Council
FROM: R. Thomas Homan, City Manager
VIA: William L. Ferrigno, P.E., Public Works Director/City Engineer

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

A RESOLUTION AUTHORIZING THE MODIFICATION OF CERTAIN TRAFFIC CONTROL SIGNAGE TO EXTEND THE NO PARKING HERE TO CORNER ZONE ON THE NORTH SIDE OF DIVERSTON WAY FROM SOUTH HOUK ROAD TO THE DRIVEWAY OF 280 DIVERSTON WAY.

BACKGROUND:

A resident requested that a No Parking Zone be established on the north and south sides of Diverston Way from South Houk Road to Blakemore Drive to provide for safe maneuverability of vehicles in the east and west bound directions on Diverston Way at South Houk Road. City Staff and the Parking and Safety Committee reviewed the request and, given that the Westport Homes model home is located on the north side of Diverston Way just east of South Houk Road, the Committee recommended that the No Parking Here to Corner Zone only be extended on the north side of Diverston Way to the driveway of 280 Diverston Way and that statutory No Parking Here to Corner Zone be signed on the south side of Diverston Way. This will provide for safer maneuverability of vehicles in the east and west bound direction on Diverston Way at South Houk Road, but will still allow for the model home employees and visitors to park on the south side of Diverston Way directly across from the model home.

REASON WHY LEGISLATION IS NEEDED:

The placement of regulatory signage requires City Council authorization for permanent enforcement.

COMMITTEE RECOMMENDATION:

The action is being taken as a result of the Parking and Safety Committee recommendation at the August 20, 2018 meeting.

FISCAL IMPACT(S):

The cost of materials to install the signage is estimated at \$100.00 to come out of the Public Works Traffic Division annual operating budget.

POLICY CHANGES:

None

PRESENTER(S):

William L. Ferrigno, P.E., Public Works Director/City Engineer

RECOMMENDATION:

Approval

ATTACHMENT(S)

Exhibit A



Google Earth





FACT SHEET

AGENDA ITEM NO: CONSENT ITEM D DATE: 08/27/2018
ORDINANCE NO: RESOLUTION NO: 18-48
READING: FIRST PUBLIC HEARING: NO

TO: Mayor and Members of City Council
FROM: R. Thomas Homan, City Manager
VIA: William L. Ferrigno, P.E., Public Works Director/City Engineer

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

A RESOLUTION AUTHORIZING THE INSTALLATION OF A NO PARKING ANYTIME ZONE ON THE WEST AND NORTH SIDES OF RICHARDSON STREET AND VINE STREET FROM HAYES STREET TO THE NORTH-SOUTH ALLEY BETWEEN VINE STREET AND HAYES STREET.

BACKGROUND:

City of Delaware Parking Control Officers requested that a No Parking Anytime Zone be installed on west and north sides of Richardson Street and Vine Street between Hayes Street and the north-south alley between Hayes Street and Vine Street. This roadway is approximately 20-feet wide, so restricting parking to one side is needed to provide for safe maneuverability of vehicles along Richardson St, in particular Fire/EMS vehicles. In addition to the narrowness of this section of roadway, there have been issues with recreational/work vehicles, equipment and firewood being stored within the City right-of-way on the west and north sides of the street, which has since been addressed. City Staff made a final recommendation that a No Parking Anytime Zone be installed per the initial request from the Parking Control Officers.

REASON WHY LEGISLATION IS NEEDED:

The placement of regulatory signage requires City Council authorization for permanent enforcement.

COMMITTEE RECOMMENDATION:

The action is being taken as a result of the Parking and Safety Committee recommendation at the August 20, 2018 meeting.

FISCAL IMPACT(S):

The cost of materials to install the signage is estimated at \$200.00 to come out of the Public Works Traffic Division annual operating budget.

POLICY CHANGES:

None

PRESENTER(S):

William L. Ferrigno, P.E., Public Works Director/City Engineer

RECOMMENDATION:

Approval

ATTACHMENT(S)

Exhibit A

RESOLUTION NO. 18-48

A RESOLUTION AUTHORIZING THE INSTALLATION OF A NO PARKING ANYTIME ZONE ON THE WEST AND NORTH SIDES OF RICHARDSON STREET AND VINE STREET FROM HAYES STREET TO THE NORTH-SOUTH ALLEY BETWEEN VINE STREET AND HAYES STREET.

WHEREAS, the No Parking Anytime Zone has been requested so as to provide for the safe maneuverability of vehicles along Richardson Street and Vine Street; and

WHEREAS, the Parking and Safety Committee has endorsed the installation of the a No Parking Anytime Zone on the west and north sides of Richardson Street and Vine Street from Hayes Street to the north-south alley between Vine Street and Hayes Street by a 3-0 vote at the August 20, 2018 meeting.

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

SECTION 1. The No Parking Anytime Zone will be installed on the west and north sides of Richardson Street and Vine Street from Hayes Street to the north-south alley between Vine Street and Hayes Street.

SECTION 2. That this resolution shall take effect and be in force immediately after its passage.

PASSED: _____, 2018

YEAS___ NAYS___
ABSTAIN ___

ATTEST: _____
CITY CLERK

MAYOR



Google Earth





MEMORANDUM

TO: Tom Homan, City Manager
Darren Shulman, City Attorney

FROM: Sean Hughes, Economic Development Director

DATE: 8/17/2018

RE: Economic Development Related Transfer of Liquor Permit (TRES) to Neal Kruse, DBA Old Dog Ale House

This is intended to provide information related to a requested transfer of a liquor permit for Neal Kruse, DBA Old Dog Ale House at 13 W. William St. as an economic development project ("TRES") into Delaware.

As you know, state law allows for the transfer of the ownership and location of liquor permits from one municipality to an economic development project located in another municipality in Ohio. Transferring a permit to an economic development project in a new municipality is known as TRES. It is required that the new municipality acknowledge that the liquor permit will be transferred to an economic development project.

This memorandum, and the information provided below is verification that the Neal Kruse, DBA Old Dog Ale House project is indeed an economic development project.

The following economic development impact information has been provided to City staff by way of written information from the project owners, in addition to a follow-up conversation with the principal business owner Neal Kruse:

- Estimated Investment (equipment, services, utilities, etc.): \$200,000
- Total number of jobs to be created: 25
- Estimated Annual Tax Collections:
 - o Sales Tax: \$75,000
 - o State Unemployment Tax: \$15,000
 - o State Withholding Tax: \$35,000
 - o Property Tax: \$7,962

On the basis of this information, I recommend that the City Manager acknowledge, by signature on TRES application, that the Neal Kruse, DBA Old Dog Ale House project represents an economic development project within the City of Delaware.



Delaware Police Department Liquor Permit Report

DPD Report Number: L-18-04		Investigating Officer: DET Daniel Madden #56	
Applicant (Primary Shareholder): Neal Kruse		Company Name: Old Dog Ale House DBA: Old Dog Ale House	
Common Name: Old Dog Ale House & Brewery		Address 13 W William St Delaware OH 43015	
Applicant Phone Number: 614-204-0362		Applicant E-Mail Address: Krusenk@frontier.com	
<input type="checkbox"/> Existing Business	Type of Business Gastro Pub	Notification Type: B New Permit	Date of Report 08/20/2018
<input checked="" type="checkbox"/> New Business (Supplement Attached)			

Permit Type

C1/C2X Beer only in original sealed container for carry out only. C2 Wine and mixed beverages in sealed containers for carry out.
 D1/D2X Beer only for on premises consumption or in sealed containers for carry out. D2 Wine and mixed beverages for on premises consumption or in sealed containers for carryout. D4 Beer and any intoxicating liquor to members only, for on premises consumption only until 1:00am.
 D5 Spirituous liquor for on premises consumption only, beer, wine and mixed beverages for on premises, or off premises in original sealed containers, until 2:30am. Other D6

Location Information

Churches, Libraries and or schools within 500 feet <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	School, church or library objection <input type="checkbox"/> Yes (Supplement Attached) <input checked="" type="checkbox"/> No <i>Note: Objections are only permitted for new permits.</i>
Police Calls for Service in past 12 months: None	Number of Police Reports in past 12 months: None
Calls for Service excluding calls not related to the business in past 12 months: None	Location is excessive drain on Police Resources: <input type="checkbox"/> Yes (Supplement Attached) <input checked="" type="checkbox"/> No
Nuisance Abatement Pending <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Accessible by Law Enforcement <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Site compliance checked by Dept. of Commerce <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Private Club (Restricted Access Door) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Applicant Information

Records Checked <input type="checkbox"/> Ohio Law Enforcement Gateway <input checked="" type="checkbox"/> Delaware Police Department Database	Record located for Liquor Law Violation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicant has an active warrant <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Criminal History Checked by Dept. of Commerce <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Local Record on file <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Contact made with Applicant <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Problem History with DPD <input type="checkbox"/> Yes (Supplement Attached) <input checked="" type="checkbox"/> No	

Determination on Objection

The Delaware Police Department does not find a legislative basis for requesting a hearing to object to the issuance of a liquor permit for this business.

The Delaware Police Department recommends requesting a hearing into the issuance of a liquor permit for this business, due to one or more of the following criteria for objection as set forth by the Ohio Revised Code.

- Site does not conform to local building, safety and health codes (excluding zoning).
- Law enforcement or state agents do not have ready access to the premises where alcoholic beverages are being served.
- Physical location causes a public nuisance.
- Site has been officially classified as a nuisance according to State Law.
- Conviction of a crime by the applicant that relates to operating a liquor establishment.
- Past improper operation of a location with a liquor permit.
- Misrepresentation of material fact on the application.
- Addiction of the applicant to alcohol or narcotics.
- Formal objection by specific types of other locations to which the site is in certain proximity.
- Conviction of the applicant of food stamp or WIC fraud.

(Supplement Attached)



**Delaware Police Department
Liquor Permit Report**

Supplement

Supplement Type

- New Business Description**
- Police Department Objection**
- Community Objection**
- Other :**

On 8/20/2018, I met with Neal Kruse in regards to this permit. Through talking with Neal, I learned that he previously owned/operated Firehouse Tavern in Sunbury for approximately nine years. Neal and six other individuals are partnering in this new venture, the Old Dog Ale House and Brewery. Neal assured me that they want to be a good neighbor and work with the community in every way that they can. Neal shared with me that he is heavily involved in the Ohio Fallen Hero's Memorial and it appears that he is very committed to the Delaware County community.

Neal informed me that they are in the process of obtaining several permits, including one that will permit them to manufacture their own beer on site. In walking through the site with Neal, it is clear that he and his group are making a significant monetary investment in the building and the business as a whole. While the project is still in progress, Neal showed me the anticipated layout of the interior and shared some ideas concerning the patio. The interior is going to be primarily for dinning with a bar/siting area to east side. There is still some discussions going on about the neighboring outside areas, but it is anticipated that there will be a small bar area outside along with additional dinning seating (all on the existing patio).

Neal told me that they intend on being a Gastro Pub and do not plan to stay open past 10-11 PM, unless there is a special event that would keep them open later. The focus of the location is going to be a restaurant that sells its own beer along with other brands of beer, wine and craft drinks. While Neal acknowledged that liquor will be on site, they will have a limited selection and will not be selling shots. The vision of the group is to have a place where co-workers can grab a drink after work while sharing some appetizers and/or a place for the community to experience unique meals and have a drink.

I attempted to make contact with William Street United Methodist as it is the only church/school within the 500 feet radius of the location. Unfortunately, I could not reach anybody and there was no means of leaving a message. It should be noted, that in completing previous liquor permit investigations, none of the downtown churches/schools have objected to the permit. I would assume that they would continue with that stance, if I was able to make contact with them. I also reached out to Sunbury PD to see if they had any concerns with Neal or the Firehouse Tavern when it was under his control and they did not.

Based on all of the above, I do not see any reason why the City of Delaware should object to this permit. **56**

D. D. Miller #56
Investigating Officer Signature

8/20/2018
Date

D. St. Amel
Supervisor Signature

Date



FACT SHEET

AGENDA ITEM NO: 9

DATE: 08/27/2018

ORDINANCE NO: 18-69

RESOLUTION NO:

READING: SECOND

PUBLIC HEARING: YES
August 27, 2018 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 A REZONING AMENDMENT REQUEST BY JOSHUA MORGAN CONSTRUCTION LLC., AT 1354 SR 521 (PARCELS 519-441-02-002-000, 519-441-02-003-000 & 519-441-02-004-000) FROM A-1 (AGRICULTURAL DISTRICT) TO R-3 (ONE-FAMILY RESIDENTIAL DISTRICT) ON APPROXIMATELY 2.091 ACRES.

BACKGROUND:

See attached staff report.

REASON WHY LEGISLATION IS NEEDED:

To achieve compliance with Chapter 1130 Amendments of the Codified Ordinances.

COMMITTEE RECOMMENDATION:

Planning Commission recommended approval by a vote of 7-0 on August 1, 2018.

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. 18-69

AN ORDINANCE APPROVING A REZONING AMENDMENT REQUEST BY JOSHUA MORGAN CONSTRUCTION LLC., AT 1354 SR 521 (PARCELS 519-441-02-002-000, 519-441-02-003-000 & 519-441-02-004-000) FROM A-1 (AGRICULTURAL DISTRICT) TO R-3 (ONE-FAMILY RESIDENTIAL DISTRICT) ON APPROXIMATELY 2.091 ACRES.

WHEREAS, the Planning Commission at its meeting on August 1, 2018 recommended approval of a Rezoning Amendment request by Joshua Morgan Construction LLC., at 1354 SR 521 (Parcels 519-441-02-002-000, 519-441-02-003-000 & 519-441-02-004-000) from A-1 (Agricultural District) to R-3 (One-Family Residential District) on approximately 2.091 acres (2018-1589).

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

SECTION 1. That the Rezoning Amendment request by Joshua Morgan Construction LLC., at 1354 SR 521 (Parcels 519-441-02-002-000, 519-441-02-003-000 & 519-441-02-004-000) from A-1 (Agricultural District) to R-3 (One-Family Residential District) on approximately 2.091 acres (2018-1589), is hereby confirmed, approved and accepted with the following conditions that:

1. The engineering drawing shall be approved by the City prior to building permit approval of the first house.
2. The houses shall achieve compliance with all R-3 zoning requirements.
3. A sidewalk along SR 521 shall be required for each single family lot.
4. Each house and lot shall achieve compliance with all other City development requirements.

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: _____, 2018

YEAS ___ NAYS ___
ABSTAIN ___

ATTEST: _____
CITY CLERK

MAYOR



CASE NUMBERS: 2018-1589
REQUEST: Rezoning Amendment
PROJECT: Morgan SR 521 Rezoning
MEETING DATE: August 1, 2018

APPLICANT/OWNER

Joshua Morgan Construction LLC
862 Township Road 208
Marengo, Ohio 4334

REQUEST

2018-1589: A request by Joshua Morgan Construction LLC for approval of a Rezoning Amendment at 1354 SR 521 (Parcels 519-441-02-002-000, 519-441-02-003-000 & 519-441-02-004-000) from A-1 (Agricultural District) to R-3 (One-Family Residential District) on approximately 2.091 acres.

PROPERTY LOCATION & DESCRIPTION

The subject three properties are located in Delaware Township but are currently in the process of being annexed into the City and would be zoned within six months automatically to A-1 (Agricultural District) upon annexation per the City zoning code if not zoned concurrently with the annexation. The properties are located on the east side of SR 521 adjacent to and north of Ashburn Drive across from the Kensington Place Subdivision. The subject three properties are currently zoned FR-1 (Farm Residential District) in Delaware Township. The property to the north is zoned R-3 (One-Family Residential) in the City and the property to the west is zoned A-1 in the City. The properties to the south and east are zoned FR-1 in Delaware Township.

BACKGROUND/PROPOSAL

An existing house straddles the northern two properties which would be demolished thus leaving three vacant lots. The applicant would construct single family houses on the subject three lots that would have to achieve compliance with the R-3 zoning requirements and all other City development requirements. The owner would be able to access City sanitary and water services upon annexation.

STAFF ANALYSIS

- **LAND USE / COMPREHENSIVE PLAN:** The subject three properties are designated as a low density single family district on the future land use map of the Comprehensive Plan in the East Subarea. The three lots are just over 2 acres which would yield a density of 0.66 units per acre that is within the low density single-family requirements. Therefore, the proposed rezoning would achieve compliance with the Comprehensive Plan.
- **ZONING:** As mentioned above, the rezoning to an R-3 straight letter zoning district would allow the subject three lots to be developed per the R-3 zoning requirements. This is also consistent with the nearby Kensington Place Subdivision zoning.
- **ENGINEERING** The Applicant needs to obtain engineering approvals, including any sanitary and water 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 a technical review by the Engineering Department once a complete plan set is submitted for review. The subject engineering drawing would need to be approved prior to any building permits being approved.
- **ROADS AND TRAFFIC:** Each of the three lots would have a single curb cut from SR 521 for access. Any improvements for each subject lot would be the responsibility of the owner per the City Engineer's requirements.
- **SITE LAYOUT:** No site layout is provided but each house would have to achieve compliance with Chapter 1134 Residential District Requirements and Chapter 1171.08 Residential Development Design Criteria and Performance Standards.
- **BIKE PATHS AND PEDESTRIAN ROUTES:** A sidewalk along SR 521 would be required for each lot while an existing bike path is located on the west side of the SR 521 per the adopted Bicycle and Pedestrian Master Plan 2027.
- **LANDSCAPING:** Each house would require landscaping per Chapter 1171.08 Residential Development Design Criteria and Performance Standards.
- **MISC:** Each house shall have to achieve compliance with all other City development requirements

STAFF RECOMMENDATION (2018-1589 – REZONING AMENDMENT)

Staff recommends approval of a request by Joshua Morgan Construction LLC for a Rezoning Amendment at 1354 SR 521 (Parcels 519-441-02-002-000, 519-441-02-003-000 & 519-441-02-004-000) from A-1 (Agricultural District) to R-3 (One-Family Residential District) on approximately 2.091 acres with the following conditions that:

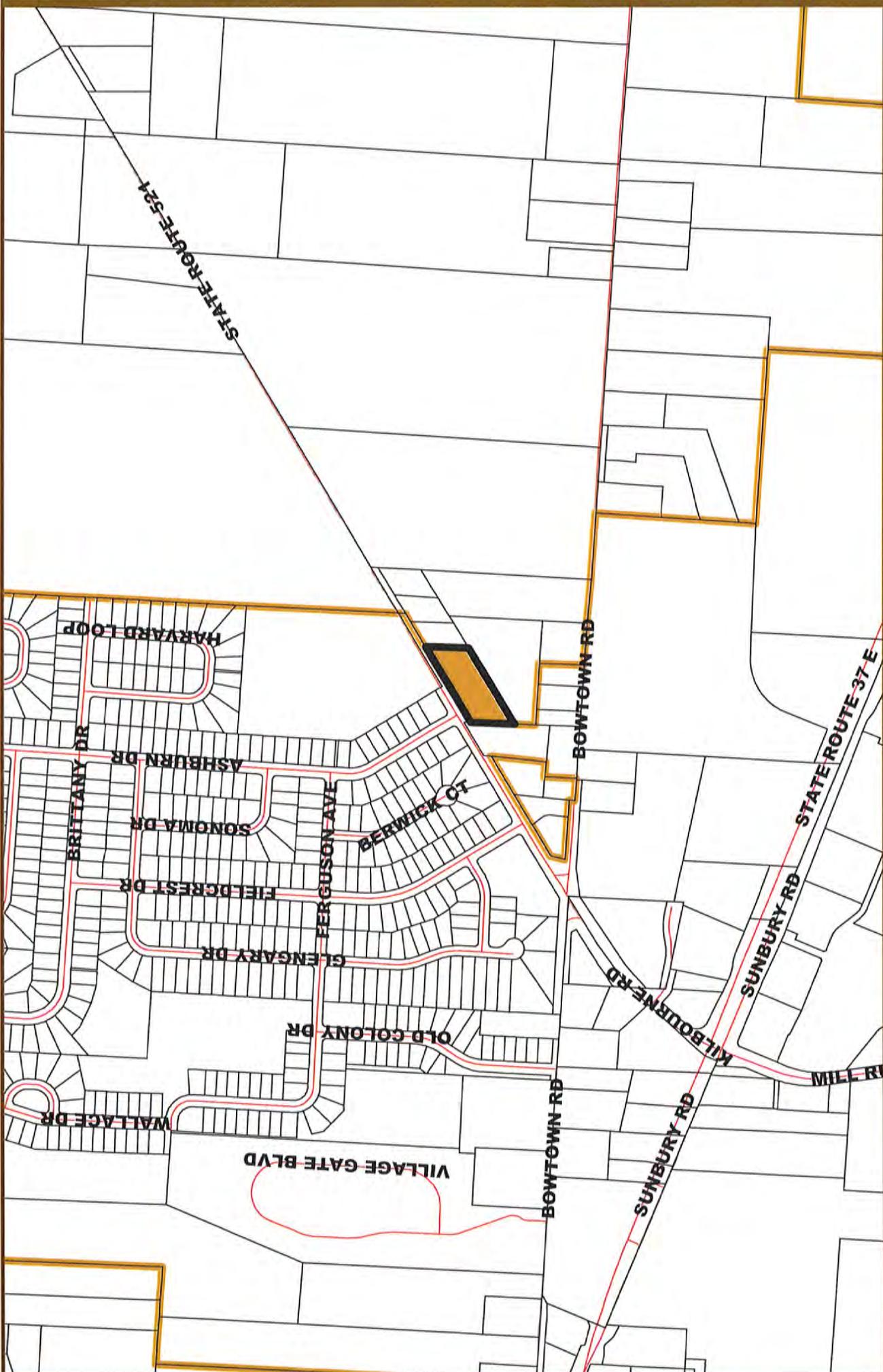
1. The engineering drawing shall be approved by the City prior to building permit approval of the first house.
2. The houses shall achieve compliance with all R-3 zoning requirements.
3. A sidewalk along SR 521 shall be required for each single family lot.
4. Each house and lot shall achieve compliance with all other City development requirements.

COMMISSION NOTES:

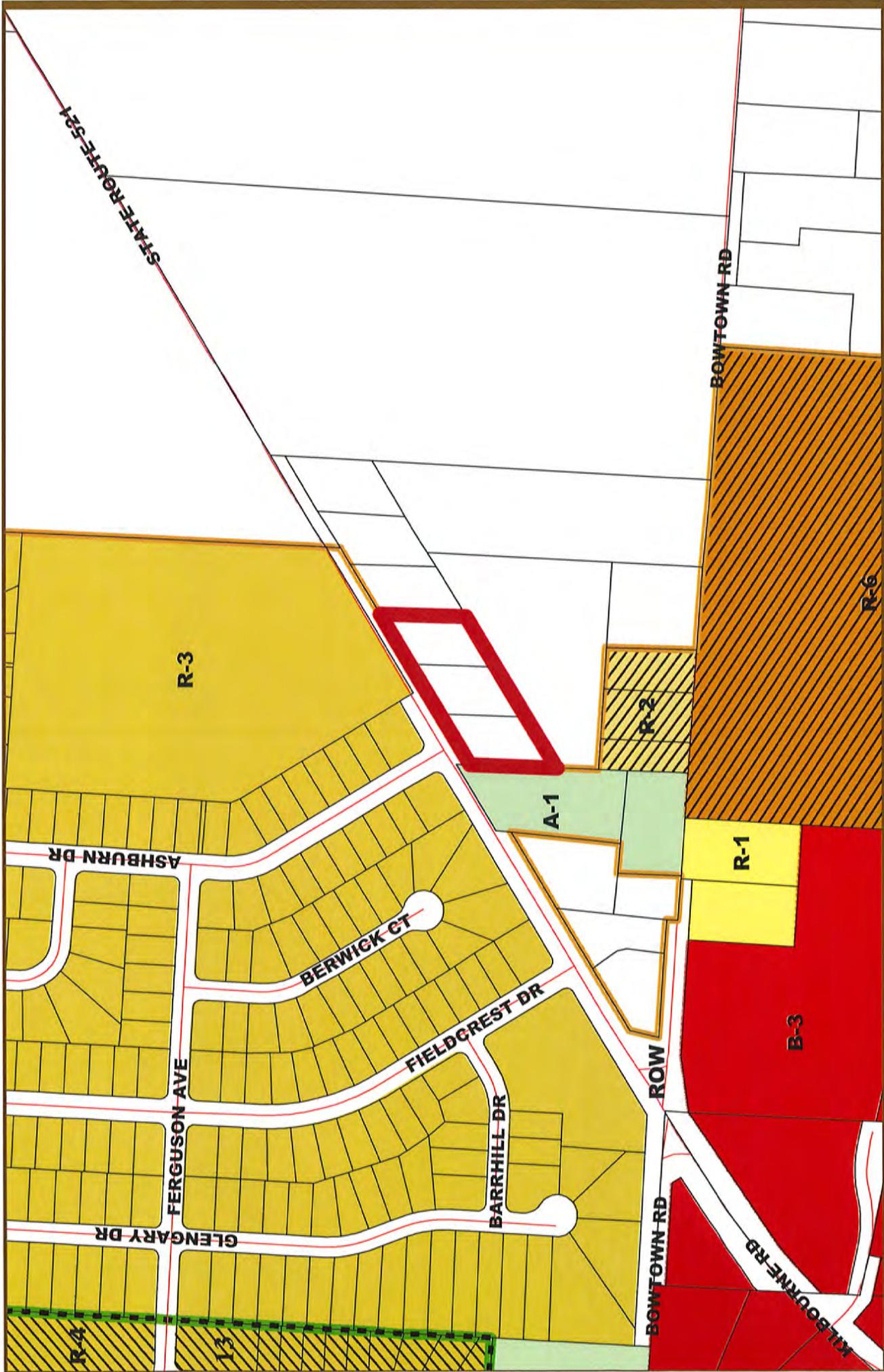
MOTION: _____ *1st* _____ *2nd* *approved* *denied* *tabled* _____

CONDITIONS/MISCELLANEOUS:

FILE:
ORIGINAL:
REVISED: 7/20/18



2018-1589
 Rezoning Amendment
 1354 State Route 521
 Location Map



2018-1589
 Rezoning Amendment
 1354 State Route 521
 Zoning Map



2018-1589
 Rezoning Amendment
 1354 State Route 521
 Comprehensive Plan Map





2018-1589
Rezoning Amendment
1354 State Route 521
Aerial (2016) Map





Morgan Rezoning - Lots 586, 587 & 588

Information contained within this map may be used to generally locate, identify and inventory land parcels within Delaware County. Delaware County cannot warrant or guarantee the information contained herein, including, but not limited to its accuracy or completeness. The map parcel lines shown are approximate and this information cannot be construed or used as a "legal description" of a parcel. Flood Plain information is obtained from FEMA and is administered by the Delaware County Building Department (740-833-2201). Please report any errors or omissions to the Delaware County Auditor's office at delcogis@co.delaware.oh.us. Prepared by: Delaware County Auditor's GIS Office



Delaware County Auditor
George Kaltsa



MAP OF TERRITORY TO BE ANNEXED TYPE II ANNEXATION PLAT

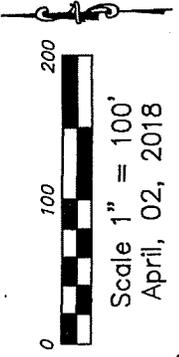
Map of Territory to be Annexed to the City of Delaware,
 from the Township of Delaware
 Being Lots 586, 587, 588 (2.091 acres) of the Thomas Lands Subdivision,
 (P.B. 7, PG. 69) located in Farm Lot 27, Sec 4 Twp. 5, Rg. 19 W, U.S.M.L.,
 in Delaware Township, Delaware County, Ohio

BEING A 2.091 ACRE ANNEXATION TO THE CITY OF DELAWARE FROM THE
 TOWNSHIP OF DELAWARE, EXPEDITED TYPE II ANNEXATION UNDER PRC.
 709.021 & 709.023.

Delaware County
 Engineer
 I hereby certify this is a true copy
 of the document that is on file
 in the Map Department.
 CHRIS E. BAUSERMAN, P.E., P.S.
 County Engineer
 Date: 4/6/18
 By: *[Signature]*



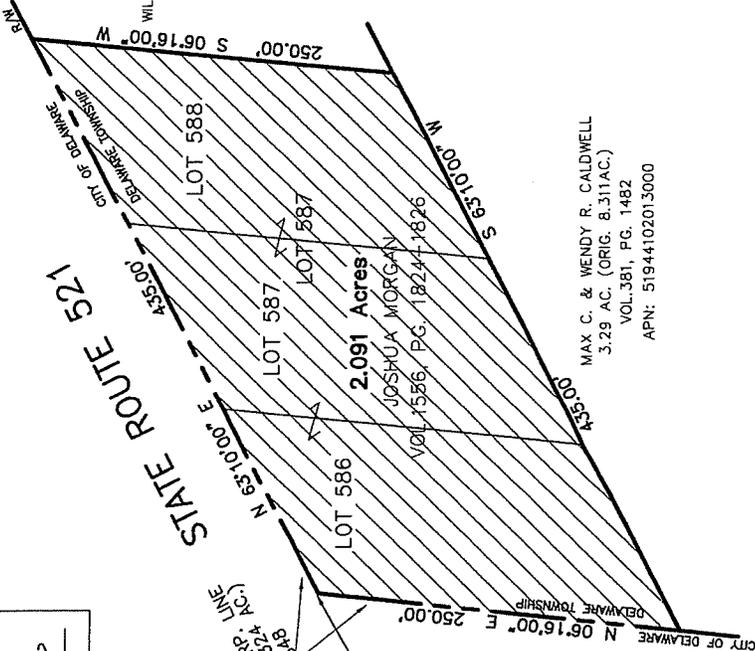
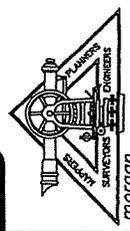
VICINITY MAP nts



- AREA TO BE ANNEXED
- EXISTING CORP. LINE
- PROPOSED CORP. LINE



PATRIDGE
 SURVEYING L.L.C.
 9464 DUBLIN ROAD
 POWELL, OHIO 43065
 TEL (614)-799-0031
 FAX (614)-300-5076



WILLIAM A. & CATHY S. RAUSCH
 LOT 588
 VOL. 1328, PG. 1783
 APN: 51944102001000

Length of Contiguity ±685 feet
 Total Length of perimeter ±1370 feet
 Percentage of Contiguity ±50%

No islands of the Township property are created by
 this annexation as defined in ORC. 709.023(E)(5)

Basis of Bearings and survey were prepared from and based on the
 south line of S.R. 521, from Plat Book 7, Page 69, bearing N 63.100°
 E. The above described description was prepared from records on
 file at the Delaware County Records and also, annexation for
 purposes only and is not to be used to transfer said property.

MAX C. & WENDY R. CALDWELL
 3.29 AC. (ORIG. 8.311 AC.)
 VOL. 381, PG. 1482
 APN: 51944102013000

ROBERT T. PATRIDGE JR.
 REGISTERED PROFESSIONAL SURVEYOR
 7462
 Professional Surveyor No. 7462
 12660-annex-S

Manos, Martin & Pergram Co., LPA

Attorneys at Law

50 North Sandusky Street
Delaware, Ohio 43015-1926
Fax 740-362-3288

Andrew P. Wecker
740-363-1313, ext. 217
e-mail: awecker@mmpdlaw.com

June 27, 2018

David Efland, AICP
Planning & Community Development Director
City of Delaware
Planning & Community Development Department
1 South Sandusky Street
Delaware, OH 43015

Dear Dave:

RE: Joshua Morgan - Rezoning of 2.091 Acres

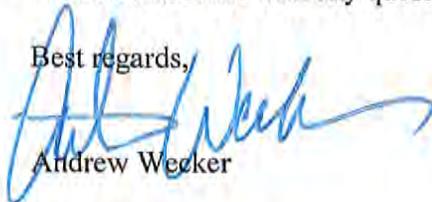
Enclosed with respect to the referenced matter are:

1. Duplicate originals of the signed Master Application, with attached Exhibit A (8.5"x11" copy of the vicinity map/aerial photo from the county auditor's GIS website) and Exhibit B (11"x17" copy of the surveyor's map of the subject property)
2. Check No. 10404 from Josh Morgan Construction LLC in the amount of \$700 payable to the City of Delaware for the filing fee to rezone

In keeping with prior meetings with city staff, we request to be included on the agenda for the August meeting of the Planning Commission. Given that on May 24 the county commissioners adopted a resolution granting prayer of petition for the annexation of these three lots east of the city on S.R. 521, Mr. Morgan and I are hoping to have our rezoning on City Council's agenda for September 10, 2018. Depending on whether Council does so with an emergency clause or not, we hope to finalize rezoning from A1 to R3 either as of September 10, 2018 or October 10, 2018 at the conclusion of a referendum period. Mr. Morgan is a homebuilder, and he wants to improve the three lots by demolishing the existing abandoned house and building three new single-family homes, in keeping with the existing land use in the area. Current plans are to complete demolition and start construction in October/November 2018, while weather conditions are still favorable. Mr. Morgan also has civil engineers working with city staff to extend utilities to the three lots, per earlier meetings with city staff.

Please contact me with any questions.

Best regards,



Andrew Wecker

Enclosures
c Joshua Morgan

Manos, Martin & Pergram Co., LPA

Attorneys at Law

50 North Sandusky Street
Delaware, Ohio 43015-1926
Fax 740-362-3288

April 25, 2018

RECEIVED

APR 27 2018

Andrew P. Wecker
740-363-1313, ext. 217
e-mail: awecker@mmpdlaw.com

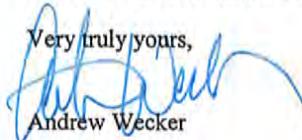
**Via Certified Mail
Return Receipt Requested**

Ms. Elaine McCloskey
Council Clerk
City of Delaware
1 South Sandusky Street
Delaware, OH 43015

Dear Ms. McCloskey:

On April 25, 2018 at 10:25 a.m., the undersigned, as agent for the Petitioner, Joshua Morgan, filed a petition with the Board of County Commissioners of Delaware County, Ohio to annex 2.091 acres of land to the City of Delaware, Ohio. A copy of the petition and map and supplemental filing pursuant to Ohio Rev. Code § 709.02(D) are enclosed herewith.

Very truly yours,



Andrew Wecker

tjh
Enclosures
T13475-101

PETITION FOR ANNEXATION – EXPEDITED TYPE 2

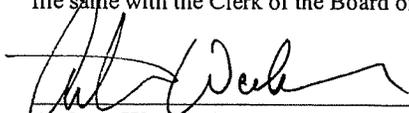
I, the undersigned, being the sole owner of 2.091 acres of real estate in the territory hereinafter described, hereby petition for the annexation of the following described territory from Delaware Township to the City of Delaware, Delaware County, Ohio, being filed under Sections 709.021(A) and 709.023(A) of the Revised Code of Ohio.

Petitioner has attached hereto and made a part of this petition a legal description of the perimeter of the territory sought to be annexed, marked as Exhibit “A”, as prepared by Robert T. Patridge, P.S., Registered Surveyor No. 7462.

Petitioner has attached hereto and made a part of this petition an accurate map or plat of the territory sought to be annexed, marked Exhibit “B”, also as prepared by Robert T. Patridge, P.S., Registered Surveyor No. 7462. Among other things as noted on Exhibit “A” and Exhibit “B”, the described territory is contiguous with the City of Delaware, Ohio.

Andrew Wecker, Esq., attorney at law, is hereby appointed agent for the undersigned Petition as required by Revised Code Section 709.02(C)(3), with full power and authority hereby granted to said agent to amend, alter, change, correct, withdraw, refile, substitute, compromise, increase or delete the area, to do any and all things essential thereto, and to take any action necessary for obtaining the granting of this Petition, with specific authorization to correct any discrepancy or mistake noted by the Delaware County Engineer in examination of the Petition or the Exhibits to the Petition. Any such amendment shall be made by the presentation of amended description and map to the Board of County Commissioners on, before, or after the date set for hearing on this Petition. Said amendment, alteration, change, correction, withdrawal, refile, substitution, compromise, increase or deletion or other things or action for granting of this Petition shall be made in the Petition, description and plat by said agent without further expressed consent of the Petition.

The City of Delaware will pass and submit to the Board of Commissioners of Delaware County a resolution of services within twenty (20) days of the date of the filing of this Petition and file same with the Clerk of the Board of Commissioners of Delaware County, Ohio.



Andrew Wecker, Esq.
Manos, Martin & Pergram Co., LPA
50 North Sandusky Street
Delaware, OH 43015

740-363-1313 phone / 740-362-3288 fax
awecker@mmpdlaw.com

RECEIVED
2018 APR 25 AM 10:25
DELAWARE COUNTY
COMMISSIONERS

Return original to:

Clerk of the Board of the Delaware County Commissioners
101 North Sandusky Street, Delaware, OH 43015

"WHOEVER SIGNS THIS PETITION EXPRESSLY WAIVES THEIR RIGHT TO APPEAL IN LAW OR IN EQUITY FROM THE BOARD OF COUNTY COMMISSIONERS' ENTRY OF ANY RESOLUTION PERTAINING TO THIS SPECIAL ANNEXATION PROCEDURE. ALTHOUGH A WRIT OF MANDAMUS MAY BE SOUGHT OUT TO COMPEL THE BOARD TO PERFORM ITS DUTIES REQUIRED BY LAW FOR THIS SPECIAL ANNEXATION PROCEDURE."

SIGNATURE OF PETITIONER, TYPED NAME AND ADDRESS

DATE



JOSHUA MORGAN
862 Township Road 208
Marengo, OH 43334

4/24/18

ATTACHMENTS:

Exhibit "A" – Legal Description of 2.091 Acre Tract for Annexation to the City of Delaware from the Township of Delaware by Robert T. Patridge, P.S., Registered Surveyor No. 7462.

Exhibit "B" – Map of Territory to be Annexed Type II Annexation Plat by Robert T. Patridge, P.S., Registered Surveyor No. 7462.

Patridge
Surveyors & Engineers LLC

**LEGAL DESCRIPTION OF 2.091 ACRE TRACT
FOR ANNEXATION TO THE CITY OF DELAWARE
FROM THE TOWNSHIP OF DELAWARE**

Situated in the State of Ohio, County of Delaware, Township of Delaware, located in Farm Lot 27, Section 4, Township 5 North, Range 19 West, United States Military Lands, being all of Lots 586, 587, and 588 in the Thomas Lands Subdivision as delineated and recorded in Plat Book 7, Page 69 conveyed to Joshua Morgan, in Volume 1556, Page 1824-1826, Delaware County Recorder's Office, and being more particularly described as follows:

Beginning at the northwest corner of said Lot 586 in the south line of State Route 521 and in the Corporation Line between the City of Delaware (ordinance No. 94-48, recorded in volume 8, Page 848) and the Township of Delaware also being the east line of a 1.44 acre tract currently owned by Nancy Johnson in Volume 699, Page 2238;

thence **North 63°10'00" East 435.00 feet**, in the Corporation Line between the City of Delaware and the Township of Delaware and the north line of said Lots 586, 587, and 588 and in the south line of State Route 521, to a point at the northeast corner of said Lot 588, also being the northwest corner of Lot 589 of the Thomas Lands Subdivision and currently conveyed to William A. and Cathy S. Rausch in Volume 1328, Page 1783;

thence **South 06°16'00" West 250.00 feet**, in the east line of said Lot 588 and the west line of said Lot 589 to a point being the southeast corner of said Lot 588 and the southwest corner of said Lot 589 and being in a northerly line of a 8.311 acre tract (of which 3.29 acres are in the Township of Delaware);

thence **South 63°10'00" West 435.00 feet**, in the south line of said Lots 586, 587, and 588 and the northerly line of said 8.311 acre tract (of which 3.29 acres are in the Township of Delaware), to the southwest corner of said Lot 586 and in the east line of said 1.44 acre tract;

thence **North 06°16'00" East 250.00 feet**, in the west line of said Lot 586 and the east line of said 1.44 acre tract to the place of beginning, containing an area of **2.091 acres** more or less. The above described tract is for annexation purposes only and is not intended to be used for transfer of said 2.091 acre tract.

Basis of Bearings and survey were prepared from and based on the south line of S.R. 521, from Plat Book 7, Page 69, being N 63°10'00" E. The above described description was prepared from records on file at the Delaware County Recorders and is for annexation purposes only and is not to be used to transfer said property.

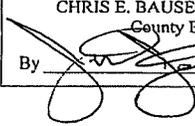
All referenced documents are on file at the Delaware County Recorder's Office, Delaware, Ohio.

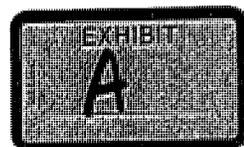
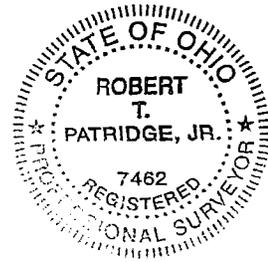
Robert T. Patridge Jr. PS 7462
Robert T. Patridge Jr.

County Engineer
Delaware County, Ohio

I hereby certify the within to be a true copy of the document that is on file in the Map Department.

CHRIS E. BAUSERMAN, P.E., P.S.
County Engineer

By  Date 4/6/18



Annexation Petition

Owner	Parcel No.	Tax Payer Address
Adam J. and Amanda J. Baden	519-441-12-001-000	2001 Ashburn Drive Delaware, OH 43015
Max C. and Wendy R. Caldwell	519-441-02-013-000	1509 Bowtown Road Delaware, OH 13015
City of Delaware	519-441-01-001-001	1 South Sandusky Street Delaware, OH 43015
Janet I. Davis	519-441-02-011-001	1397 Bowtown Road Delaware, OH 43015
Nancy D. Johnson	519-441-02-005-000	1266 State Route 521 Delaware, OH 43015
Jarrett R. Laine	519-441-12-002-000	1995 Ashburn Drive Delaware, OH 43015
William A. and Cathy S. Rausch	519-441-02-001-000	1420 State Route 521 Delaware, OH 43015
Paul C. and Sharon K. Ray	519-441-11-001-000	2000 Ashburn Drive Delaware, OH 43015
Stephen M. Stockdale	519-441-02-011-000	1389 Bowtown Road Delaware, OH 43015



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



Project # _____

Case # _____

Planning Commission

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

Subdivision/Project Name Morgan Rezoning Address 1354 S.R. 521, Delaware, OH 43015

Acreage 2.091 Square Footage _____ Number of Lots -3- Number of Units -3-

Zoning District/Land Use A1 Proposed Zoning/Land Use R3 Parcel # 519-441-02-002-000
519-441-02-003-000
519-441-02-004-000

Applicant Name Joshua Morgan Contact Person _____

Applicant Address 862 Township Road 208, Marengo, OH 43334

Phone 614-679-4435 Fax _____ E-mail joshmo9480@yahoo.com

Owner Name Joshua Morgan Contact Person _____

Owner Address 862 Township Road 208, Marengo, OH 43334

Phone 614-679-4435 Fax _____ E-mail joshmo9480@yahoo.com

Engineer/Architect/Attorney Manos, Martin & Pergram Co., LPA Contact Person Andrew Wecker, Esq.

Address 50 North Sandusky Street, Delaware, OH 43015-1926

Phone 740-363-1313 Fax 740-363-1314 E-mail awecker@mmpdlaw.com

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

[Signature]
Owner Signature

Joshua Morgan
Owner Printed Name

[Signature]
Agent Signature

Andrew Wecker
Agent Printed Name

Sworn to before me and subscribed in presence this 27th day of June, 2018.



TERESA J. HUFFMAN
NOTARY PUBLIC
STATE OF OHIO
Comm. Expires
08-12-2022

[Signature]
Notary Public



FACT SHEET

AGENDA ITEM NO: 10

DATE: 08/27/2018

ORDINANCE NO: 18-70

RESOLUTION NO:

READING: SECOND

PUBLIC HEARING: YES
August 27, 2018 at 7:30 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 FOR METRO DEVELOPMENT LLC., FOR APPROVAL OF A REZONING AMENDMENT FOR THE SEATTLE HOUSE APARTMENTS (240 UNITS) ON APPROXIMATELY 24.212 ACRES (PARCEL 519-444-01-001-001) FROM R-6 (MULTI-FAMILY RESIDENTIAL DISTRICT) AND B-3 (COMMUNITY BUSINESS DISTRICT) TO R-6 AND B-3 PMU (PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON THE NORTH SIDE OF US 36/37 AND THE SOUTH SIDE OF BOWTOWN ROAD JUST EAST OF THE CHESROWN AUTO STORAGE LOT.

BACKGROUND:

See attached staff report.

REASON WHY LEGISLATION IS NEEDED:

To achieve compliance with Chapter 1130 Amendments of the Codified Ordinances.

COMMITTEE RECOMMENDATION:

Planning Commission recommended approval by a vote of 7-0 on August 1, 2018.

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. 18-70

AN ORDINANCE FOR METRO DEVELOPMENT LLC., FOR APPROVAL OF A REZONING AMENDMENT FOR THE SEATTLE HOUSE APARTMENTS (240 UNITS) ON APPROXIMATELY 24.212 ACRES (PARCEL 519-444-01-001-001) FROM R-6 (MULTI-FAMILY RESIDENTIAL DISTRICT) AND B-3 (COMMUNITY BUSINESS DISTRICT) TO R-6 AND B-3 PMU (PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON THE NORTH SIDE OF US 36/37 AND THE SOUTH SIDE OF BOWTOWN ROAD JUST EAST OF THE CHESROWN AUTO STORAGE LOT.

WHEREAS, the Planning Commission at its meeting on August 1, 2018 recommended approval of a Rezoning Amendment for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcel 519-444-01-001-001) from R-6 (Multi-Family Residential District) and B-3 (Community Business District) to R-6 and B-3 PMU (Planned Mixed Use Overlay District) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown auto storage lot (PC Case 2018-1394).

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

SECTION 1. That the Rezoning Amendment for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcel 519-444-01-001-001) from R-6 (Multi-Family Residential District) and B-3 (Community Business District) to R-6 and B-3 PMU (Planned Mixed Use Overlay District) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown auto storage lot, is hereby confirmed, approved, and accepted with the following conditions that:

1. Any new structure(s) or any change of land use shall require conformance to all provision of the Development Text and any conditions of approval.
2. Any revisions to the public or private street layout shall require conformance to all provisions of the Development Text and any conditions of approval.
3. The maximum amount of multi-family dwelling units permitted in Sub-Area 4 shall not exceed 240 dwelling units.
4. The several mature trees along Bowtown Road shall be preserved along with constructing a minimum 10 foot high mound with minimum 6 foot high evergreens planted in a soldier course manner along Bowtown Road

to provide a consistent year round buffer. The subject mound shall wrap around the eastern portion of the site to screen the adjacent single family house.

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: _____, 2018

YEAS___NAYS___
ABSTAIN ___

ATTEST: _____
CITY CLERK

MAYOR



FACT SHEET

AGENDA ITEM NO: 11

DATE: 08/27/2018

ORDINANCE NO: 18-71

RESOLUTION NO:

READING: SECOND

PUBLIC HEARING: YES
August 27, 2018 at 7:30 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 FOR METRO DEVELOPMENT LLC., FOR APPROVAL OF A CONDITIONAL USE PERMIT ALLOWING THE PLACEMENT OF A PMU (PLANNED MIXED USE OVERLAY DISTRICT) TO BE ESTABLISHED FOR THE SEATTLE HOUSE APARTMENTS (240 UNITS) ON APPROXIMATELY 24.212 ACRES (PARCEL 519-444-01-001-001) AND LOCATED ON THE NORTH SIDE OF US 36/37 AND THE SOUTH SIDE OF BOWTOWN ROAD JUST EAST OF THE CHESROWN AUTO STORAGE LOT.

BACKGROUND:

See attached staff report.

REASON WHY LEGISLATION IS NEEDED:

To achieve compliance with Section 1148 Conditional Use Regulations of the zoning code.

COMMITTEE RECOMMENDATION:

Planning Commission recommended approval by a vote of 7-0 on August 1, 2018.

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. 18-71

AN ORDINANCE FOR METRO DEVELOPMENT LLC., FOR APPROVAL OF A CONDITIONAL USE PERMIT ALLOWING THE PLACEMENT OF A PMU (PLANNED MIXED USE OVERLAY DISTRICT) TO BE ESTABLISHED FOR THE SEATTLE HOUSE APARTMENTS (240 UNITS) ON APPROXIMATELY 24.212 ACRES (PARCEL 519-444-01-001-001) AND LOCATED ON THE NORTH SIDE OF US 36/37 AND THE SOUTH SIDE OF BOWTOWN ROAD JUST EAST OF THE CHESROWN AUTO STORAGE LOT.

WHEREAS, the Planning Commission at its meeting on August 1, 2018 recommended approval of a Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) to be established for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcel 519-444-01-001-001) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown auto storage lot (PC Case 2018-1395).

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

SECTION 1. That the Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) to be established for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcel 519-444-01-001-001) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown auto storage lot, 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: _____, 2018

YEAS___NAYS___
ABSTAIN ___

ATTEST: _____
CITY CLERK

MAYOR



FACT SHEET

AGENDA ITEM NO: 12

DATE: 08/27/2018

ORDINANCE NO: 18-72

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 FOR METRO DEVELOPMENT LLC., FOR APPROVAL OF A PRELIMINARY DEVELOPMENT PLAN FOR THE SEATTLE HOUSE APARTMENTS (240 UNITS) ON APPROXIMATELY 24.212 ACRES (PARCEL 519-444-01-001-001) ZONED R-6 AND B-3 PMU (MULTI-FAMILY RESIDENTIAL DISTRICT AND COMMUNITY BUSINESS DISTRICT WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON THE NORTH SIDE OF US 36/37 AND THE SOUTH SIDE OF BOWTOWN ROAD JUST EAST OF THE CHESROWN AUTO STORAGE LOT.

BACKGROUND:

See attached staff report.

REASON WHY LEGISLATION IS NEEDED:

To achieve compliance with Chapter 1129.04 Procedures of the Codified Ordinances.

COMMITTEE RECOMMENDATION:

Planning Commission recommended approval by a vote of 6-1 on August 1, 2018.

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. 18-72

AN ORDINANCE FOR METRO DEVELOPMENT LLC., FOR APPROVAL OF A PRELIMINARY DEVELOPMENT PLAN FOR THE SEATTLE HOUSE APARTMENTS (240 UNITS) ON APPROXIMATELY 24.212 ACRES (PARCEL 519-444-01-001-001) ZONED R-6 AND B-3 PMU (MULTI-FAMILY RESIDENTIAL DISTRICT AND COMMUNITY BUSINESS DISTRICT WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON THE NORTH SIDE OF US 36/37 AND THE SOUTH SIDE OF BOWTOWN ROAD JUST EAST OF THE CHESROWN AUTO STORAGE LOT.

WHEREAS, the Planning Commission at its meeting on August 1, 2018 recommended approval of a Preliminary Development Plan for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcel 519-444-01-001-001) zoned R-6 and B-3 (Multi-Family Residential District and Community Business District with a Planned Mixed Use Overlay District) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown auto storage lot (PC Case 2018-1396).

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

SECTION 1. That the Preliminary Development Plan for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcel 519-444-01-001-001) zoned R-6 and B-3 (Multi-Family Residential District and Community Business District with a Planned Mixed Use Overlay District) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown auto storage lot, 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 once a complete plan set is submitted for review.
2. The traffic impact study shall be approved by the City and the developer shall be responsible for any improvements and/or financial obligations of the traffic impact study per the City Engineer and/or County Engineer.
3. The north/south access road and Bilmore Drive shall be constructed per the City Engineer.

4. The emergency only access road from Bowtown Road to the apartment complex shall be constructed per the City Engineer and Fire Department.
5. A bike path shall be conducted on the north side of Biltmore Drive per the adopted Bicycle and Pedestrians Master Plan 2027 and a sidewalk shall be required on the south side of Biltmore Drive.
6. A sidewalk shall be constructed on the south side of Bowtown Road.
7. The developer shall make a payment in lieu of constructing a sidewalk on the east side of the north/south connector road. The City Engineer shall determine the required payment in lieu prior to Final Development Plan approval.
8. The density of the multi-family portion of the development (Sub-Area A) shall not exceed 240 units.
9. The one and two bedroom apartment unit sizes shall range in size between a minimum 678 (one bedroom) to 933 (two bedroom) square feet.
10. The height of the buildings shall not exceed 42 feet (to the peak of the eave) and shall not exceed 3 stories.
11. The apartment building elevations fronting Bowtown Road and proposed Biltmore Drive shall have the majority of the elevation constructed of brick or stone with vinyl used as an accent material. Hardi plank or equivalent could be substituted for the vinyl siding to meet natural material requirements as well. Any limestone on the buildings shall be constructed of Delaware blue vein limestone or equivalent as approved by staff.
12. The trash compactor enclosure shall be constructed of brick or stone wall to match the buildings and have wood doors painted to match and shall be buffered from the residential property to the east,.
13. The apartment and the commercial out lot frontage along the north/south access road and Biltmore Drive shall require street and shade trees along with a 2-3 foot high undulating mounding with landscaping (a mixture of deciduous trees, evergreen trees and shrubs).
14. The several mature trees along Bowtown Road shall be preserved along with constructing a minimum 10 foot high mounding with minimum 6 foot high evergreens planted in a soldier course manner along Bowtown Road to provide a consistent year round buffer. The subject mound shall wrap around the eastern portion of the site to screen the adjacent single family house.
15. The parking islands within the apartment development shall be planted with street trees.

16. All landscape plans shall be reviewed and approved by the Shade Tree Commission.
17. The open space within the apartment development shall have additional amenities, detailed during Final Development Plan process including pavilions, benches, dog parks, recreational fields and the like. Any field space shall be flat and shall not provide storm water drains except at the edges of the area to eliminate catch basins being located in the middle of any field surface.
18. Lighting plans that achieves compliance with the zoning code and approved development text that would need to be approved by the Chief Building Official shall be required with Final Development Plan submittal.
19. A comprehensive sign plan that achieves compliance with the zoning code requirements, the approved development text and the adopted Gateways and Corridors Plan shall be required with the Final Development Plan submittal.
20. The garages shall not be rented out to any non-residents of the apartment complex or for any use or occupancy other than storage of vehicles.
21. The private street names shall be submitted and approved by the City and other appropriate agencies.
22. The entire development shall achieve compliance with the Fire Department and Public Works development final requirements after the final review is complete.

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: _____, 2018

YEAS ___ NAYS ___
 ABSTAIN ___

ATTEST: _____
 CITY CLERK

 MAYOR

CASE NUMBER: 2018-1394-1396

REQUEST: Multiple Requests

PROJECT: Seattle House Apartments

MEETING DATE: July 18, 2018

APPLICANT/OWNER

Metro Development LLC
470 Olde Worthington Road
Westerville, Ohio 43083

REQUEST

2018-1394: A request by Metro Development LLC for approval of a Rezoning Amendment for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcel 519-444-01-001-001) from R-6 (Multi-Family Residential District) and B-3 (Community Business District) to R-6 and B-3 PMU (Planned Mixed Use Overlay District) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown auto storage lot.

2018-1395: A request by Metro Development LLC for approval of a Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) to be established for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcel 519-444-01-001-001) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown auto storage lot.

2018-1396: A request by Metro Development LLC for approval of a Preliminary Development Plan for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcel 519-444-01-001-001) zoned R-6 and B-3 PMU (Planned Mixed Use Overlay District) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown auto storage lot.

PROPERTY LOCATION & DESCRIPTION

The proposed development encompasses 24.212 acres which would be divided into two sub-areas. Sub-Area A would encompass approximately 20.972 acres of multi-family property and Sub-Area B would encompass approximately 3.24 acres of a commercial property and open space. The majority of the site is zoned R-6 (Multi-Family Residential District) while the extreme southwestern portion of the site fronting US 36/37 is zoned B-3 (Community Business District). The properties to the south are zoned B-3 and B-3 PMU across US 36/37, the properties to the west are zoned B-3 and R-1 (One-Family Residential District) and the four properties to the north are zoned A-1 (Agricultural District) and R-2 (One-Family Residential District) in the City. The remaining properties to the north and the properties to the east are zoned FR-1 (Farm Residential) in the County.

BACKGROUND/PROPOSAL

In September 2002, City Council approved the rezoning (Ordinance 02-114) of the subject 24.212 acres to R-6 as part of a larger rezoning that also included the 35.363 acres rezoned to B-3 just east of the subject property. In August and September 2003, City Council approved a Preliminary Development Plan for a 192 multi-family dwelling units for Brighton Square Apartments and a Conditional Use Permit for the clubhouse and pool (Ordinances 03-66, 03-67 & 03-68). The R-6 zoning would have allowed the developer with approval a conditionally permitted density bonus, up to 242 dwelling units but they did not choose to pursue that option. Then in September 2004 City Council approved an extension to the Preliminary Development Plan (Ordinance 04-163) which then expired in 2006.

The new developer is proposing to construct 240 apartment units in 10 buildings on approximately 20.972 acre of the site which yields approximately 11.44 units per acre in Sub-Area A but an overall gross density for the 24.212 acres of 9.9 dwelling units per acre. Also included is a 2.45 acre commercial out lot and an 0.79 acre open space in Sub-Area B on the southwestern portion of the property fronting US 36/37. The site would be accessed from US 36/37 at the existing main traffic signal for Glenwood Commons through a north/south access road that bisects Biltmore Drive which is an east/west connector required per the City Thoroughfare Plan. The proposed two curb cuts on Biltmore Drive would extend into an interior looped private street network that would access the apartment units while an emergency only access point would access Bowtown Road to the north. The apartment development would have a clubhouse, pool, passive open space and walking paths. A bike path would be constructed on the north side and a sidewalk on the south side of Biltmore Drive and a sidewalk would be constructed on the south side of Bowtown Road.

STAFF ANALYSIS

- **ZONING:** As previously mentioned, the zoning for the majority of subject site is R-6 while a small portion is zoned B-3 in the southwestern portion of the site. The current R-6 zoning allows the apartment development but requires a maximum density by right of 8.0 dwelling units per acre while conditionally permits up to 10 units per acre with a density bonus, the buildings a maximum height of 35 feet, a minimum one bedroom apartment size of 800 square feet and a minimum two bedroom apartment size of 950 square feet and 100% of all apartment elevations to be natural materials. The developer is requesting four changes to these requirements in exchange for the amenity package, the mix of uses, doubling of the open space to over 40% and including a 10 foot high mounding along Bowtown Road with robust landscaping, in part to help buffer existing single family houses uses along the north and east sides of the proposal. Differences to the base R-6 requirements include a maximum height of 42 feet (to the peak of the eave) for the three-story apartment buildings, one and two bedroom apartment sizes ranging from 678-933 square feet and the majority of each elevation would have vinyl siding and vinyl shake siding which is not considered a natural material per the zoning code although there are large sections of stone shown as well. Therefore the applicant is requesting a Planned Mixed Use Overlay District (PMU). The PMU requires a specific site plan and zoning text that is compatible with and provides a much better transition to the adjacent residents. The PMU Overlay ultimately gives the City the most control of the proposed uses and plan now and into the future while providing some flexibility to the applicant to allow such use with increased development standards over a base zoning district in many respects. The PMU is the only true planned district in the City of Delaware zoning toolbox that allows an Applicant and the City to craft a zoning solution unique to the site and needs of this particular development. The PMU approach allows the applicant to craft a zoning text that is able to support a different development pattern while ensuring the City has retained, and in many cases gained, control of the development to ensure a very specific and higher quality development than which could otherwise be achieved through a base zoning district. The applicant does have certain rights of use and development as discussed above under the current R-6 district. Along with the zoning amendment to a PMU, the zoning process would also require Conditional Use Permit, Preliminary Development Plan and Final Development Plan approval 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.
- **ROADS AND ACCESS:** The developer prepared a traffic impact study to determine any improvements that would be required to the transportation network in the area based on the subject development. The City and County are reviewing the traffic impact study to determine any specific improvements. The developer would be responsible for any improvements and/or financial obligations the subject residential development would have in the area per the City and/or County Engineer.

The developer is proposing a north/south access road at the current main traffic signal for Glenwood Commons on US 36/37 that would extend north and bisect with the proposed extension of Biltmore Drive to the east and west property lines per the City Thoroughfare Plan. Because the east and west property lines of the property are not at or near 90 degrees with adjacent properties, Biltmore Drive shall be extended to the east and west lines of the property as much as possible per the City Engineer with right of way dedicated to the City to stub to the property lines to the east and west respectively. The apartment development would have two full access curb cuts on Biltmore Drive and an emergency access only curb cut on Bowtown Road. The internal loop street network would be private streets built to public standards per the City Engineer. The commercial out lot would be permitted a full movement curb cut from Biltmore Drive and a right-in/right-out only curb cut from the proposed north/south connector road with exact locations of the curb cuts to be determined at Final Development Plan approval. In conclusion, the entire development would have to achieve

compliance with the minimum engineering, public works and fire department requirements. Furthermore, the name of private drives shall be submitted and approved by the City and appropriate agencies.

- **PEDESTRIAN CONNECTIVITY:** External and internal pedestrian connectivity are proposed within the development. A bike path would be proposed on the north side of Biltmore Drive per the adopted Bicycle and Pedestrians Master Plan 2027 and a sidewalk would be required on the south side of Biltmore Drive. A sidewalk would typically be required on the east and west side of the north/south connector but staff is requesting a sidewalk on the west side only and a contribution in lieu of a sidewalk on the east side of the north/south access drive so a sidewalk can be extended to the Glenwood Commons site south of existing Kohl's traffic signal to provide connectivity north and south of US 36/37 (between the subject site and Glenwood Commons). The developer is proposing an internal private sidewalk network to connect buildings, parking lots and all the amenities that would connect with the proposed bike path on Biltmore Drive. Also, a sidewalk would be required on the south side of Bowtown Road.
- **SITE CONFIGURATION:** As mentioned earlier, there are two full movement curb cuts proposed from Biltmore Drive that would extend into a private loop street configuration with apartment buildings, detached garages and parking spaces loaded on both sides of the looped street. Two north/south private streets bisect the loop street with two apartment buildings and four detached garages fronting the private street. The subject development has 480 parking spaces provided while 480 parking spaces are required (2 spaces per dwelling unit based on 240 proposed dwelling units). Of the 480 parking spaces, there are 420 street parking spaces and 60 parking spaces located in nine detached garages.

The 240 units in 10 buildings would be divided into 60 one bedroom units and 180 two bedroom units. This equates to 75% two bedroom units for the development. Each building would have 24 units and would be three stories in height (42 feet). The one bedroom and two bedroom units would range in size between 678 to 933 square feet. As mentioned above, the zoning code requires the minimum size for a one bedroom unit to be 800 square feet and 950 square feet for a two bedroom unit. A clubhouse with a pool deck is located just north of the entrance into the development with open space located just north of the pool. The plans indicate there is 10.3 acres of open space (approximately 30%) within the development but the majority of the open space is within required setbacks and passive without amenities. Staff recommends more amenities including pavilions, benches, dog park, recreational fields etc., and to ensure any field space is flat and does not provide stormwater drains except at the edges of the area to eliminate catch basins being located in the middle of any playing surface. A trash compactor is located in the southeastern portion of the site having been moved from the northwestern portion of site during staff level review. The trash compactor shall be enclosed by a brick or stone wall to match the buildings and have wood doors painted to match. A proposed detention basin is located on the northeastern portion of the site fronting Bowtown Road and a detention basin is located on the southeastern portion of the site fronting Biltmore Drive. The detention basins shall achieve compliance with any engineering requirements.

- **BUILDING DESIGN:** The proposed ten buildings would have identical elevations with the same architectural design style and color pallet. All the three story buildings would have a maximum height of 42 feet with the following building materials: 1). Precast limestone wainscoting; 2). Majority of the elevations would be vinyl siding and vinyl shake siding with some precast limestone, 3). The pitched roof would have asphalt shingles; 4). Aluminum handrails on the balconies 5). Standing seam metal roof over the main entrances into the building. If the base R-6 zoning code were applied it could require all elevations to have natural materials (brick, stone, fiber cement siding). Vinyl siding and vinyl shake siding are not considered a natural material. Any limestone on the buildings should be Delaware blue vein limestone or equivalent as approved by staff to be consistent with other recently approved projects. Staff recommends a blended approach in this case for apartment building elevations fronting Bowtown Road and proposed Biltmore Drive having the majority of the elevation constructed of brick or stone with vinyl used as an accent material. Hardi plank or equivalent could be substituted for the vinyl siding to meet natural material requirements as well. The idea would be to enhance the public facing side of all structures with additional brick and stone from that shown while allowing interior elevations to be different. Elevations that are completely interior facing could potentially have less natural material.
- **LANDSCAPING & SCREENING:** The applicant is proposing a comprehensive landscape plan that includes public and private street trees, shade trees, foundation landscaping and significant perimeter mounding and

buffering. The apartment and the commercial out lot frontage along the north/south access road and Biltmore Drive requires street trees and 2-3 foot high undulating mounding with landscaping (a mixture of deciduous trees, evergreen trees and shrubs) to be consistent with the zoning code and other recently approved projects. Along Bowtown Road the developer is proposing a 7-8 high mound with landscaping west of the emergency access road and a 6-7 high mound with landscaping east of the emergency access road that wraps around the eastern property line adjacent to the existing single family house to the east. Staff recommends that the several mature trees along Bowtown Road shall be preserved along with constructing a minimum 10 foot high mound with minimum 6 foot high evergreens planted in a soldier course manner to provide a consistent year round buffer that is compatible to other multi-family uses adjacent to single family houses. The applicant has agreed to this approach verbally but plans were not able to be revised in time for submission. The subject mound shall wrap around the eastern portion of the site to screen the adjacent single family house. The developer is planting trees along the eastern property line south of the proposed mound to supplement the existing tree row that straddles the property line in this area. The interior landscaping within the apartment development appears to achieve compliance with the code except for each parking island shall require a tree to create a public street tree appearance throughout the development. Also each building would have foundation plantings to achieve compliance with the zoning code. All landscape plans shall be reviewed and approved by the Shade Tree Commission.

- **TREE REMOVAL & REPLACEMENT:** The developer provided a tree survey that indicates they are preserving 505 (23 trees) caliper inches of qualified trees (6 inches caliper or larger) and removing 68 (3 trees) caliper inches of trees. Therefore the developer is preserving significantly more trees than are being removed and achieves compliance with other previously approved PMU tree approvals, the proposed text in this case, and Chapter 1168 Tree Preservation Regulations.
- **GATEWAYS & CORRIDORS PLAN:** The applicant did not provide a signage plan but staff recommends a comprehensive sign plan that achieves compliance with the zoning code requirements, approved development text and the adopted Gateways and Corridors Plan with the Final Development Plan submittal.
- **LIGHTING:** The applicant did not provide a lighting plans plan but staff recommends a lighting plan that achieves compliance with the zoning code and approved development text that would need to be approved by the Chief Building Official would be required with Final Development Plan submittal.
- **REFUSE SERVICE:** The developer is proposing a private trash compactor on the southeastern portion for the site. As mentioned above, the trash compactor shall be enclosed by a brick or stone to match the buildings and have wood doors painted to match and be buffered from the residential property to the east.

STAFF RECOMMENDATION (2018-1394 – ZONING TEXT AMENDMENT)

Staff recommends approval of a request by Metro Development LLC for a Rezoning Amendment for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcel 519-444-01-001-001) from R-6 (Multi-Family Residential District) and B-3 (Community Business District) to R-6 and B-3 PMU (Planned Mixed Use Overlay District) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown auto storage lot, with the following conditions that:

1. Any new structure(s) or any change of land use shall require conformance to all provision of the Development Text and any conditions of approval.
2. Any revisions to the public or private street layout shall require conformance to all provisions of the Development Text and any conditions of approval.
3. The maximum amount of multi-family dwelling units permitted in Sub-Area 4 shall not exceed 240 dwelling units.
4. The several mature trees along Bowtown Road shall be preserved along with constructing a minimum 10 foot high mound with minimum 6 foot high evergreens planted in a soldier course manner along Bowtown Road to provide a consistent year round buffer. The subject mound shall wrap around the eastern portion of the site to screen the adjacent single family house.

STAFF RECOMMENDATION (2018-1395 – CONDITIONAL USE PERMIT)

Staff recommends approval of a request by Metro Development LLC for a Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) to be established for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcel 519-444-01-001-001) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown auto storage lot.

STAFF RECOMMENDATION (2018-1396 – PRELIMINARY FINAL DEVELOPMENT PLAN)

Staff recommends approval of a request by Metro Development LLC for a Preliminary Development Plan for the Seattle House Apartments (240 units) on approximately 24.212 acres (parcel 519-444-01-001-001) zoned R-6 and B-3 PMU (Planned Mixed Use Overlay District) and located on the north side of US 36/37 and the south side of Bowtown Road just east of the Chesrown auto storage lot, 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 once a complete plan set is submitted for review.
2. The traffic impact study shall be approved by the City and the developer shall be responsible for any improvements and/or financial obligations of the traffic impact study per the City Engineer and/or County Engineer.
3. The north/south access road and Biltmore Drive shall be constructed per the City Engineer.
4. The emergency only access road from Bowtown Road to the apartment complex shall be constructed per the City Engineer and Fire Department.
5. A bike path shall be conducted on the north side of Biltmore Drive per the adopted Bicycle and Pedestrians Master Plan 2027 and a sidewalk shall be required on the south side of Biltmore Drive.
6. A sidewalk shall be constructed on the south side of Bowtown Road.
7. The developer shall make a payment in lieu of constructing a sidewalk on the east side of the north/south connector road. The City Engineer shall determine the required payment in lieu prior to Final Development Plan approval.
8. The density of the multi-family portion of the development (Sub-Area A) shall not exceed 240 units.
9. The one and two bedroom apartment unit sizes shall range in size between a minimum 678 (one bedroom) to 933 (two bedroom) square feet.
10. The height of the buildings shall not exceed 42 feet (to the peak of the eave) and shall not exceed 3 stories.
11. The apartment building elevations fronting Bowtown Road and proposed Biltmore Drive shall have the majority of the elevation constructed of brick or stone with vinyl used as an accent material. Hardi plank or equivalent could be substituted for the vinyl siding to meet natural material requirements as well. Any limestone on the buildings shall be constructed of Delaware blue vein limestone or equivalent as approved by staff.
12. The trash compactor enclosure shall be constructed of brick or stone wall to match the buildings and have wood doors painted to match and shall be buffered from the residential property to the east.
13. The apartment and the commercial out lot frontage along the north/south access road and Biltmore Drive shall require street and shade trees along with a 2-3 foot high undulating mounding with landscaping (a mixture of deciduous trees, evergreen trees and shrubs).
14. The several mature trees along Bowtown Road shall be preserved along with constructing a minimum 10 foot high mounding with minimum 6 foot high evergreens planted in a soldier course manner along Bowtown Road to provide a consistent year round buffer. The subject mound shall wrap around the eastern portion of the site to screen the adjacent single family house.

PLANNED MIXED USE DEVELOPMENT TEXT
METRO DEVELOPMENT
SEATTLE HOUSE APARTMENTS
DELAWARE, OHIO

1. DESCRIPTION OF DEVELOPMENT

Metro Development ("Developer") is proposing to rezone the approximate 24.212 acre site located on the north of US 36/SR 37 and just east of the Chesrown auto storage lot from R-6 (Multi Family Residential) and B-3 (Community Business District) to R-6 & B-3 PMU (Multi Family Residential and Community Business District with a Planned Mixed-Use Development District) for a 240-unit apartment development on approximately 20.972 acres, a 2.45 acre commercial/retail out lot along US37/SR36 and a 0.79 acre lot of open space just south of Biltmore Drive.



2. GENERAL DEVELOPMENT STANDARDS

A. Purpose and Intent. It is the intent of the Developer to provide a planned multi-family and commercial out lot development with high quality site improvements, architectural design, signage and amenities. This Development Text represents the zoning requirements for this development as agreed upon between the Developer and the City.

B. Conformance with Codified Ordinances and City Policy. Unless noted otherwise within this development text, all development will be constructed and provided in conformance with the then current Codified Ordinances and City Policy in effect at the time of application.

C. Limitations. Nothing in this text shall prohibit additional restrictions or requirements from being placed on the approval of any Final Development Plan.

D. Major Modifications. Once a Final Development Plan has been approved by City Council, any subsequent major modification to that plan shall only be permitted by resubmission and approval of a revised Final Development Plan through the procedures set forth in the Zoning Code. Major modification for the purposes of this text shall mean any modification of the approved Final Development Plan, as determined by the Director of Planning & Community Development, that results in:

- (1) Any major change in the use or occupancy other than those uses specifically listed in this text.
- (2) Major change in the approved location of land uses and/or buildings and building sizes of more than 10%.
- (3) Substantial alteration of the basic geometry of the street layout and/or operation characteristics of any element of the approved access points and parking facilities that result in a change in operating characteristics or character.

E. Minor Modifications. Once a Final Development Plan has been approved by City Council, any subsequent minor modification to that plan shall only be permitted by resubmission and approval by the Director of Planning and Community Development of a revised Final Development Plan. Minor modification for the purposes of this text shall mean any modification of the approved Final Development Plan, as determined by the Director of Planning & Community Development, that results in:

- (1) Any modification that is not considered a major modification by this

Zoning Text or by determination of the Director of Planning & Community Development.

- (2) Any minor change to the use or occupancy of the structures onsite other than those uses specifically allowed in this text or any minor changes to the approved site layout.
- (3) Minor alteration of the basic geometry of the street layout and/or operation characteristics of any element of the approved access points and parking facilities that result in a change in operating characteristics or character.
- (4) Minor structural alterations that do not alter the overall design intent of the building.

F. Preliminary & Final Development Plan

- (1) The proposed site plan and building elevations require Preliminary and Final Development Plan approval by the Planning Commission and City Council

G. Tree Removal and Replacement. Tree removal and replacement shall meet all requirements of Chapter 1168 along with the following replacement schedule:

- (1) Trees in poor condition shall not be replaced (dead, damaged or diseased).
- (2) Trees in fair condition shall be replaced at 50%.
- (3) Trees in good condition shall be replaced at 100%
- (4) Ash trees shall not be replaced and must be removed from the site.
- (5) Other tree species considered by the City Arborist to be a species of poor quality will be considered as such with a 0% replacement value.
- (6) Per the submitted tree survey, the applicant indicated they are removing 68 caliper inches of trees (3 trees).
- (7) Per the submitted tree survey, the applicant indicated they are preserving 505 caliper inches of trees (23 trees).
- (8) Therefore, the applicant is preserving a significant amount of more trees than being removed and achieves compliance with the intent of Chapter 1168 Tree Preservation Regulations and other recently approved PMU's.

3. SITE PLAN

The project is located on an approximate 24.212 acres site located on the north of US 36/SR 37 and just east of the Chesrown auto storage lot. The applicant is proposing 240 apartment units on approximately 20.972 acres (Sub-Area A) and a 2.45 acre commercial out lot (Sub-Area B) of the southwestern portion of the site fronting US 36/37. The primary access point would be from a proposed north/south access road at the main Glenwood Common's traffic signal on US 36/37 that would extend north and bisect with the proposed Biltmore Drive that would extend to the east and west property line per the City Thoroughfare Plan. The developer is proposing 240 three-story apartment units in 10 apartment buildings that would be accessed by a looped internal private street network accessed from two Biltmore Drive full movement curb cuts. The apartment complex would include a clubhouse building, mail kiosk, and detached garages. Among the amenities, the developer plans to include a community swimming pool with outdoor

kitchen for residents, as well as internal walking paths through the open spaces. The one and two bedroom apartments would range from at least 678 up to 933 square feet respectively. Two retention basins would be located along Bowtown Road and Biltmore Drive extension on the east side of the property. Mail delivery will be in a community kiosk, and trash service would be at a centrally located compactor. Open space shall be provided that includes building and parking setback, as well as detention areas, equal to 42 %, or approximately 10.31 acres. An approximately 2.45 acre commercial out lot would be on the west side of the main north/south access road fronting US 36/37 just west of the main Glenwood Common's traffic signal. The commercial out lot would have full access from Biltmore Drive and limited access from the main north/south access road.

4. SITE USES

A. Uses. The following uses shall be considered permitted, conditionally permitted, or limited uses as represented in the chart below by P, C, or L, respectively, and as defined by attached Chapter 1121 of the Zoning Code. Any use not listed in the chart shall be considered a prohibited use unless amended by action of the Planning Commission and City Council through a Zoning Amendment process. Uses are allocated between Sub-Area A (multi-family) portion of site and Sub-Area B (commercial out lot).

(1) Permitted Uses. Permitted uses are permitted by-right and shall meet all development standards specified within this text and the Zoning Code, as applicable.

(2) Conditionally Permitted Uses. In addition to all standards specified within this development text, uses listed as conditionally permitted uses shall meet all the then current Zoning Code standards for approval of a Conditional Use Permit current at the time of application for the specific conditional use as well as any other regulations contained within the Zoning Code and applicable to the conditional use.

(3) Limited Uses. Limited uses shall be considered permitted uses subject to complying with all the specific limitations and restrictions as specified within this text as determined by Final Development Plan approval.

(4) Accessory Uses and Structures. Although not specified in the chart below, accessory uses, which are considered allowed uses, include those items that are customarily incidental and secondary to the principal use of the land. Such items include but are not limited to signs, fences, trash receptacles and enclosures, and off- street parking areas. If the uses are specified as conditional or limited uses the processes and limitations shall apply regardless of accessory use status.

SUB- AREA A - Land Use Category	Uses
(a) Residential	
(1) Multi-Family (not to exceed 240 dwelling units) with accessory Club House, community pool, mail kiosk, trash compactor and detached garages.	P

SUB-AREA B - Land Use Category	Uses
(a) Office Professional Services	
1. Offices - Administrative, Business and Professional	P
2. Medical/Dental Offices health and allied services	P
3. Financial Institutions/Banks	P
(b) Retail and Services	
1. Retail and service establishments in a completely enclosed building	P
2. Restaurant-Table Service	P
3. Restaurant- Counter Service	P
4. Funeral Home and related facilities	C
5. Veterinary office (no outside run or kennel)	P
6. Self Service Storage	C
(c) Automotive and Transportation	
1 Gas Station	C
2 Automobile sales and rental	C
3 Automotive Service Station	C

4 Drive-thru associated with any principal permitted or conditionally permitted use	C
5 Car wash	C
6 Parking lots and garages	P
(d) Outdoor Display/Storage	
1 Outdoor Display	C
2 Outdoor Storage	C
(e) Community Facilities	
1.Places of Worship	P
2. Schools, public or private	C
3. Schools, trade, business or cultural arts	C
4. Library	P
5. Public cultural institutions and art galleries	P
6. Hospital	C
7 Day Care Center - child/adult	P
8. Nursing Home	P
9. Public Safety and Service Facility	C
(f) Recreation and Entertainment	
1 Outdoor recreation and amusement	C
2 Indoor recreation and amusement	C
3 Health Club	P

(5) Prohibited Uses.

- i. **Adult Entertainment Businesses:** (also known as sexually oriented businesses) are expressly prohibited from locating anywhere on the proposed Development site.
- ii. **Wireless telecommunication facilities including installations known as small cell sites and Distributed Antenna Systems (DAS):** Towers are expressly prohibited from the entire Development area. Small cell sites, DAS, antennas, and/or amplifiers may be permitted so long as they are completely

camouflaged so as to be not visible either within an enclosed building or the structure to which they are attached if external. These shall be reviewed individually administratively for compliance with these regulations.

- iii. **Outdoor Storage:** No outdoor storage is permitted on the site which includes open dumps and mineral extraction.
- iv. **Medical Marijuana:** No medical marijuana principal or accessory uses are permitted on the subject site.
- v. **Games of Skill:** Accessory or principle for-profit, non-charitable, skill based gaming uses oriented towards adults and designed to substantially mimic gambling devices such as but not limited to spinning skill stop games but not including traditional video arcade type games typically found in restaurant/party center arrangements, for example Dave & Buster's, Magic Mountain, and Chuck E. Cheese

B. Lot Standards. The following standards shall apply for lot standards and coverage.

SUB-AREA A & B - Lot Standards	
(1) Minimum lot area	Per approved FDP
(2) Minimum lot width and frontage	Per approved FDP
(3) Maximum building coverage	Per approved FDP
(4) Maximum lot coverage	Per approved FDP

C. Building Setback Standards. The following standards shall apply for minimum building setbacks, except as otherwise approved on the Final Development Plan. Decorative architectural elements such as decks, canopies and overhangs shall be permitted to encroach into any setback provided that no encroachment shall exceed 5 feet.

SUB-AREA A - Minimum Building Setbacks	
(1) Setback from Biltmore Drive Extension ROW	50 ft.
(2) Setback from Bowtown Road ROW	25 ft

(3) Setback from private street Apartment Building Garage Building Compactor Clubhouse Mail kiosk	20' 0' 0' 20' 20'
(4) Setback from parking spaces Apartment Building Garage Building Compactor Clubhouse Mail kiosk	15' main wall, 10' end wall 0' 0' 10' 10'
(5) Apartment Building to Apartment building (6) Garage/mail kiosk to main buildings	25 ft. minimum separation 20 ft. minimum separation

SUB-AREA B - Minimum Building Setbacks	
(1) Setback from main north/south access road ROW	50 ft.
(2) Setback from 36/37 ROW	50 ft
(3) Setback from Biltmore Drive extension ROW	50 ft
(4) Setback from west property line	30 ft

D. Parking Setbacks. The following standards shall apply for minimum parking setbacks. Parking setbacks include any parking space, parking lot drive aisle, and parking lot circulation aisle, except as otherwise approved on the Final Development Plan.

SUB-AREA A - Minimum Parking Setbacks	
(1) Setback from adjacent property and/or ROW	50 ft.

SUB-AREA B - Minimum Building Setbacks	
(1) Setback from ROW	20 ft.
(2) Setback from west property line	5 ft

E. Maximum Building Height. The maximum height of any building or structure in Sub-Area A shall be 42 feet as measured from finished floor elevation to the highest point of the structure and the maximum height of any building or structure in Sub-Area B shall be 45 feet as measured from finished floor elevation to the highest point of the structure.

F. Building Design

SUB-AREA A. The intent of this regulation to create a cohesive and unified design throughout the entire development, each multi-family building (dwellings and clubhouse building) shall be consistent in overall design, color, material, and architectural pattern as determined through the Final Development Plan review process that is not dissimilar from the preliminary architectural renderings and that achieves compliance with the following requirements:

- (1) The architectural design/patterns of multi-family dwellings and the Clubhouse Building shall be similar and may be repeated from one building to the next to unify the project into a single architectural style. Similarities shall include window styles and patterns, 6:12 roof pitches, use and mix of exterior materials, and building massing.
- (2) Exterior materials color palette shall consist of natural colors including white. Additional colors may be used as accents but may not be high-gloss colors.
- (3) The exterior materials shall be as shown in the Preliminary Development Plan Architectural Elevations. Stone (cultured or real) shall be used on the front, side, and rear elevations of each structure for at least a wainscoting and garage surrounds as determined in final form with an approved Final Development Plan and not inconsistent with the Architectural Elevations provided in the Preliminary Development Plan.
- (4) EIFS and Stucco or similar products are prohibited as exterior materials, except as accents.
- (5) As shown in the attached Architectural Elevations, all front elevations shall include a variety of styles, colors, and/or materials types of materials to provide variety throughout the community.

- (6) Treated lumber shall be painted or stained.
- (7) Any exposed foundation walls more than 12" high shall be faced with brick or stone.
- (8) Trim board around all comers, windows, and doors shall be a minimum of 3.5 inches all around. If a shutter or shutters are used no trim is required adjacent to the window.
- (9) Frieze trim a minimum of 3.5 inches wide shall be required under all overhangs and gables as shown on the Architectural Elevations in the Preliminary Development Plan. The roofs shall have asphalt shingles.
- (10) The principal roof structure shall have an eave overhang of not less than 12 inches with return.
- (11) Windows shall be of vertical or square proportion. Accent windows may be circular, half-round, or octagonal and are limited to one per elevation unless used in a pair. The side elevations will not require windows.
- (12) Parking shall be provided at a minimum rate of 2.0 spaces per unit, and detached garages shall contain architectural elements consistent with the design of the apartment and development. Developer shall use white garage doors.
- (13) Accessory structures such as enclosures for dumpsters and other similar structures shall consist of brick, stone, or similar approved products as the exterior material and be designed in a consistent and cohesive manner to the principal building in which it serves.

SUB-AREA B – The intent of this regulation is for the commercial building(s) to be consistent with other recently approved commercial buildings in the corridor and would have to achieve compliance with the following requirements:

- (1) Commercial buildings shall incorporate elements and forms that reduce large masses into an assemblage of definable parts.
- (2) Buildings shall be oriented to a street whenever possible.
- (3) Exterior materials color palette shall consist of natural colors including white. Additional colors may be used as accents but may not be high-gloss colors.
- (4) Exterior materials shall include brick, cultured stone, limestone, wood or similarly approved products on all elevations visible to the general public.
- (5) Aluminum and/or vinyl shall be allowed for trim details only such as soffits, gutters, shutters, etc., but shall not be used as siding products.
- (6) Painted standard concrete block (CMU), tilt-up concrete panels, or pre-fabricated steel panels are prohibited as exterior building materials..

- (7) Unless otherwise approved in the Final Development Plan, buildings shall generally have a similar degree of exterior finishes on all sides and shall be articulated with recesses, pilasters, fenestration, and/or material changes. Compositions of similar building materials shall be used on all building elevations visible to public view..
- (8) EIFS, Stucco, or similar products are prohibited as an exterior material, except as accents.
- (9) Treated lumber shall be painted or stained
- (10) All exposed foundation walls shall be faced with brick or stone.
- (11) Trim board around all corners, windows, and doors shall be a minimum of 4 inches all around except where shutters directly abut windows.
- (12) Frieze trim a minimum of 4 inches wide shall be required under all overhangs and gables.
- (13) Standing seam metal roofs are allowed in natural colors. Any asphalt shingles shall be dimensional.
- (14) Primary Roofs shall have a minimum pitch of 6:12
- (15) Accessory structures such as enclosures for dumpsters, refrigeration and freezing units, and other similar structures shall consist of brick and stone or similar approved products as the exterior material. Any such accessory structure shall be designed to be consistent and cohesive with the principal building it serves. Doors shall be included with dumpster corrals and areas and shall be metal or wood painted or stained to match the primary building materials.
- (16) Rooftop or ground mounted mechanical equipment shall be completely screened from public view from all sides of the building through the use of parapets, equipment screens, or other screening measures as deemed appropriate.

G. Parking. The amount of parking shall be as approved on the Final Development Plan and not inconsistent with the Preliminary Development Plan.

- (1) SUB-AREA A – Multi-Family
 - The apartment development shall have a minimum 480 parking spaces (360 surface parking spaces and 60 garage parking spaces).
- (2) SUB-AREA B – Commercial Out Lot

- The parking shall meet the minimum standards of Chapter 1161 Off-Street Parking and Loading Requirements.

H. Landscaping and Screening. All landscaping shall meet the requirements of the Zoning Code and the Gateways & Corridors Plan; except as otherwise approved on the Final Development Plan.

(1) SUB-AREA A – Multi-Family

- Street trees shall be required along Biltmore Drive and the north/south access road.
- The proposed landscaping of the Preliminary Development shall be required along with the following supplemental landscaping and mounding:
- The apartment frontage along Biltmore Drive shall require street and shade trees along with a 2-3 foot high undulating mounding with landscaping (a mixture of deciduous trees, evergreen trees and shrubs).
- The several mature trees along Bowtown Road shall be preserved along with constructing a minimum 10 foot high mound with minimum 6 foot high evergreens planted in a soldier course manner along Bowtown Road to provide a consistent year round buffer. The subject mound shall wrap around the eastern portion of the site to screen the adjacent single family house.
- The parking islands within the apartment development shall be planted with street trees.
- All landscape plans shall be reviewed and approved by the Shade Tree Commission.

(2) SUB-AREA B – Commercial Out Lot

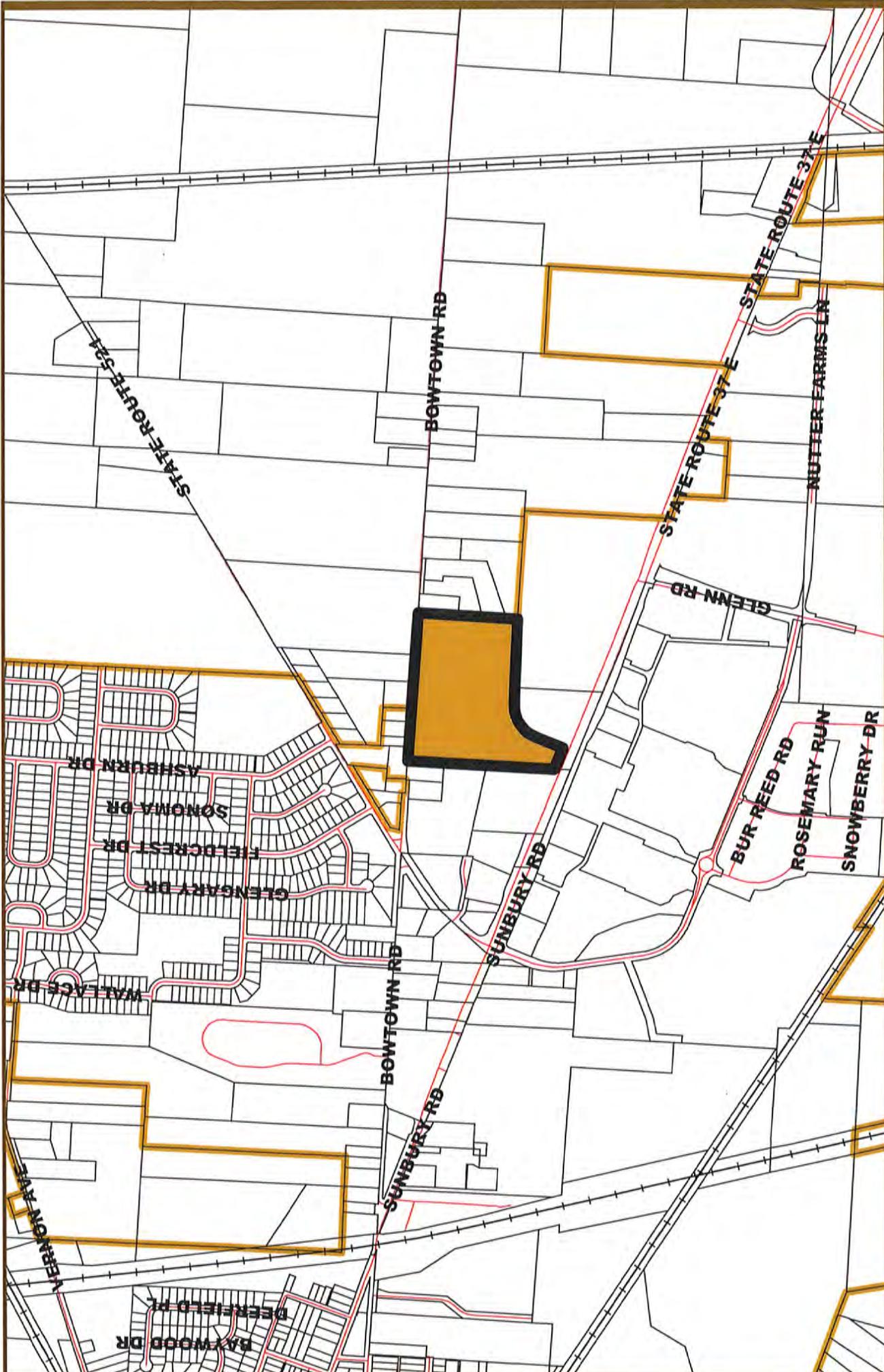
- The subject development shall comply with all the requirements of Chapter 1166 Landscaping and Screening for commercial uses along with the following supplemental requirements:
- The apartment and the commercial out lot frontage along the north/south access road and Biltmore Drive shall require street and shade trees along with a 2-3 foot high undulating mounding with landscaping (a mixture of deciduous trees, evergreen trees and shrubs).
- All landscape plans shall be reviewed and approved by the Shade Tree Commission.

I. Lighting. Building, site, and accent lighting shall be provided in accordance with the current zoning and building code for the multi-family and commercial out lot development.

J. Signs. A comprehensive sign plan shall be provided and approved in conformance with Section 1165 Signs of the zoning code and adopted Gateways and Corridor Plan and shall be provided as part of the Final

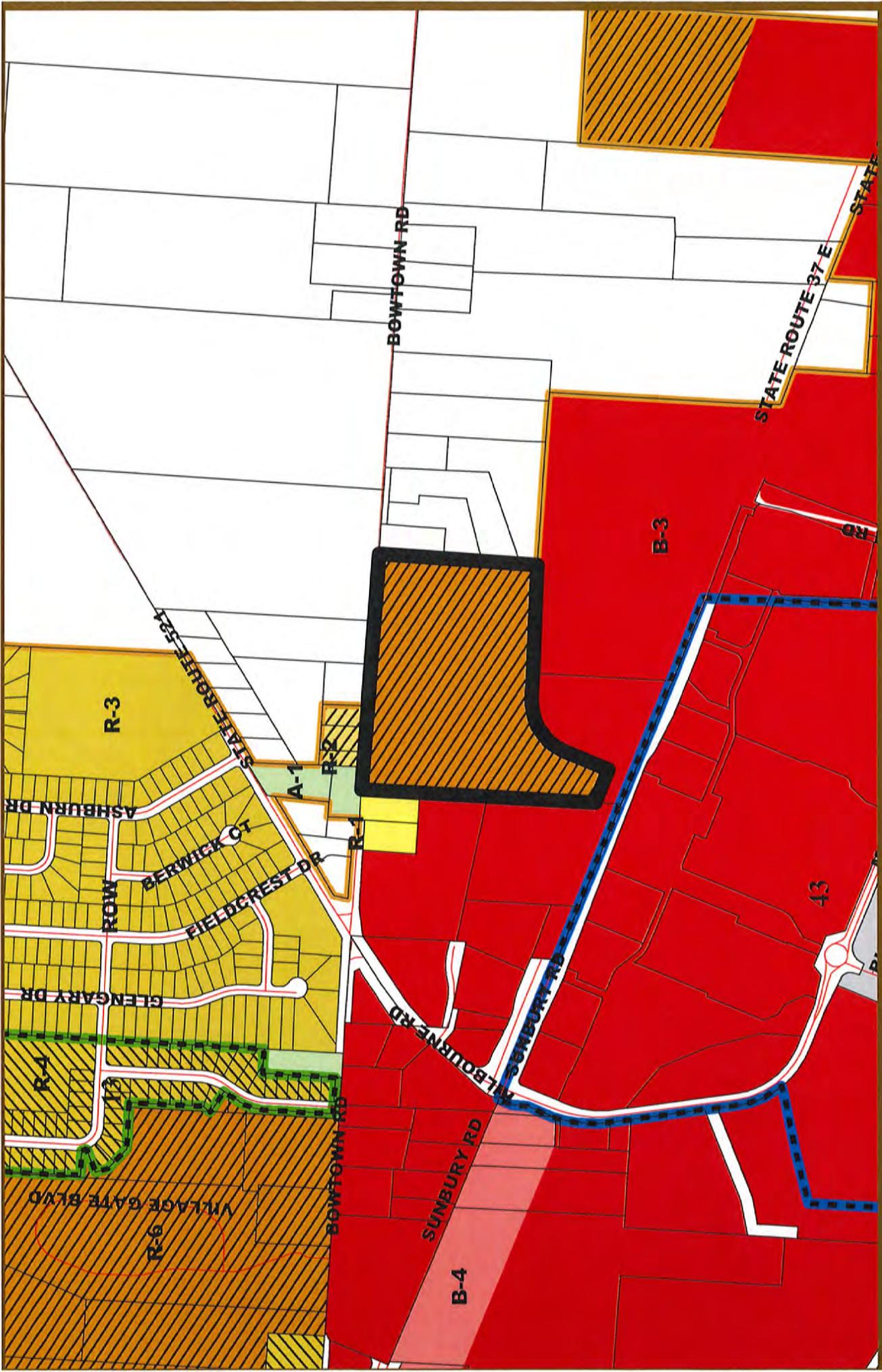
Development Plan for the multi-family and commercial out lot development.

- K. Roads.** The following roadway improvements shall be required per the City Thoroughfare Plan and City Engineer:
- (1) The north/south access road shall be constructed per the plan and City Engineer.
 - (2) The Biltmore Drive extension shall be constructed per the plan and City Engineer.
 - (3) The multi-family private street network shall be constructed to public standards per the City Engineer.
- L. Pedestrian/Bike Path.** The following multi use paths and sidewalk shall be required per the adopted Bicycle and Pedestrians Master Plan 2027:
1. A bike path shall be constructed on the north side of Biltmore Drive and a sidewalk would be required on the south side of Biltmore Drive.
 2. A sidewalk shall be constructed on the south side of Bowtown Road.
 3. The developer shall make a payment of in lieu of constructing a sidewalk on the west side of the north/south connector road. The City Engineer shall determine the required payment in lieu prior to Final Development Plan approval.
- M. Utilities.** All new utilities(s) 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. The engineering drawings for such improvements shall accompany the submittal of the Final Development Plan.

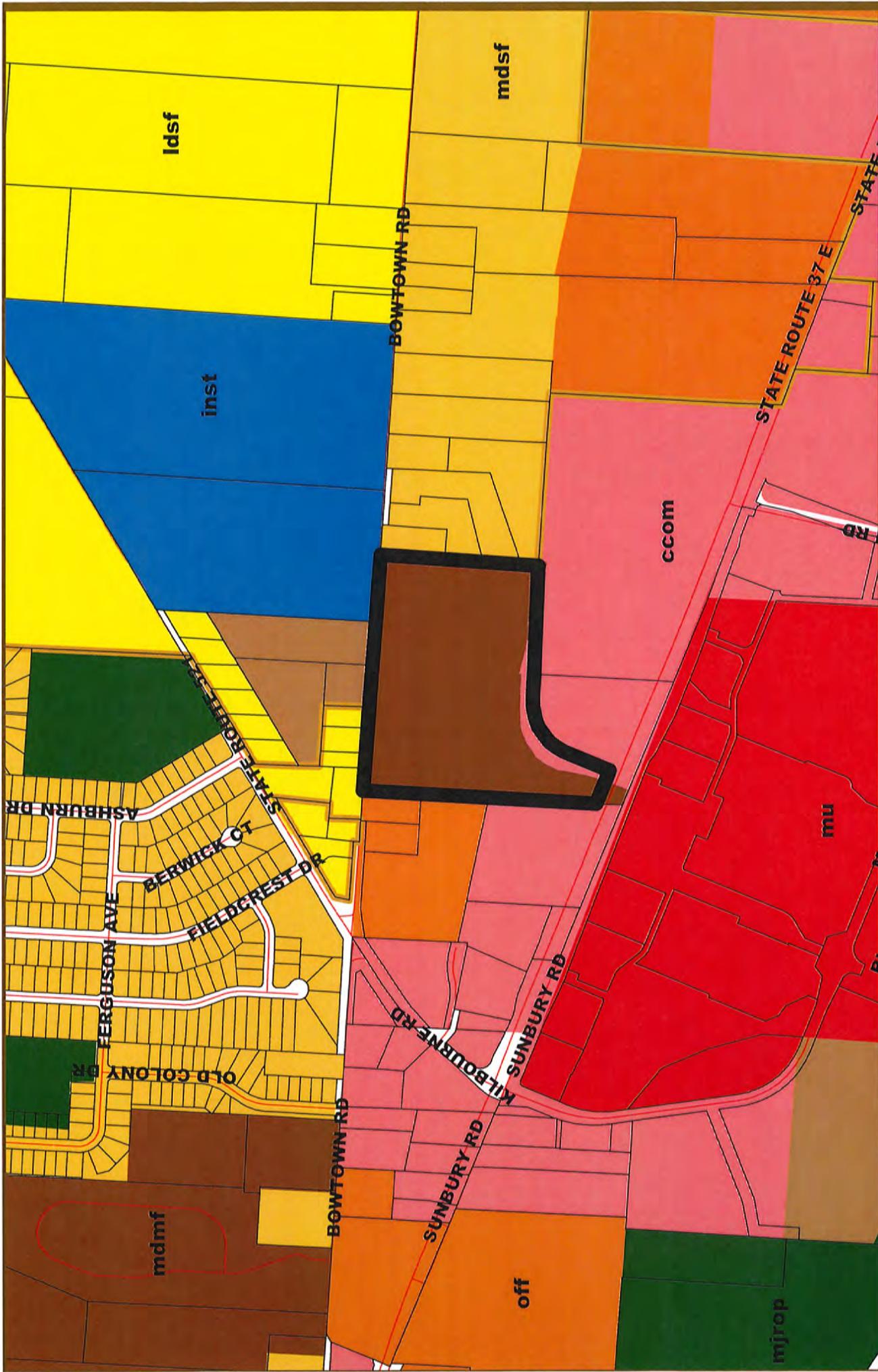


2018-1394-1396
 Rezoning Amendment, Conditional Use Permit &
 Preliminary Development Plan
 Seattle House Apartments - Bowtown Road
 Location Map





2018-1394-1396
 Rezoning Amendment, Conditional Use Permit &
 Preliminary Development Plan
 Seattle House Apartments - Bowtown Road
 Zoning Map



2018-1394-1396
 Rezoning Amendment, Conditional Use Permit &
 Preliminary Development Plan
 Seattle House Apartments - Bowtown Road
 Comprehensive Plan Map



2018-1394-1396
 Rezoning Amendment, Conditional Use Permit &
 Preliminary Development Plan
 Seattle House Apartments - Bowtown Road
 Aerial (2016) Map



REVISIONS

SEATTLE HOUSE
METRO DEVELOPMENT
400 OLIVE WASHINGTON ROAD
WESTERVILLE, OHIO 43082

Paris Planning & Design
LANDSCAPE ARCHITECTURE
2014 N. 17th Street
Columbus, OH 43215
www.parisplanning.com

DATE: 6/16/18
PROJECT: 17138
SHEET: C-3

DEVELOPER
METRO DEVELOPMENT
400 OLIVE WASHINGTON RD, SUITE 100
WESTERVILLE, OHIO 43082

GENERAL LAYOUT NOTES

- BOUNDARY, TOPOGRAPHIC, AND UTILITY SURVEY WAS PREPARED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. 250 WEST WILLOW ROAD, STE 250, WORTHINGTON, OH 43082, 614-644-6433.
- ALL DIMENSIONS ARE TAKEN TO FACE OF CURB OR BUILDING WHERE APPLICABLE UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL VERIFY DIMENSIONS AND ADJUST AS REQUIRED FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL VERIFY DIMENSIONS AND NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES.
- BROOM FINISH ON CONCRETE SHALL BE PERPENDICULAR TO TRAFFIC FLOW.
- USE DIMENSIONAL INFORMATION GIVEN. DO NOT SCALE DRAWINGS.
- CONTRACTOR SHALL REFER QUESTIONS ON MATERIALS, FINISHES, OR SPECIFICATIONS TO THE LANDSCAPE ARCHITECT.
- THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES ARE NOT SHOWN ON THIS PLAN. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND SHALL BE RESPONSIBLE FOR THE PROTECTION OF UTILITIES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

ILLUSTRATIVE PLAN



SITE DATA

TOTAL SITE AC	# 24,312 AC
24+ - 3400 BLDG	5 BUILDINGS / 120 UNITS
12+ - 3400 / 12+ - 3400 BLDG	5 BUILDINGS / 120 UNITS
TOTAL UNITS	240 UNITS
GROSS DENSITY	# 9.91 DU/AC
EXISTING FCVAL	# 5.61P AC
NET DENSITY PROVIDED	# 10.00 DU/AC
NET DENSITY REQUIRED	# 10.10 DU/AC
OPEN SPACE PROVIDED	# 18.00 AC (74.8%)
OPEN SPACE PROVIDED PER BA STANDARDS (INCLUDES SETBACKS AND DETENTION BASINS)	# 14.25 AC (58.6%)
OPEN SPACE PROVIDED PER BA STANDARDS (EXCLUDES SETBACKS AND DETENTION BASINS)	# 10.38 AC (42.7%)
PROPOSED BAUN, AC	# 1.91 AC
SURFACE PARKING SPACES	420 SPACES
GARAGE PARKING SPACES	48 SPACES
TOTAL PARKING	468 SPACES (19 SPACES / DU)

VICINITY MAP



DEVELOPER

METO DEVELOPMENTS
 40502 WORTHINGTON RD, SUITE 100
 REDWOOD CITY, CA 94061

GENERAL LAYOUT NOTES

- BOUNDARY, TOPOGRAPHIC, AND UTILITY SURVEY WAS PREPARED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC., 250 WILSON AVENUE, SUITE 100, WORTHINGTON, CA 94094, ON 11/14/2018.
- ALL DIMENSIONS ARE TAKEN TO FACE OF CURB OR BUILDING WHERE APPLICABLE UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL VERIFY DIMENSIONS AND NOTIFY LANDSCAPE ARCHITECT PRIOR TO COMMENCING CONSTRUCTION.
- CONTRACTOR SHALL VERIFY DIMENSIONS AND NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES.
- BROOM FINISH ON CONCRETE SHALL BE PERPENDICULAR TO TRAFFIC FLOW.
- USE DIMENSIONAL INFORMATION GIVEN, DO NOT SCALE DRAWINGS.
- CONTRACTOR SHALL REFER QUESTIONS ON MATERIALS, FINISHES, AND DIMENSIONS TO THE LANDSCAPE ARCHITECT.
- THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES ARE INDICATED BY THE HATCHING AND SHALL BE INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UTILITIES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

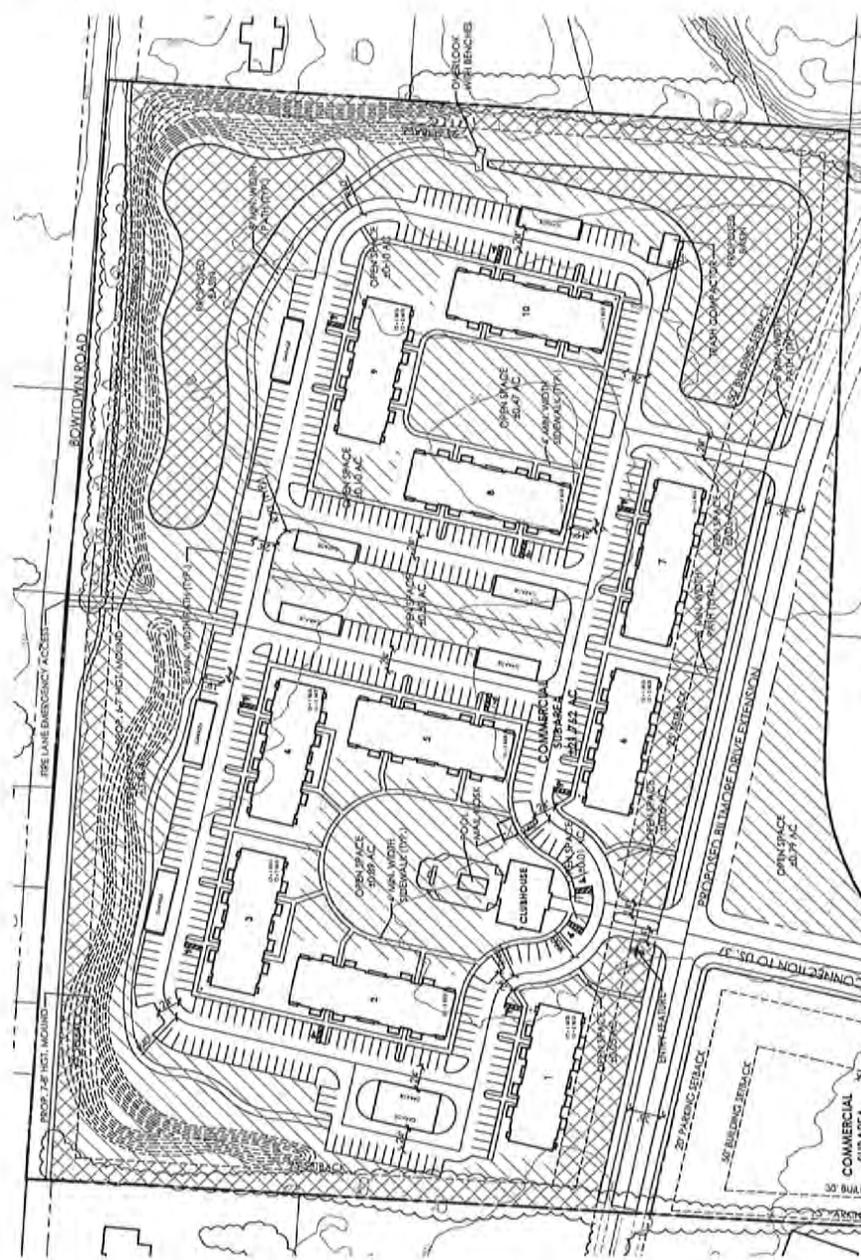
REVISIONS

NO.	DATE	DESCRIPTION

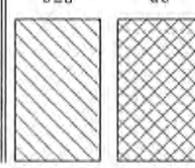
SEATTLE HOUSE
 METRO DEVELOPMENT
 40502 WORTHINGTON ROAD
 REDWOOD CITY, CA 94061

Paris Planning & Design
 LAND PLANNING
 2514 15th Street
 CA 94015
 TEL: (415) 333-1111
 WWW.PARISPLANNING.COM

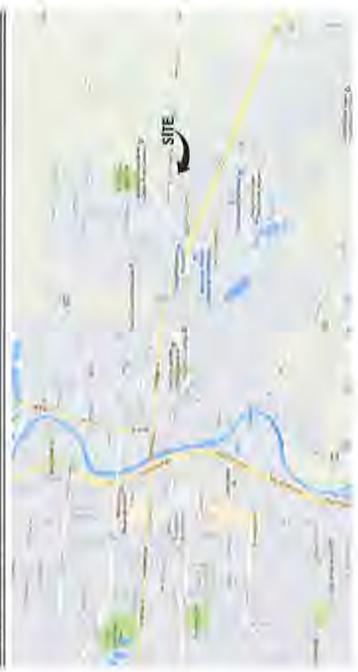
DATE: 6/16/18
 PROJECT: 17198
 SHEET: C-2



SITE DATA



VICINITY MAP



SITE DATA

TOTAL SITE AC	± 24.72 AC
COMMERCIAL SUBAREA	± 2.43 AC
RESIDENTIAL SUBAREA	± 21.29 AC
24'-30'00" BUILDINGS	5 BUILDING LOTS / 150 UNITS
12'-24'00" / 12'-18'00" BUILDINGS	5 BUILDINGS / 120 UNITS
TOTAL UNITS	270 UNITS
GROSS DENSITY	± 11.00 UNITS/AC
PERMITTED P.O.W.	± 18.75 P/AC
NET DENSITY ALLOWED	± 10.00 UNITS/AC
NET DENSITY PROVIDED	± 11.38 UNITS/AC
OPEN SPACE REQUIRED	± 7.68 (40,000)
STANDARDS PROVIDED PER P.O.W.	± 4.55 AC (10,970)
OPEN SPACE PROVIDED PER P.O.W.	± 10.38 AC (45,540)
STANDARDS EXCLUDES STRIPACES	± 11.51 AC
PROPOSED P.O.W. AC	± 11.51 AC
SURFACE PARKING SPACES	420 SPACES
GARAGE PARKING SPACES	60 SPACES
TOTAL PARKING	480 SPACES (2 SPACES / 1 DU)

REVISIONS

GENERAL PLANTING NOTES:

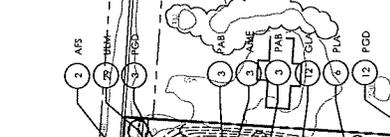
1. ALL PLANTS SHALL MEET OR EXCEED STANDARDS SET IN THE IUSA STANDARD FOR NURSERY STOCK.
2. ALL PLANTING OPERATIONS SHALL ADHERE TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS.
3. PLANT LOCATIONS AND BEDS SHALL BE LOCATED BY CONVEYORS AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. PLANTING BEDS SHALL HAVE A MINIMUM 3" DEEP SHREDDED HARDWOOD BARK MULCH, WHICH HEDGES IN A CONTINUOUS BED.
5. ALL PLANTING BEDS TO BE FILLED TO A MINIMUM DEPTH OF 12".
6. ALL PLANTING BEDS TO BE FERTILIZED WITH 10-10-10 OR APPROVED EQUAL.
7. SODDING / SEEDING BY LANDSCAPE CONTRACTOR.
8. THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
9. ALL AREAS DISTURBED BY CONSTRUCTION ARE TO BE RESTORED, FINE GRADED AND SEED/SODDED.
10. ALL EXISTING PLANT MATERIAL SHOWN ON THIS PLAN IS TO BE PRESERVED UNLESS SPECIFICALLY NOTED OTHERWISE.

CONSTRUCTION NOTES:

1. LAY AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.
2. LANDSCAPE AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.

PLANT KEY TYPICALS

SEE PLANT LIST FOR SPECIFIC PLANT SPECIES



CONSTRUCTION NOTES:

1. LAY AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.
2. LANDSCAPE AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.

CONSTRUCTION NOTES:

1. LAY AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.
2. LANDSCAPE AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.

SEATTLE HOUSE
METRO DEVELOPMENT
470 ONE WASHINGTON ROAD
WESTVILLE, OHIO 43082

Paris Planning & Design
LANDSCAPE ARCHITECTS
2435 15TH AVE SW
SEATTLE, WA 98148
PHONE: 206.461.1144
WWW.PPPDESIGN.COM

DATE: 6/16/18
PROJECT: 17138
SHEET: D-1

LANDSCAPE REQUIREMENTS

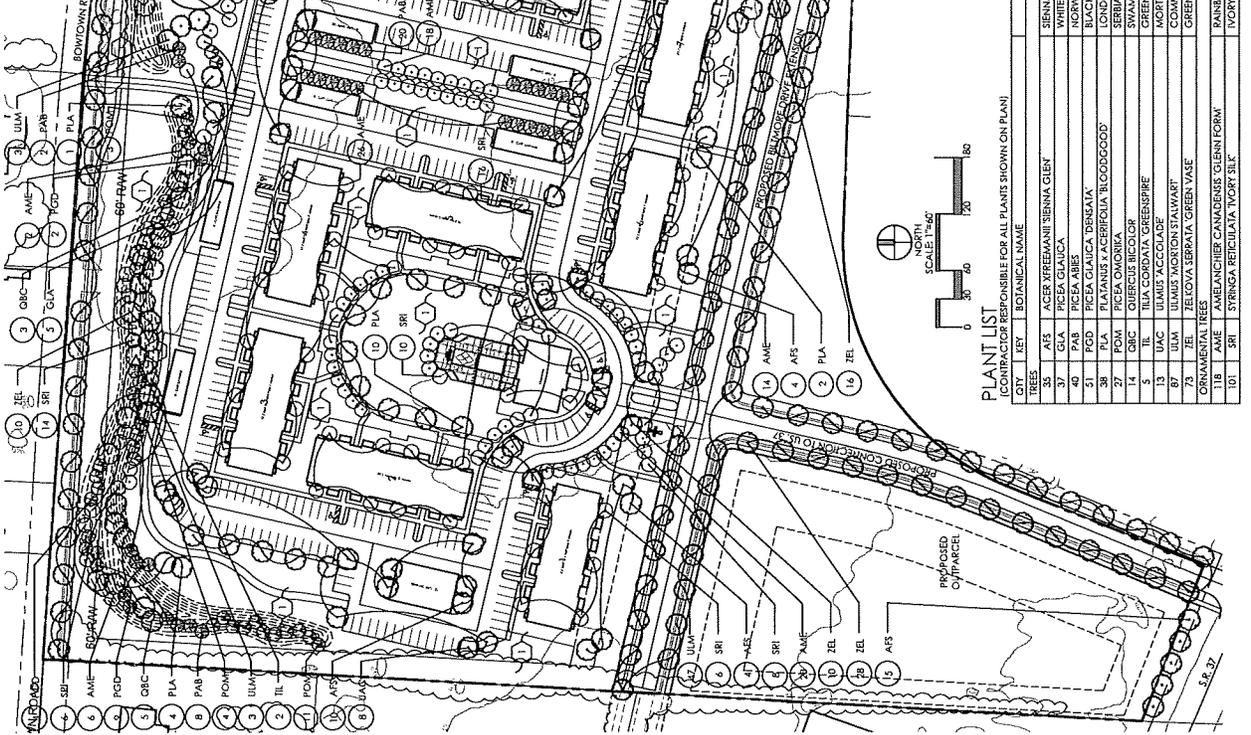
CODE	REQUIREMENT	PROVIDED
(1) DECIDUOUS TREE, (1) EVERGREEN TREE, (1) ORNAMENTAL TREE, (2) 5-GALLON SHRUBS, (2) 1-GALLON SHRUBS, (2) 1-GALLON SHRUBS.	(1) DECIDUOUS TREE, (1) EVERGREEN TREE, (1) ORNAMENTAL TREE, (2) 5-GALLON SHRUBS, (2) 1-GALLON SHRUBS, (2) 1-GALLON SHRUBS.	US 36: (5) SHADE TREES 16-48" x 10-14" TO 20" DIA. 7-11"
(2) SHADE TREE PER 40 LINEAL FEET OF FRONTAGE ALONG EACH ROAD.	(2) SHADE TREE PER 40 LINEAL FEET OF FRONTAGE ALONG EACH ROAD.	(4) SHADE TREES**
(3) 50% OF FORESTRY TREES ACCOMMODATING 40% OR MORE VEHICLE. (50% MINIMUM SHALL BE WITHIN ASSIGNED PARKING SPACES AND TREE FOR EVERY 100 PARKING SPACES WILL BE PROVIDED.	(3) 50% OF FORESTRY TREES ACCOMMODATING 40% OR MORE VEHICLE. (50% MINIMUM SHALL BE WITHIN ASSIGNED PARKING SPACES AND TREE FOR EVERY 100 PARKING SPACES WILL BE PROVIDED.	SHRUBS OR LOW SPREADING PLANT MATERIALS SHALL BE PLANTED WITHIN REQUIRED LANDSCAPE BLANDS.
(4) 50% OF FORESTRY TREES ACCOMMODATING 40% OR MORE VEHICLE. (50% MINIMUM SHALL BE WITHIN ASSIGNED PARKING SPACES AND TREE FOR EVERY 100 PARKING SPACES WILL BE PROVIDED.	(4) 50% OF FORESTRY TREES ACCOMMODATING 40% OR MORE VEHICLE. (50% MINIMUM SHALL BE WITHIN ASSIGNED PARKING SPACES AND TREE FOR EVERY 100 PARKING SPACES WILL BE PROVIDED.	ALL SHRUBS, BERKAS, WALLS, AND FENCES SHALL HAVE A MINIMUM HEIGHT OF (5) FEET.
(5) 50% OF FORESTRY TREES ACCOMMODATING 40% OR MORE VEHICLE. (50% MINIMUM SHALL BE WITHIN ASSIGNED PARKING SPACES AND TREE FOR EVERY 100 PARKING SPACES WILL BE PROVIDED.	(5) 50% OF FORESTRY TREES ACCOMMODATING 40% OR MORE VEHICLE. (50% MINIMUM SHALL BE WITHIN ASSIGNED PARKING SPACES AND TREE FOR EVERY 100 PARKING SPACES WILL BE PROVIDED.	LANDSCAPING AND FORESTRY SHALL BE LOCATED PARALLEL TO AND WITHIN (5) FEET OF THE EDGE OF THE PARKING LOT.
(6) 50% OF FORESTRY TREES ACCOMMODATING 40% OR MORE VEHICLE. (50% MINIMUM SHALL BE WITHIN ASSIGNED PARKING SPACES AND TREE FOR EVERY 100 PARKING SPACES WILL BE PROVIDED.	(6) 50% OF FORESTRY TREES ACCOMMODATING 40% OR MORE VEHICLE. (50% MINIMUM SHALL BE WITHIN ASSIGNED PARKING SPACES AND TREE FOR EVERY 100 PARKING SPACES WILL BE PROVIDED.	ALL SHRUBS, BERKAS, WALLS, AND FENCES SHALL BE LOCATED PARALLEL TO AND WITHIN (5) FEET OF THE EDGE OF THE PARKING LOT.
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PLANT LIST

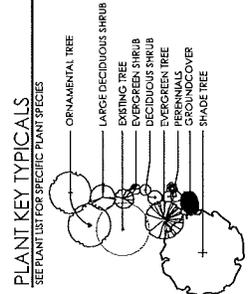
CITY	TREE	BOTANICAL NAME	SIZE	COND.	REMARKS
118	AME	AMERICAN HEMLOCK	3" CAL.	BAB	MATCH FORM
101	SRI	STRONG STAR JAPANESE LILAC TREE	3" CAL.	BAB	MATCH FORM
37	GLA	ACER VREDEMANII	6" HGT.	BAB	MATCH FORM
40	PAB	PIGEA ARIENS	6" HGT.	BAB	MATCH FORM
51	FGD	PIGEA GLAUCA	6" HGT.	BAB	MATCH FORM
38	PLA	PLATANUS X ACERIFOLIA	6" HGT.	BAB	MATCH FORM
27	POM	PIGEA OMORICA	6" HGT.	BAB	MATCH FORM
14	ORC	QUERCUS BICOLORE	3" CAL.	BAB	MATCH FORM
3	TIL	TILIA CORDATA	3" CAL.	BAB	MATCH FORM
83	UVL	ULMUS VULGARIS	3" CAL.	BAB	MATCH FORM
73	ZEL	ZELKOVA SERRATA	3" CAL.	BAB	MATCH FORM
118	AME	AMERICAN HEMLOCK	3" CAL.	BAB	MATCH FORM
101	SRI	STRONG STAR JAPANESE LILAC TREE	3" CAL.	BAB	MATCH FORM

CONTRACTOR RESPONSIBLE FOR ALL PLANTS SHOWN ON PLAN!

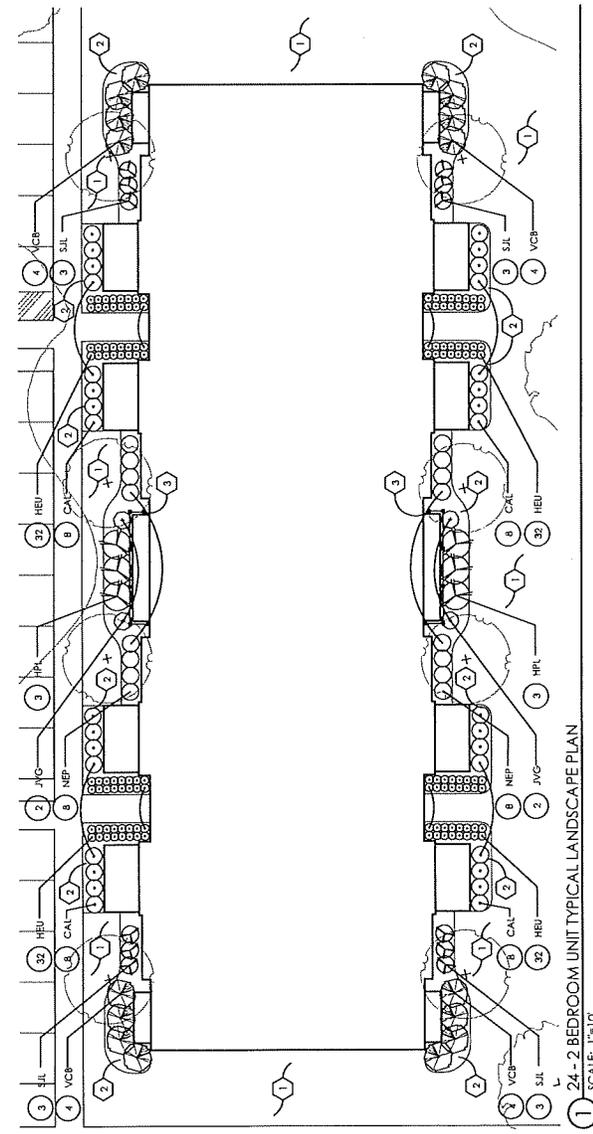
SCALE: 1"=40'



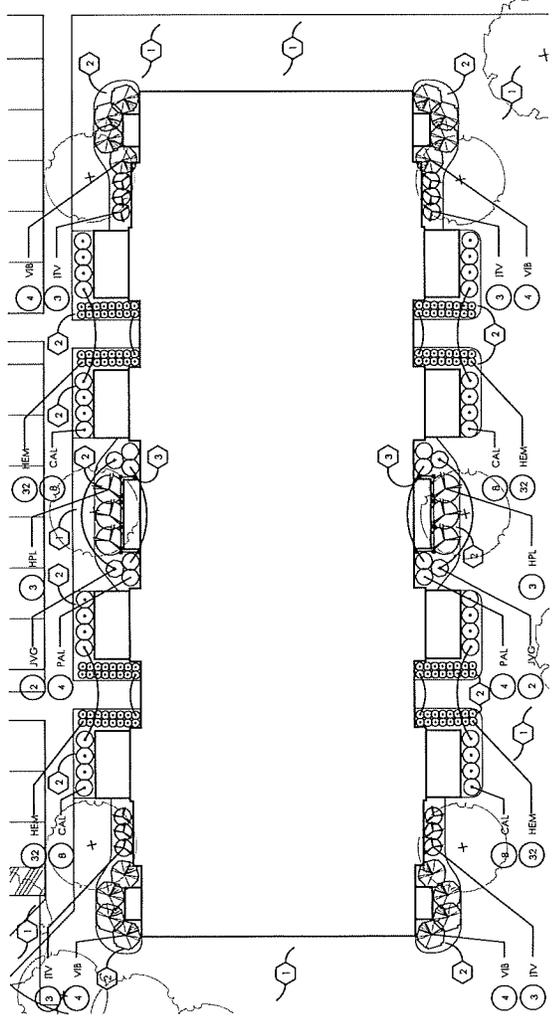
PROPOSED ON PARCEL



PLANT KEY TYPICALS
SEE PLANT LIST FOR SPECIFIC PLANT SPECIES



① 24-2 BEDROOM UNIT TYPICAL LANDSCAPE PLAN
SCALE: 1"=10'



② 12-1 BEDROOM / 12-2 BEDROOM UNIT TYPICAL LANDSCAPE PLAN
SCALE: 1"=10'

- GENERAL PLANTING NOTES:**
1. ALL PLANTS SHALL MEET OR EXCEED STANDARDS SET IN THE USA STANDARD FOR NURSERY STOCK.
 2. ALL PLANTING OPERATIONS SHALL ADHERE TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS.
 3. PLANT LOCATIONS AND BEDS SHALL BE LOCATED BY CONTRACTOR AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
 4. PLANTING BEDS SHALL HAVE A MINIMUM 3" DEEP SHREDDED HARDWOOD BARK MULCH, WHICH HEDGES IN A CONTINUOUS BED.
 5. ALL PLANTING BEDS TO BE TILLED TO A MINIMUM DEPTH OF 12".
 6. ALL PLANTING BEDS TO BE FERTILIZED WITH 10-10-10 OR APPROVED EQUAL.
 7. SOODING / SEEDING BY LANDSCAPE CONTRACTOR.
 8. THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
 9. ALL AREAS DISTURBED BY CONSTRUCTION ARE TO BE RESTORED, FINE GRADED AND SEEDED/SODDED.
 10. ALL EXISTING PLANT MATERIAL SHOWN ON THIS PLAN IS TO BE PRESERVED UNLESS SPECIFICALLY NOTED OTHERWISE.

- CONSTRUCTION NOTES:**
- ① LAWN AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.
 - ② LANDSCAPE AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.
 - ③ A/C CONDENSER AREA WITH SCREENING FENCE. SEE DETAIL S, SHEET D-S, AND ARCHITECTS PLANS.

REVISIONS

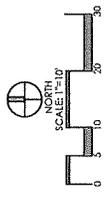
NO.	DATE	DESCRIPTION

LANDSCAPE ENLARGEMENTS

SEATTLE HOUSE
METRO DEVELOPMENT
470 OLIVE WORTHINGTON ROAD
WESTERVILLE, OHIO 43082

Paris Planning & Design
LANDSCAPE ARCHITECTS
2831 SW 51st AVE
Suite #21
Columbus, OH 43215
P (614) 421-1244
www.parisplanninganddesign.com

DATE 6/6/18
PROJECT 17138
SHEET



PLANT LIST - 24-2 BEDROOM UNIT TYPICAL LANDSCAPE PLAN
(CONTRACTOR RESPONSIBLE FOR ALL PLANTS SHOWN ON PLAN)

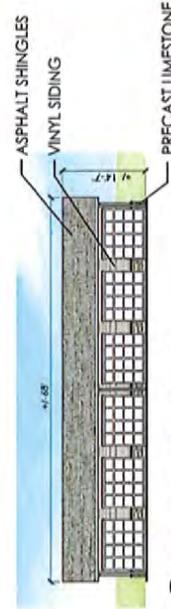
QTY	KEY	BOTANICAL NAME	SIZE	COND.	REMARKS
6	HPL	HYDRANGEA PANCULATA 'LIMELIGHT'	NO. 5	CONT	
4	JVC	JUNIPERUS VIRGINIANA 'GREY OWL'	NO. 1	CONT	
12	S/L	SPIRAEA JAPONICA 'LITTLE PRINCESS'	NO. 2	CONT	
16	VCB	VIBURNUM DENTATUM 'CHRISTOPH BLUE MUFFIN'	NO. 3	CONT	
PERENNIALS/ORNAMENTAL GRASSES					
128	HEU	HEUCHERA ACUTIFLORA 'KARL FORSTER'	NO. 2	CONT	
128	HEU	HEUCHERA SCUTIFLORA 'COMFORT'	NO. 1	CONT	
16	NEP	NERITA FRAASSENII 'WALKER'S LOW'	NO. 1	CONT	

*NOTE: ANNUALS TO BE PLANTED BY OWNER. NOT IN INITIAL LANDSCAPE COSTS.

PLANT LIST - 12-1 BEDROOM / 12-2 BEDROOM UNIT TYPICAL LANDSCAPE PLAN
(CONTRACTOR RESPONSIBLE FOR ALL PLANTS SHOWN ON PLAN)

QTY	KEY	BOTANICAL NAME	SIZE	COND.	REMARKS
6	HPL	HYDRANGEA PANCULATA 'LIMELIGHT'	NO. 5	CONT	
12	IVV	IREA VIRGINICA 'HENRY'S GARNET'	NO. 2	CONT	
4	JVC	JUNIPERUS VIRGINIANA 'GREY OWL'	NO. 1	CONT	
16	VB	VIBURNUM CARLESI	NO. 3	CONT	
PERENNIALS/ORNAMENTAL GRASSES					
32	CAL	CALAMAGROSTIS ACUTIFLORA 'KARL FORSTER'	NO. 2	CONT	
128	HEM	HEMOCALLIS 'HAPPY FEUDS'	NO. 1	CONT	
8	PAL	PEROVSKIA AIRPACTICOLA 'LITTLE SPIRE'	NO. 1	CONT	

*NOTE: ANNUALS TO BE PLANTED BY OWNER. NOT IN INITIAL LANDSCAPE COSTS.



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



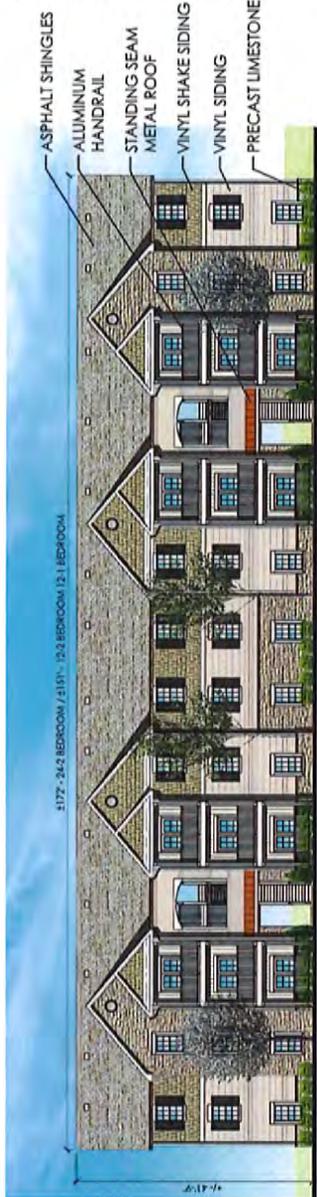
6 TYP. GARAGE SIDE ELEVATION
SCALE: 1"=10'



7 TRASH COMPACTOR ELEVATIONS
SCALE: 1"=10'



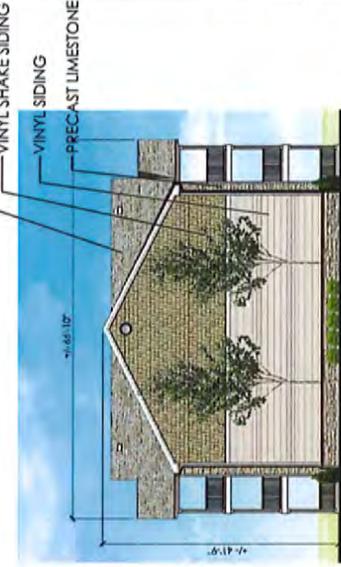
8 MAIL STATION ELEVATIONS
SCALE: 1"=10'



1 TYPICAL 3 STORY BUILDING, FRONT ELEVATION
SCALE: 1"=10'



2 TYPICAL 3 STORY BUILDING, REAR ELEVATION
SCALE: 1"=10'



3 TYPICAL 3 STORY BUILDING, SIDE ELEVATION
SCALE: 1"=10'



4 TYPICAL 3 STORY BUILDING, SIDE ELEVATION
SCALE: 1"=10'

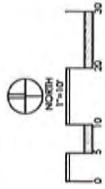
REVISIONS

SEATTLE HOUSE
METRO DEVELOPMENT
PROVIDENCE
430 CLODE WASHINGTON ROAD
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WESTVILLE, OHIO 44092

Paris Planning & Design
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DATE	6/6/18
PROJECT	17198
SHEET	

F-1





- ASPHALT SHINGLES
- VINYL SHAKE SIDING
- VINYL SIDING
- PRECAST LIMESTONE

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



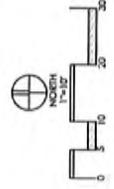
2 CLUBHOUSE - SIDE ELEVATION
SCALE: 1"=10'



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



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



F-2

SHEET

PROJECT | 17138

DATE | 6/6/18

Paris Planning & Design
LAND PLANNING + LANDSCAPE ARCHITECTURE
343 N. 42nd Street
Suite 401
Columbus, OH 43215
614.427.1144
www.parisplanning.com

SEATTLE HOUSE
METRO DEVELOPMENT
17141 106th Ave NE
4700 CLOVE WOODBURN ROAD
WESTERVILLE, OHIO 43082

CLUBHOUSE
ELEVATIONS

REVISIONS



DESCRIPTION OF 18.426 ACRES

Situated in the State of Ohio, County of Delaware, City of Delaware, Farm Lot 28, Section 4, Township 5, Range 19 and Farm Lot 18, Section 3, Township 5, Range 18, United States Military Lands and being out of a 24.212 acre parcel of land conveyed to Brighton Roads LLC of record in Official Record 537, Page 1476, all references to records being on file in the Office of the Recorder, Delaware County, Ohio, said 18.426 acre parcel being more fully described herein;

BEGINNING at a railroad spike found in the centerline of Bowtown Road (County Road 84), the northwest corner of said 24.212 acre parcel, the northeast corner of a 1.000 acre parcel of land conveyed to Carol Ann Ford, of record in Volume 690, Page 2684 and being the south line of a 0.920 acre parcel of land conveyed to Margaret A. & Bryan Holton, of record in Deed Book 1394, Page 1830

Thence, South 85°50'08" East a distance of 621.26 feet, with the north line of said 24.212 acre parcel, part of the south line of said 0.920 acre parcel, the south line of a 0.395 acre parcel of land conveyed to Stephen M. Stockdale, of record in Official Record 814, Page 302, the south line of a 0.654 acre parcel of land conveyed to Janet I. Davis, of record in Volume 813, Page 617, the south line of a 0.542 acre parcel of land conveyed to Michele L. & Christopher M. Jeunelot, of record in Deed Book 1371, Page 549 and part of the south line of a 8.311 acre parcel of land conveyed to Max C. & Wendy R. Caldwell, of record in Volume 381, Page 1482 and being in the centerline of said Bowtown Road to a point at an angle point in the north line of said 24.212 acre parcel, the south line of said 8.311 acre parcel and in the centerline of said Bowtown Road;

Thence, South 86°02'18" East a distance of 548.71 feet, with the north line of said 24.212 acre parcel and part of the south line of said 8.311 acre parcel and being the south line of a parcel of land conveyed to BD of ED City County JVS, to a point at the northeast corner of said 24.212 acre parcel the south line of said BD of ED City County JVS, the northwest corner of a 1.102 acre parcel of land conveyed to Dirk L. Rader & Cynthia S. Rader, of record in Official Record 565, Page 62 and being in the centerline of said Bowtown Road;

Thence, South 03°28'30" West a distance of 811.26 feet, with the east line of said 24.212 acre parcel, the west line of said 1.102 acre parcel, the west line of Lots 151 and 152 in Bowtown Subdivision, of record in Plat Book 18, Page 138 and the west line of a 5.152 acre parcel of land (Parcel 1) conveyed to Donna J. Bukovec, of record in Volume 660, Page 1596, to a point at the southeast corner of said 24.212 acre parcel, the southwest corner of said 5.152 acre parcel and being on the north line of a 9.695 acre parcel of land conveyed to Nutter Farm Inc., of record in Deed Book 371, Page 744;

Thence, North 86°49'59" West a distance of 19.11 feet, with the south line of said 24.212 acre parcel part of the north line of said 9.695 acre parcel to a point being on the south line of said 24.212 acre parcel and the north line of said 9.695 acre parcel;

Thence, through said 24.212 acre parcel the following three (3) courses:

1. North 68°24'19" West a distance of 216.93 feet to a point;
2. Thence 165.82 feet along the arc of a tangent curve to the left, having a radius of 1035.00 feet, a central angle of 09°10'47", the chord of which bears North 72°59'43" West, a chord distance of 165.65 feet to a point;
3. Thence, North 77°35'06" West a distance of 792.34 feet, to a point on the west line of said 24.212 acre parcel and on the east line of a 7.681 acre parcel of land conveyed to Jim Gill Properties LLC., of record in Deed Book 1403, Page 526;

Thence, North 03°23'34" East, with the west line of said 24.212 acre parcel, part of the east line of said 7.681 acre parcel and the west line of said 1.000 acre parcel, passing over a ¼" iron pin found at 300.00 feet, for a total distance of 594.16 feet, to the **TRUE POINT OF BEGINNING**, containing 18.426 acres of land. Which 9.288 acres lie within Farm Lot 18 and 9.138 acres lie within Farm Lot 28, subject to all easements and documents of record.

All iron pins set are 5/8" solid rebar, thirty inches in length with yellow plastic cap bearing the initials "CEC INC."

For the purpose of this description a bearing of South 85°50'08" East was held on a portion of the centerline of Bowtown Road, and is based on the Ohio State Plane Coordinate System, North Zone, NAD83 (2011 adjustment). Said bearing was established by Static and RTK GPS Observations, and was determined by using National Geodetic Survey, OPUS-S service. This document is based on a survey completed by or under the supervision of Robert W. Martin in April of the year 2018.



CIVIL & ENVIRONMENTAL CONSULTANTS, INC.

Robert W. Martin 4-2-18
Robert W. Martin, P.S. Date
Registered Surveyor No. 8114

Chesrown



GMC

July 28, 2018

Chairwoman Stacy Simpson
Planning Commission
City of Delaware
1 N. Sandusky Street
Delaware, Ohio 43015

RE: Support of Metro Development-Multifamily Projects

Dear Chairwoman Simpson and Planning Commission Members:

I strongly support the multifamily projects proposed by Metro Development on 36/37 and Botown Roads. These parcels have been zoned multi-family for nearly 20 years and are less dense than other recently approved multifamily projects within the City. Moreover, this area is a commercial corridor for the City, and this type of development will only make the commercial viability of this area stronger.

Chesrown Chevrolet Buick GMC is a family owned and operated dealership that has been part of the central Ohio community for over 55 years. We employ nearly 150 people at our Delaware location. We recently acquired property on 36/37 that we are currently using for new car storage. We would love to develop this ground into a more viable and job producing use, and this development by Metro will be the catalyst for that by their investing over \$1 Million in new road infrastructure that will open up not only commercial development on my site, but behind us, and also to the East on Nutter Farms.

The economic benefits to the City of Delaware are very positive. This area of the City can really be a commercial growth corridor for all of us. These upscale one and two bedroom units are desperately needed within our community in order for us to have a housing stock that attracts new business investment. For example, one of the reasons Amazon and Facebook were drawn to the City of New Albany was because of their existing and planned multi-family developments.

Moreover, these projects will generate nearly \$4 Million in upfront payments to the City for parks and utilities, 250,000/year in new income tax dollars to the City, and \$700,000/year in new dollars to Delaware City Schools. Currently, neither of the sites generate any tax benefit to the City, and contribute less than \$2,000/year in marginal CAUV-Agricultural property taxes.

Chesrown



GMC

We urge your support of these projects and as always feel free to contact me if you have any questions.

Sincerely,

Jim Gill

Ryan Gill

Joseph Gill

cc: The Honorable Carolyn Kay Riggle
Delaware City Planning Commission Members
Tom Homan, City Manager
Dave Efland, Director of Planning and Community Development

Christopher Acker Thoughts to Zoning Board

I would like to spend a few moments discussing the Metro Development rezoning Amendment for the Seattle House Apartments (240) units, on 21.2 acres on the north side of Route 36/37 and the south side of Bowtown Rd, just east of the Chesrown auto storage lot. I would ask that you consider our concerns in your deliberations concerning any re-zoning of this property. I would like to lightly discuss the issues of **public concerns, i.e., new construction, traffic, infrastructure, surface water runoff, schools and variances.**

Public concerns: These are primarily the concerns of those of us who live east of Delaware or in the communities serviced by State Route 521, Bowtown Road, State Route 36/37, Glenn Road, Plunkett and Baker roads, Curve and Lackey roads.

New construction: The construction of Village Gate Apartments, the Kensington Place Subdivision, the Delaware Preserve, Northlake Summit Rental Properties, (600 rentals) Meijer's Shopping Center, Evans Farm with their (600) single family homes, Cheshire Crossing, a new subdivision on Lackey Old State Road currently under construction and now a proposed mammoth Oasis Water Park on the east side of Interstate 71. The obvious question is, "How much is enough"?

Traffic: All of these subdivisions and businesses feed directly or ancillary into State Route 521, or Route 36/37 east. We, the county residents do not expect the City Administration to know about or even worry about construction projects outside the city limits, but those of us who live east of Delaware are definitely concerned about additional construction projects both within the city limits and those in the county east of Delaware.

Today, without further development, **traffic is at a standstill** between the hours of 3 and 7 PM, five days a week on Rt 36/37. **Between the two new proposed subdivisions for Metro Development, (Village Gate and Seattle House Apartments) I calculate an additional 800 vehicles** trying to get onto Bowtown Road, State Route 521 and 36/37 twice daily. Bowtown Rd will have to be closed where it intersects with 36/37 near the Tri Twp Fire Dept, and I will be greatly

surprised if a traffic light will not be required at Bowtown Rd and 521. I am not a traffic engineer, but I can surmise what will occur when an additional 800 vehicles are added to the mixing bowl from projects built within and contiguous to the city limits. I also think those residents that live on Vernon Ave will also be in for a surprise as new residents find out they can go into Delaware via an alternate route.

Fixing the point underpass would be wonderful, but it will not fix the traffic problems on the east side of Delaware. It is beyond the scope of this panel to address the final solution. But make no mistake, it can only be fixed with time, money, citizen cooperation **and a by-pass**. Those are issues for future planning and deliberations far beyond our reason for being here tonight.

Infrastructure: While a traffic study is laudable and necessary I would think a closer look at other factors are equally important.

For Instance -

Water run off: Where will the surface water runoff go? **Please do not tell me it is going into the O'Brien ditch east of the proposed construction site. Please don't tell me it is going into holding ponds. Please tell me that if the project is build that the city will provide storm drainage for all of the proposed projects.** The O'Brien ditch is full now and holding ponds are only good until they fill. Without storm sewers the water drainage east of the O'Brien ditch will remain in our pastures and fields until the water recedes thus creating unanticipated drainage problems for us, the property owners that have land east of the O'Brien ditch.

The city typically does not consult Delaware County Soil and Water on issues outside the city limits, but in this case I would appeal to the City to consult with Soil and Water capitalizing on their vast experience in drainage matters before making any rezoning decisions.

Schools: Has there been a study or appraisal of how many elementary school children will reside in these developments. How many more students can Conger accept? How many more high school students can Hayes accept? All of our county schools are fraught with students already and believe me, the tax payers have been bleed white funding these expanding educational facilities.

Requested Variances: The City, County and Townships all have zoning restrictions and regulations. These amendments set forth by duly elected representatives of the people are not there for parties to apply for and receive variances at will. Either we have amendments that we ^{are} live by or we don't. To have it any other way leaves one with a taste of favoritism, a feeling that two sets of amendments exists, one for big construction, big money corporations and one for the folks. I mention this as I have been informed that Metro Development is already pursuing variances for parking and building density and building heights.

In closing, I think I speak for the vast majority of citizens of the county, and especially those who live in the path of this ever increasing residential and business sprawl. All we ask is that all aspects of expansion, infrastructure, transportation, education, surface runoff, be examined closely and in detail before making any rezoning decision. For it is us, the citizens east of Delaware, in the City and outside the City who will pay the price for a decision that turns our homes into parking lots. **We are the ones who must live with the results of not getting it right.** Perhaps it is time to call for a moratorium on expansion until all other issues encompassing myriad of problems are addressed with aplomb. Perhaps it is time to build the infrastructure first, before the buildings. I served thirty-nine years in the military and I came away with one inexplicable truth, you can have the best plan ever devised, but if you can't support it logistically, you will fail.

I would like to thank the committee for allowing me this time to address issues important to those of who reside east of Delaware. I would ask that whatever decision you make, please consider the impact of that decision on the citizens that live along the busy highways on the east side of Delaware and their daily situation first and foremost. Thank You.



FACT SHEET

AGENDA ITEM NO: 13

DATE: 08/27/2018

ORDINANCE NO: 18-73

RESOLUTION NO:

READING: SECOND

PUBLIC HEARING: YES
August 27, 2018 at 7:45 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 FOR METRO DEVELOPMENT LLC., FOR APPROVAL OF A REZONING AMENDMENT FOR THE HIGHPOINT PLACE APARTMENTS (160 UNITS) ON APPROXIMATELY 16.70 ACRES (PARCELS 519-442-10-020-000 AND 519-442-10-021-000) FROM R-6 (MULTI-FAMILY RESIDENTIAL DISTRICT) TO R-6 PMU (MULTI-FAMILY RESIDENTIAL WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON THE NORTH SIDE OF BOWTOWN ROAD JUST WEST OF VILLAGE GATE APARTMENTS

BACKGROUND:

See attached staff report.

REASON WHY LEGISLATION IS NEEDED:

To achieve compliance with Chapter 1130 Amendments of the Codified Ordinances.

COMMITTEE RECOMMENDATION:

Planning Commission recommended denial of the case by a 4-3 vote on August 1, 2018.

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. 18-73

AN ORDINANCE FOR METRO DEVELOPMENT LLC, FOR APPROVAL OF A REZONING AMENDMENT FOR THE HIGHPOINT PLACE APARTMENTS (160 UNITS) ON APPROXIMATELY 16.70 ACRES (PARCELS 519-442-10-020-000 AND 519-442-10-021-000) FROM R-6 (MULTI-FAMILY RESIDENTIAL DISTRICT) TO R-6 PMU (MULTI-FAMILY RESIDENTIAL WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON THE NORTH SIDE OF BOWTOWN ROAD JUST WEST OF VILLAGE GATE APARTMENTS

WHEREAS, the Planning Commission at its meeting on August 1, 2018 failed to recommend approval of a Rezoning Amendment for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) from R-6 (Multi-Family Residential District) to R-6 PMU (Multi-Family Residential District with a Planned Mixed Use Overlay District) and located on the north side of Bowtown Road just west of Village Gate Apartments (PC Case 2018-1402).

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

SECTION 1. That the Council of the City of Delaware overturns the recommendation of denial by the Planning Commission of the Rezoning Amendment for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) from R-6 (Multi-Family Residential District) to R-6 PMU (Multi-Family Residential District with a Planned Mixed Use Overlay District) and located on the north side of Bowtown Road just west of Village Gate Apartments, is hereby confirmed, approved, and accepted with the following conditions that:

1. Any new structure(s) or any change of land use shall require conformance to all provision of the Development Text and any conditions of approval.
2. Any revisions the public or private street layout shall require conformance to all provisions of the Development Text and any conditions of approval.
3. The maximum amount of multi-family dwelling units permitted shall not exceed 160 dwelling units.

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: _____, 2018

YEAS ___ NAYS ___
ABSTAIN ___

ATTEST: _____
CITY CLERK

MAYOR



FACT SHEET

AGENDA ITEM NO: 14

DATE: 08/27/2018

ORDINANCE NO: 18-74

RESOLUTION NO:

READING: SECOND

PUBLIC HEARING: YES
August 27, 2018 at 7:45 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 FOR METRO DEVELOPMENT LLC., FOR APPROVAL OF A CONDITIONAL USE PERMIT ALLOWING THE PLACEMENT OF A PMU (PLANNED MIXED USE OVERLAY DISTRICT) TO BE ESTABLISHED FOR THE HIGHPOINT PLACE APARTMENTS (160 UNITS) ON APPROXIMATELY 16.70 ACRES (PARCELS 519-442-10-020-000 AND 519-442-10-021-000) AND LOCATED ON THE NORTH SIDE OF BOWTOWN ROAD JUST WEST OF VILLAGE GATE APARTMENTS.

BACKGROUND:

See attached staff report.

REASON WHY LEGISLATION IS NEEDED:

To achieve compliance with Section 1148 Conditional Use Regulations of the zoning code.

COMMITTEE RECOMMENDATION:

Planning Commission recommended denial of the case by a vote 4-3 on August 1, 2018.

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. 18-74

AN ORDINANCE FOR METRO DEVELOPMENT LLC., FOR APPROVAL OF A CONDITIONAL USE PERMIT ALLOWING THE PLACEMENT OF A PMU (PLANNED MIXED USE OVERLAY DISTRICT) TO BE ESTABLISHED FOR THE HIGHPOINT PLACE APARTMENTS (160 UNITS) ON APPROXIMATELY 16.70 ACRES (PARCELS 519-442-10-020-000 AND 519-442-10-021-000) AND LOCATED ON THE NORTH SIDE OF BOWTOWN ROAD JUST WEST OF VILLAGE GATE APARTMENTS.

WHEREAS, the Planning Commission at its meeting on August 1, 2018 failed to recommended approval of a Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) to be established for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) and located on the north side of Bowtown Road just west of Village Gate Apartments (PC Case 2018-1403).

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

SECTION 1. That the Council of the City of Delaware overturns the recommendation of denial by the Planning Commission of a Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) to be established for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) and located on the north side of Bowtown Road just west of Village Gate Apartments, 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: _____, 2018

YEAS ___ NAYS ___
ABSTAIN ___

ATTEST: _____
CITY CLERK

MAYOR



FACT SHEET

AGENDA ITEM NO: 15

DATE: 08/27/2018

ORDINANCE NO: 18-75

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 FOR METRO DEVELOPMENT LLC, FOR APPROVAL OF A PRELIMINARY DEVELOPMENT PLAN FOR THE HIGHPOINT PLACE APARTMENTS (160 UNITS) ON APPROXIMATELY 16.70 ACRES (PARCELS 519-442-10-020-000 AND 519-442-10-021-000) ZONED R-6 PMU (MULTI-FAMILY RESIDENTIAL WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON THE NORTH SIDE OF BOWTOWN ROAD JUST WEST OF VILLAGE GATE APARTMENTS.

BACKGROUND:

See attached staff report.

REASON WHY LEGISLATION IS NEEDED:

To achieve compliance with Chapter 1129.04 Procedures of the Codified Ordinances.

COMMITTEE RECOMMENDATION:

Planning Commission recommended denial of the case by a vote of 4-3 on August 1, 2018.

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. 18-75

AN ORDINANCE FOR METRO DEVELOPMENT LLC, FOR APPROVAL OF A PRELIMINARY DEVELOPMENT PLAN FOR THE HIGHPOINT PLACE APARTMENTS (160 UNITS) ON APPROXIMATELY 16.70 ACRES (PARCELS 519-442-10-020-000 AND 519-442-10-021-000) ZONED R-6 PMU (MULTI-FAMILY RESIDENTIAL WITH A PLANNED MIXED USE OVERLAY DISTRICT) AND LOCATED ON THE NORTH SIDE OF BOWTOWN ROAD JUST WEST OF VILLAGE GATE APARTMENTS.

WHEREAS, the Planning Commission at its meeting on August 1, 2018 failed to recommend approval of a Preliminary Development Plan for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) zoned R-6 PMU (Multi-Family Residential District with a Planned Mixed Use Overlay District) and located on the north side of Bowtown Road just west of Village Gate Apartments (PC Case 2018-1404).

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

SECTION 1. That the Council of the City of Delaware overturns recommendation of denial by the Planning Commission of the Preliminary Development Plan for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) zoned R-6 PMU (Multi-Family Residential District with a Planned Mixed Use Overlay District) and located on the north side of Bowtown Road just west of Village Gate Apartments, 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 once a complete plan set is submitted for review.
2. The traffic impact study shall be approved by the City and the developer shall be responsible for any improvements and/or financial obligations of the traffic impact study per the City Engineer and/or County Engineer.
3. Ferguson Avenue from Bowtown Road shall be extended north to the adjacent property line per the City Engineer.
4. The developer shall dedicate the appropriate right-of-way and make a payment in lieu to be determined by the City Engineer for the Ferguson

Avenue extension along the northern portion of the property that would be constructed when the adjacent properties are developed.

5. A bike path shall be constructed on the east side of Ferguson Avenue per the adopted Bicycle and Pedestrians Master Plan 2027 and a side walk shall be required on the west side of Ferguson Avenue.
6. A bike path shall be constructed on the north side of Bowtown Road per the adopted Bicycle and Pedestrians Master Plan 2027.
7. The density of the multi-family portion of the development shall not exceed 160 units.
8. The one and two bedroom apartment unit sizes shall range in size between a minimum 678 (one bedroom) to 933 (two bedroom) square feet.
9. The height of the buildings shall not exceed 42 feet (to the peak of the eave) and shall not exceed 3 stories.
10. The apartment building elevations shall have the majority of the elevation constructed of brick or stone with vinyl used as an accent material on the public view side of the building. Hardi plank or equivalent could be substituted for the vinyl siding to meet natural material requirements as well. Any limestone on the buildings shall be constructed of Delaware blue vein limestone or equivalent as approved by staff.
11. The Ferguson Avenue right-of-way shall be setback a minimum 20 feet from the residential property to the west,
12. The trash compactor enclosure shall be constructed of brick or stone wall to match the buildings and have wood doors painted to match and shall be buffered from the residential property to the east,.
13. The road frontage along Ferguson Avenue and Bowtown Road that is not adjacent to a single family property shall have a 2-3 foot high undulating mound with landscaping (a mixture of deciduous trees, evergreen trees and shrubs)
14. A 5-6 foot high mound with landscaping and minimum 6 foot high evergreen trees planted in a soldier course manner shall be required along the east and west side of Ferguson Avenue adjacent to the existing single family properties fronting Bowtown Road
15. The parking islands within the apartment development shall be planted with street trees.
16. All landscape plans shall be reviewed and approved by the Shade Tree Commission.
17. The open space within the apartment development shall have more amenities including pavilions, benches, dog park, recreational fields and

the like and to ensure any field space is flat and does not provide storm water drains except at the edges of the area to eliminate catch basins being located in the middle of any playing surface.

18. The tree preservation area shall be located within a permanent preservation easement with the appropriate language that would need to be reviewed and approved by staff and then be recorded at the County.
19. Lighting plans that achieves compliance with the zoning code and approved development text that would need to be approved by the Chief Building Official shall be required with Final Development Plan submittal.
20. A comprehensive sign plan that achieves compliance with the zoning code requirements, the approved development text and the adopted Gateways and Corridors Plan shall be required with the Final Development Plan submittal.
21. The private street names shall be submitted and approved by the City and other appropriate agencies.
22. The entire development shall achieve compliance with the Fire Department and Public Works development final requirements after the final review is complete.
23. An emergency access location shall be located through the Village Gate Apartments to the east if possible. If not possible another location shall be established and approved by the City Engineer and Fire Department prior to Final Development Plan submittal.
24. The garages shall not be rented out to any non-residents of the apartment complex or for any use or occupancy other than storage of vehicles.

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: _____, 2018

YEAS___NAYS___
ABSTAIN ___

ATTEST: _____
CITY CLERK

MAYOR

APPLICANT/OWNER

Metro Development LLC
470 Olde Worthington Road
Westerville, Ohio 43083

REQUEST

2018-1402: A request by Metro Development LLC for approval of a Rezoning Amendment for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) from R-6 (Multi-Family Residential District) to R-6 PMU (Multi-Family Residential District with a Planned Mixed Use Overlay District) located on the north side of Bowtown Road just west of Village Gate Apartments.

2018-1403: A request by Metro Development LLC for approval of a Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) to be established for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) and located on the north side of Bowtown Road just west of Village Gate Apartments.

2018-1404: A request by Metro Development LLC for approval of a Preliminary Development Plan for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) zoned R-6 PMU (Multi-Family Residential District with a Planned Mixed Use Overlay District) and located on the north side of Bowtown Road just west of Village Gate Apartments.

PROPERTY LOCATION & DESCRIPTION

The proposed development encompasses 16.70 acres located on the north side of Bowtown Road and just west of the Village Gate Apartments. The subject property is zoned R-6 (Multi-Family Residential District). The properties to the north are zoned R-6 in the City and FR-1 (Farm Residential) in the County, the properties to the south are zoned R-4 (Medium Density Residential District) and B-3 (Community Business District), the properties to the east are zoned R-4 and R-6, and the properties to the west are zoned R-3 (One-Family Residential District) in the City and FR-1 in the County.

BACKGROUND/PROPOSAL

The developer is proposing to construct 160 apartment units in 7 buildings with a clubhouse on 16.70 acres for a density of 9.58 dwelling units per acre. The site would be accessed from proposed Ferguson Avenue which would be extended from Bowtown Road per the City Thoroughfare Plan. The proposed full movement curb cut on Ferguson Drive would extend into an interior looped private street that would access the apartment units while a proposed emergency access point would be located through the Village Gate Apartments to the east. The apartment development would have a clubhouse, pool, passive open space and a walking path through the tree preservation area.

STAFF ANALYSIS

- **ZONING:** As previously mentioned, the zoning for the subject site is R-6. The current R-6 allows the apartment development but zoning requires a maximum density of 8.0 dwelling units per acre (10 units per acre if a conditionally permitted density bonus is granted), the apartment buildings would be a maximum height of 35 feet, a minimum one bedroom apartment size of 800 square feet and a minimum two bedroom apartment size of 950 square feet, 100% of all apartment elevations would be natural materials and the Ferguson Avenue right-of-way would be setback 20 feet with appropriate screening from the single-family zoned property just west of Ferguson Avenue. The developer is requesting five changes from the R-6 requirements which include the apartment density to be 9.58 dwelling units per acre, a maximum height of 42 feet for the three-story apartment buildings, one and two bedroom apartment sizes ranging from 678-933 square feet, the majority of each elevation would have vinyl siding and vinyl shake siding which is not considered a natural material per the zoning code and the Ferguson Avenue right-of-way is setback approximately 12 feet from the adjacent single family zoned property. Therefore the applicant is requesting a Planned Mixed Use Overlay District (PMU) to allow these changes while increasing buffering, amenities and permanently preserving a large stand of trees on the north side of the property. The PMU requires a specific

site plan and zoning text that is compatible with and provides a reasonable transition to the adjacent residents. The PMU Overlay ultimately gives the City the most control of the proposed uses and plan now and into the future while providing some flexibility to the applicant to allow such use with increased development standards over a base zoning district. The PMU is the only true planned district in the City of Delaware zoning toolbox that allows an Applicant and the City to craft a zoning solution unique to the site and needs of this particular development. The PMU approach allows the applicant to craft a zoning text that is able to support a different development pattern while ensuring the City has retained, and in many cases gained, control of the development to ensure a very specific and higher quality development in many ways than which could otherwise be achieved through a base zoning district. The applicant does have certain rights of use and development as discussed above under the current R-6 district. Along with the zoning amendment to a PMU, the zoning process would also require Conditional Use Permit, Preliminary Development Plan and Final Development Plan approval 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.
- **ROADS AND ACCESS:** The developer prepared a traffic impact study to determine any improvements that would be required to the transportation network in the area based on the subject development. The City is reviewing the traffic impact study to determine any specific improvements. The developer would be responsible for any improvements and/or financial obligations the subject residential development would have in the area per the City Engineer.

The developer is proposing to construct the southern leg of the Ferguson Avenue extension through the subject property that would initiate at Bowtown Road and would terminate at the adjacent property line to the west of proposed development per the City Thoroughfare Plan. Per the zoning code, Ferguson Avenue right-of-way would have to be setback a minimum 20 feet from the single family zoned property just off Ferguson Avenue. The remainder of the Ferguson Avenue extension would be development driven and constructed when the properties to the west and north are developed and potentially annexed into the City. Because the western property line of the subject property are not at or near 90 degrees with adjacent properties, Ferguson Avenue shall be extended to the west property line as much as possible per the City Engineer with right of way dedicated to the City to stub to the property western line. Also, the developer shall dedicate the appropriate right-of-way and make a payment in lieu to be determined by the City Engineer for the Ferguson Avenue extension along the northern portion of the property that would be constructed when the adjacent properties are developed. The apartment development would have one full access curb cut on Ferguson Avenue and a potential emergency access location through the Village Gate Apartments to the east. If this secondary emergency access through Village Gate Apartments cannot be achieved then the applicant shall provide the alternate emergency access shown on the east side of the preliminary plan or as approved by the City. The internal loop street network would be private streets built to public standards per the City Engineer. In conclusion, the entire development would have to achieve compliance with the minimum engineering, public works and fire department requirements. Furthermore, the name of private drives shall be submitted and approved by the City and appropriate agencies.

- **PEDESTRIAN CONNECTIVITY:** External and internal pedestrian connectivity are proposed within the development. A bike path would be proposed on the east side of Ferguson Avenue and on the north side of Bowtown Road per the adopted Bicycle and Pedestrian Master Plan 2027 and a sidewalk would be required on the west side of Ferguson Avenue. The developer is proposing an internal private sidewalk network to connect buildings, parking lots and all the amenities that would connect with the proposed bike path on Ferguson Avenue. Also, a bike shall be constructed on the north side of Bowtown Road per the adopted Bicycle and Pedestrian Master Plan 2027.
- **SITE CONFIGURATION:** As mentioned earlier, there is one full movement curb cut proposed from Ferguson Avenue that would extend into a private loop street configuration with apartment buildings, detached garages and parking spaces loaded on both sides of the looped street. The subject development has 340 parking spaces provided while 320 parking spaces are required (2 spaces per dwelling unit based on 160 proposed

dwelling units). Of the 340 parking spaces, there are 298 street parking spaces and 42 parking spaces located in seven detached garages.

The 160 units in seven buildings would be divided into 80 one bedroom units and 80 two bedroom units. Six buildings would have 24 units and one building would have 16 units with all the buildings being three stories in height (42 feet) except building #4 (16 unit building) which is located on the southern portion of the site adjacent to the single family homes along Bowtown Road. The maximum building height in an R-6 district is 35 feet. The one bedroom and two bedroom units would range in size between 678 to 933 square feet. As mentioned above, the zoning code requires the minimum size for a one bedroom unit to be 800 square feet and 950 square feet for a two bedroom unit. A clubhouse with a pool and deck is located just east of the entrance into the development. The plans indicate there is 10.08 acres of open space (approximately 60%) within the development but the majority of the open space is within required setbacks and is passive without amenities. The 1.31 acre tree preserve located on the northern portion of the site has a gravel walking path looping through the preserve. Staff recommends more amenities including pavilions, benches, dog park, recreational fields and the like and to ensure any field space is flat and does not provide storm water drains except at the edges of the area to eliminate catch basins being located in the middle of any playing surface. A trash compactor is located in the northern portion of the site. The trash compactor shall be enclosed by a brick or stone wall to match the buildings and have wood doors painted to match. A proposed detention basin is located on the southern portion of the site just north of the existing single family house fronting Bowtown Road and a detention basin is on the northern portion of the site just south of the tree preserve. The detention basins shall achieve compliance with any engineering requirements.

- **BUILDING DESIGN:** The proposed seven apartment buildings and garages would have identical elevations with the same architectural design style and color pallet. All the three story buildings would have a maximum height of 42 feet with the following building materials: 1). Precast limestone wainscoting; 2). Majority of the elevations would be vinyl siding and vinyl shake siding with some precast limestone, 3). The pitched roof would have asphalt shingles; 4). Aluminum handrails on the balconies 5). Standing seam metal roof over the main entrances into the building. The based R-6 zoning code requires all elevations to have natural materials (brick, stone, fiber cement siding). Vinyl siding and vinyl shake siding are not considered a natural material. Any limestone on the buildings should be Delaware blue vein limestone or equivalent as approved by staff to be consistent with other recently approved projects. Staff recommends the apartment building elevations shall have the majority of the elevation constructed of brick or stone with vinyl used as an accent material. Hardi plank or equivalent could be substituted for the vinyl siding to meet natural material requirements as well.
- **LANDSCAPING & SCREENING:** The applicant is proposing a comprehensive landscape plan that includes public and private street trees, shade trees, foundation landscaping and perimeter mounding and buffering. The road frontage along Ferguson Avenue and Bowtown Road that is not adjacent to single family houses requires street trees and 2-3 foot high undulating mounding with landscaping (a mixture of deciduous trees, evergreen trees and shrubs) to be consistent with the zoning code and other recently approved projects. The developer is proposing a 5-6 high mound with landscaping on the north and west side of the single family house fronting Bowtown Road. The base zoning code requires a 6 foot high continuous visual screen this area. Staff recommends a 5-6 foot high mound with 6 high evergreen trees planted in a soldier course manner along the west side of Ferguson Avenue adjacent to the existing single family property fronting Bowtown Road effectively doubling the screen required by base code. Also, the developer is proposing a 5-6 foot high mound along the eastern property line adjacent to the Village Gate Apartments. The interior landscaping within the apartment development appears to achieve compliance with the code except for each parking island shall require a tree to create a public street tree appearance throughout the development. Also each building would have foundation planting to achieve compliance with the zoning code. All landscape plans shall be reviewed and approved by the Shade Tree Commission.
- **TREE REMOVAL & REPLACEMENT:** The developer provided a tree survey that indicates they are preserving 4,861 (301 trees) caliper inches of qualified trees (6 inches caliper or larger) and removing 1,172 (82 trees) caliper inches of trees. Therefore, the developer is preserving significantly more caliper inches of trees than are being removed in this development. In addition, the City requested and the developer is proposing a tree preservation area on the northern 1.31 acres of the subject site. The tree preservation area shall be located within an easement with the appropriate language that would need to be reviewed and

approved by staff and then be recorded at the County. The above proposal would achieve compliance with Chapter 1168 Tree Preservation Requirements, the approved development text and would be consistent with other recently approved developments.

- **GATEWAYS & CORRIDORS PLAN:** The applicant did not provide a signage plan but staff recommends a comprehensive sign plan that achieves compliance with the zoning code requirements, approved development text and the adopted Gateways and Corridors Plan with the Final Development Plan submittal.
- **LIGHTING:** The applicant did not provide a lighting plans plan but staff recommends a lighting plans that achieves compliance with the zoning code and approved development text that would need to be approved by the Chief Building Official would be required with Final Development Plan submittal.
- **REFUSE SERVICE:** The developer is proposing a private trash compactor on the northern portion of the site. As mentioned above, the trash compactor shall be enclosed by a brick or stone to match the buildings and have wood doors painted to match and be buffered from the residential property to the east.

STAFF RECOMMENDATION (2018-1402 – ZONING TEXT AMENDMENT)

Staff recommends approval of a request by Metro Development LLC for a Rezoning Amendment for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) from R-6 (Multi-Family Residential District) to R-6 PMU (Multi-Family Residential District with a Planned Mixed Use Overlay District) located on the north side of Bowtown Road just west of Village Gate Apartments with the following conditions that:

1. Any new structure(s) or any change of land use shall require conformance to all provision of the Development Text and any conditions of approval.
2. Any revisions the public or private street layout shall require conformance to all provisions of the Development Text and any conditions of approval.
3. The maximum amount of multi-family dwelling units permitted shall not exceed 160 dwelling units.

STAFF RECOMMENDATION (2018-1403 – CONDITIONAL USE PERMIT)

Staff recommends approval of a request by Metro Development LLC for a Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) to be established for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) and located on the north side of Bowtown Road just west of Village Gate Apartments.

STAFF RECOMMENDATION (2018-1404 – PRELIMINARY FINAL DEVELOPMENT PLAN)

Staff recommends approval of a request by Metro Development LLC for approval of a Preliminary Development Plan for the Highpoint Place Apartments (160 units) on approximately 16.70 acres (parcels 519-442-10-020-000 and 519-442-10-021-000) zoned R-6 PMU (Multi-Family Residential District with a Planned Mixed Use Overlay District) and located on the north side of Bowtown Road just west of Village Gate Apartments, with following conditions that:

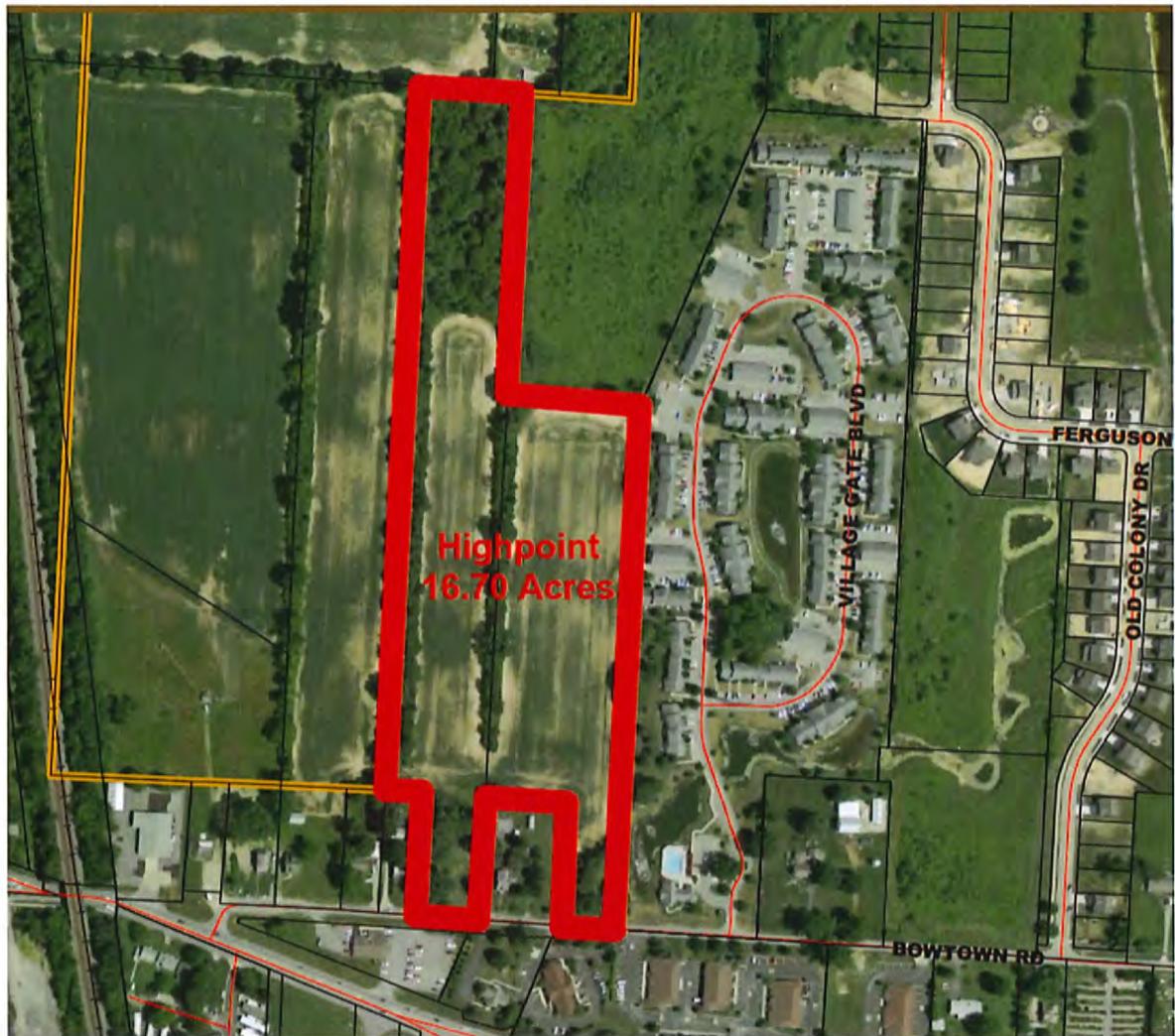
1. The applicant needs to obtain engineering approvals, including any storm water and utility issues that need to be worked out through the Engineering and Utilities Departments. All comments regarding the layout and details of the project are preliminary and subject to modification or change based on the final technical review by the Engineering Department once a complete plan set is submitted for review.
2. The traffic impact study shall be approved by the City and the developer shall be responsible for any improvements and/or financial obligations of the traffic impact study per the City Engineer and/or County Engineer.
3. Ferguson Avenue from Bowtown Road shall be extended north to the adjacent property line per the City Engineer.

4. The developer shall dedicate the appropriate right-of-way and make a payment in lieu to be determined by the City Engineer for the Ferguson Avenue extension along the northern portion of the property that would be constructed when the adjacent properties are developed.
5. A bike path shall be constructed on the east side of Ferguson Avenue per the adopted Bicycle and Pedestrians Master Plan 2027 and a side walk shall be required on the west side of Ferguson Avenue.
6. A bike path shall be constructed on the north side of Bowtown Road per the adopted Bicycle and Pedestrians Master Plan 2027.
7. The density of the multi-family portion of the development shall not exceed 160 units.
8. The one and two bedroom apartment unit sizes shall range in size between a minimum 678 (one bedroom) to 933 (two bedroom) square feet.
9. The height of the buildings shall not exceed 42 feet (to the peak of the eave) and shall not exceed 3 stories.
10. The apartment building elevations shall have the majority of the elevation constructed of brick or stone with vinyl used as an accent material on the public view side of the building. Hardi plank or equivalent could be substituted for the vinyl siding to meet natural material requirements as well. Any limestone on the buildings shall be constructed of Delaware blue vein limestone or equivalent as approved by staff.
11. The Ferguson Avenue right-of-way shall be setback a minimum 20 feet from the residential property to the west,
12. The trash compactor enclosure shall be constructed of brick or stone wall to match the buildings and have wood doors painted to match and shall be buffered form the residential property to the east,.
13. The road frontage along Ferguson Avenue and Bowtown Road that is not adjacent to a single family property shall have a 2-3 foot high undulating mound with landscaping (a mixture of deciduous trees, evergreen trees and shrubs)
14. A 5-6 foot high mound with landscaping and minimum 6 foot high evergreen trees planted in a soldier course manner shall be required along the east and west side of Ferguson Avenue adjacent to the existing single family properties fronting Bowtown Road
15. The parking islands within the apartment development shall be planted with street trees.
16. All landscape plans shall be reviewed and approved by the Shade Tree Commission.
17. The open space within the apartment development shall have more amenities including pavilions, benches, dog park, recreational fields and the like and to ensure any field space is flat and does not provide stromwater drains except at the edges of the area to eliminate catch basins being located in the middle of any playing surface.
18. The tree preservation area shall be located within a permanent preservation easement with the appropriate language that would need to be reviewed and approved by staff and then be recorded at the County.
19. Lighting plans that achieves compliance with the zoning code and approved development text that would need to be approved by the Chief Building Official shall be required with Final Development Plan submittal.
20. A comprehensive sign plan that achieves compliance with the zoning code requirements, the approved development text and the adopted Gateways and Corridors Plan shall be required with the Final Development Plan submittal.
21. The private street names shall be submitted and approved by the City and other appropriate agencies.
22. The entire development shall achieve compliance with the Fire Department and Public Works development final requirements after the final review is complete.
23. An emergency access location shall be located through the Village Gate Apartments to the east if possible. If not possible another location shall be established and approved by the City Engineer and Fire Department prior to Final Development Plan submittal.

PLANNED MIXED USE DEVELOPMENT TEXT METRO DEVELOPMENT
HIGHPOINT PLACE APARTMENTS
DELAWARE, OHIO

1. DESCRIPTION OF DEVELOPMENT

Metro Development ("Developer") is proposing to rezone the approximate 16.7 acre site north of Bowtown Road and just west of Village Gate Apartments from R-6 (Multi-Family Residential) to R-6 PMU (Multi-Family Residential with a Planned Mixed-Use Development District) for a 160 unit apartment development.



2. GENERAL DEVELOPMENT STANDARDS

- A. Purpose and Intent.** It is the intent of the developer to provide a planned multi-family development with high quality site improvements, architectural design, signage and amenities. This development text represents the zoning requirements for this development as agreed upon between the developer and the City.
- B. Conformance with Codified Ordinances and City Policy.** Unless noted otherwise within this development text, all development will be constructed and provided in conformance with the then current Codified Ordinances and City Policy in effect at the time of application.
- C. Limitations.** Nothing in this text shall prohibit additional restrictions or requirements from being placed on the approval of any Final Development Plan.
- D. Major Modifications.** Once a Final Development Plan has been approved by City Council, any subsequent major modification to that plan shall only be permitted by resubmission and approval of a revised Final Development Plan through the procedures set forth in the Zoning Code. Major modification for the purposes of this text shall mean any modification of the approved Final Development Plan, as determined by the Director of Planning & Community Development, that results in:
- (1) Any major change in the use or occupancy other than those uses specifically listed in this text.
 - (2) Major change in the approved location of land uses and/or buildings and building sizes of more than 10%.
 - (3) Substantial alteration of the basic geometry of the street layout and/or operation characteristics of any element of the approved access points and parking facilities that result in a change in operating characteristics or character.
- E. Minor Modifications.** Once a Final Development Plan has been approved by City Council, any subsequent minor modification to that plan shall only be permitted by resubmission and approval by the Director of Planning and Community Development of a revised Final Development Plan. Minor modification for the purposes of this text shall mean any modification of the approved Final Development Plan, as determined by the Director of Planning & Community Development, that results in:
- (1) Any modification that is not considered a major modification by this Zoning Text or by determination of the Director of Planning & Community Development.
 - (2) Any minor change to the use or occupancy of the structures onsite other than those uses specifically allowed in this text or any minor changes to the

approved site layout.

- (3) Minor alteration of the basic geometry of the street layout and/or operation characteristics of any element of the approved access points and parking facilities that result in a change in operating characteristics or character.
- (4) Minor structural alterations that do not alter the overall design intent of the building.

F. Preliminary & Final Development Plan

- (1) The proposed site plan and building elevations require Preliminary and Final Development Plan approval by the Planning Commission and City Council.

G. Tree Removal and Replacement. Tree removal and replacement shall meet all requirements of Chapter 1168 along with the following replacement schedule:

- (1) Trees in poor condition shall not be replaced (dead, damaged or diseased)
- (2) Trees in fair condition shall be replaced at 50%.
- (3) Trees in good condition shall be replaced at 100%
- (4) Ash trees shall not be replaced and must be removed from the site.
- (5) Other tree species considered by the City Arborist to be species of poor quality will be considered as such with a 0% replacement value.
- (6) Per the submitted tree survey, the applicant indicated they are removing 1,172 caliper inches of trees (82 trees).
- (7) Per the submitted tree survey, the applicant indicated they are preserving 4,861 caliper inches of trees (301 trees).
- (8) Therefore, the applicant is preserving a significantly more trees than being removed and achieves compliance with other recently approved PMU's and with Chapter 1168 Tree Preservation Regulations.
- (9) The applicant indicated they are encumbering the northern 1.31 acres of the parcel into a permanent tree preservation area.

3. SITE PLAN

The project is located on an approximate 16.7 acre site north of Bowtown Road and just west of Village Gate Apartments, with the primary access point from a proposed full movement curb cut from Ferguson Avenue extension which would be constructed as part of this development. The looped internal street network would be private streets but built to public standards. The developer is proposing 144 three story apartments and 16 two story apartments in 7 apartment buildings for a gross density of approximately 9.58 units per acre. The apartment complex would include a clubhouse building, mail kiosk, and detached garages. Among the amenities, the developer plans to include a community swimming pool with outdoor kitchen for residents, as well as internal walking paths through the open spaces. The one and two bedroom apartments would range from at least 678 up to 933 square feet. Retention basins will be located along Bowtown Road on the south side of the property and along the northern portion of the property. Mail delivery will be in a community kiosk, and trash service would be at a centrally located compactor. Also, open space shall be provided that includes building and parking setback, as well as detention areas, equal to 60 %, or approximately 10.08 acres. In addition, the developer is proposing a permanent tree

preservation easement to be encumbered along the northern 1.31 acre portion of the property.

4. SITE USES

A. Uses. The following uses shall be considered permitted, conditionally permitted, or limited uses as represented in the chart below by P, C, or L, respectively, and as defined by attached Chapter 1121 of the Zoning Code. Any use not listed in the chart shall be considered a prohibited use unless amended by action of the Planning Commission and City Council through a Zoning Amendment process. Uses are allocated for the Multi Family portion of site.

(1) Permitted Uses. Permitted uses are permitted by-right and shall meet all development standards specified within this text and the Zoning Code, as applicable.

(2) Conditionally Permitted Uses. In addition to all standards specified within this development text, uses listed as conditionally permitted uses shall meet all the then current Zoning Code standards for approval of a Conditional Use Permit current at the time of application for the specific conditional use as well as any other regulations contained within the Zoning Code and applicable to the conditional use.

(3) Limited Uses. Limited uses shall be considered permitted uses subject to complying with all the specific limitations and restrictions as specified within this text as determined by Final Development Plan approval.

(4) Accessory Uses and Structures. Although not specified in the chart below, accessory uses, which are considered allowed uses, include those items that are customarily incidental and secondary to the principal use of the land. Such items include but are not limited to signs, fences, trash receptacles and enclosures, and off- street parking areas. If the uses are specified as conditional or limited uses the processes and limitations shall apply regardless of accessory use status.

Land Use Category-Multi Family	Uses
(a) Residential	
(1) Multi-Family (not to exceed 160 dwelling units) with accessory Club House, community pool, mail kiosk, trash compactor and detached garages.	P

(5) Prohibited Uses.

- i. **Adult Entertainment Businesses:** (also known as sexually oriented businesses) are expressly prohibited from locating anywhere on the proposed Development site.
- ii. **Wireless Telecommunication:** Any facilities including installations known as small cell sites and Distributed Antenna Systems (DAS): Towers are expressly prohibited from the entire Development area. Small cell sites, DAS, antennas, and/or amplifiers may be permitted so long as they are completely camouflaged so as to be not visible either within an enclosed building or the structure to which they are attached if external. These shall be reviewed individually administratively for compliance with these regulations.
- iii. **Outdoor Storage:** No outdoor storage is permitted on the site which includes open dumps and mineral extraction.
- iv. **Medical Marijuana:** No medical marijuana principal or accessory uses are permitted on the subject site.
- v. **Games of Skill:** Accessory or principle for-profit, non-charitable, skill based gaming uses oriented towards adults and designed to substantially mimic gambling devices such as but not limited to spinning skill stop games but not including traditional video arcade type games typically found in restaurant/party center arrangements, for example Dave & Buster’s, Magic Mountain, and Chuck E. Cheese

B. Lot Standards. The following standards shall apply for lot standards and coverage.

Lot Standards	
(1) Minimum lot area	Per approved FDP
(2) Minimum lot width and frontage	Per approved FDP
(3) Maximum building coverage	Per approved FDP
(4) Maximum lot coverage	Per approved FDP

C. Building Setback Standards. The following standards shall apply for minimum building setbacks, except as otherwise approved on the Final Development Plan. Decorative architectural elements such as decks, canopies and overhangs shall be permitted to encroach into any setback provided that no encroachment shall exceed 5 feet.

Minimum Building Setbacks	
(1) Setback from Ferguson Road Extension ROW	50 ft
(2) Setback from Bowtown Road ROW	25 ft
(3) Setback from other boundaries (project perimeter)	50 ft
(4) Setback from private street Apartment Building Garage Building Compactor Clubhouse Mail kiosk	20' 0' 0' 20' 20'
(5) Setback from parking spaces Apartment Building Garage Building Compactor Clubhouse Mail kiosk	15' main wall, 10' end wall and building corners 0' 0' 10' 10'
(6) Apartment Building to Apartment Building Garage/mail kiosk separation to main building	25 ft. minimum separation 20 ft. minimum separation

D. Parking Setbacks. The following standards shall apply for minimum parking setbacks. Parking setbacks include any parking space, parking lot drive aisle, and parking lot circulation aisle, except as otherwise approved on the Final Development Plan.

Minimum Parking Setbacks	
(1) Setback from adjacent property (perimeter setback)	25 ft.
(2) Setback from ROW	25 ft.

E. Maximum Building Height. The maximum height of any building or structure shall be 42 feet as measured from finished floor elevation to the highest point of the roof.

F. Building Design. The intent of this regulation to create a cohesive and unified design throughout the entire development, each building (dwellings and clubhouse building) shall be consistent in overall design, color, material, and architectural pattern as determined through the Final Development Plan review process that is not dissimilar from the preliminary architectural renderings and that achieves compliance with the following requirements:

- (1) The architectural design/patterns of multi-family dwellings and the Clubhouse Building shall be similar and may be repeated from one building to the next to unify the project into a single architectural style. Similarities shall include window styles and patterns, 6:12 roof pitches, use and mix of exterior materials, and building massing.
- (2) Exterior materials color palette shall consist of natural colors including white. Additional colors may be used as accents but may not be high-gloss colors.
- (3) The exterior materials shall be as shown in the Preliminary Development Plan Architectural Elevations. Stone (cultured or real) shall be used on the front, side, and rear elevations of each structure for at least a wainscoting and garage surrounds as determined in final form with an approved Final Development Plan and not inconsistent with the Architectural Elevations provided in the Preliminary Development Plan.
- (4) EIFS and Stucco or similar products are prohibited as exterior materials, except as accents.
- (5) As shown in the attached Architectural Elevations, all front elevations shall include a variety of styles, colors, and/or materials types of materials to provide variety throughout the community.
- (6) Treated lumber shall be painted or stained.
- (7) Any exposed foundation walls more than 12" high shall be faced with brick or stone.
- (8) Trim board around all corners, windows, and doors shall be a minimum of 3.5 inches all around. If a shutter or shutters are used no trim is required adjacent to the window.
- (9) Frieze trim a minimum of 3.5 inches wide shall be required under all overhangs and gables as shown on the Architectural Elevations in the Preliminary Development Plan. The roofs shall have asphalt shingles.
- (10) The principal roof structure shall have an eave overhang of not less than 12 inches with return.
- (11) Windows shall be of vertical or square proportion. Accent windows may be circular, half-round, or octagonal and are limited to one per elevation unless used in a pair. The side elevations will not require windows.
- (12) The detached garages shall contain architectural elements consistent with the design of the apartment and development. Developer shall use white garage doors.

- (13) Accessory structures such as enclosures for dumpsters and other similar structures shall consist of brick, stone, or similar approved products as the exterior material and be designed in a consistent and cohesive manner to the principal building in which it serves.

G. Parking. The amount of parking shall be as approved on the Final Development Plan and not inconsistent with the Preliminary Development Plan.

- (1) The apartment development shall have a minimum 320 parking spaces.

H. Landscaping and Screening. All landscaping shall meet the requirements of the Zoning Code and the Gateways & Corridors Plan; except as otherwise approved on the Final Development Plan.

- (1) The road frontage along Ferguson Avenue and Bowtown Road that is not adjacent to a single family properties shall have a 2-3 foot high undulating mound with landscaping (a mixture of deciduous trees, evergreen trees and shrubs)
- (2) A 6 foot high mound with 6 foot high evergreen trees planted in a soldier course manner shall be required along the east and west side of Ferguson Avenue adjacent to the existing single family properties fronting Bowtown Road
- (3) The parking islands within the apartment development shall be planted with street trees.
- (4) All landscape plans shall be reviewed and approved by the Shade Tree Commission.

I. Lighting. Building, site, and accent lighting shall be provided in accordance with the current zoning and building code

J. Signs. A comprehensive sign plan shall be provided and approved in conformance with Section 1165 Signs of the zoning code and adopted Gateways and Corridor Plan and shall be provided as part of the Final Development Plan.

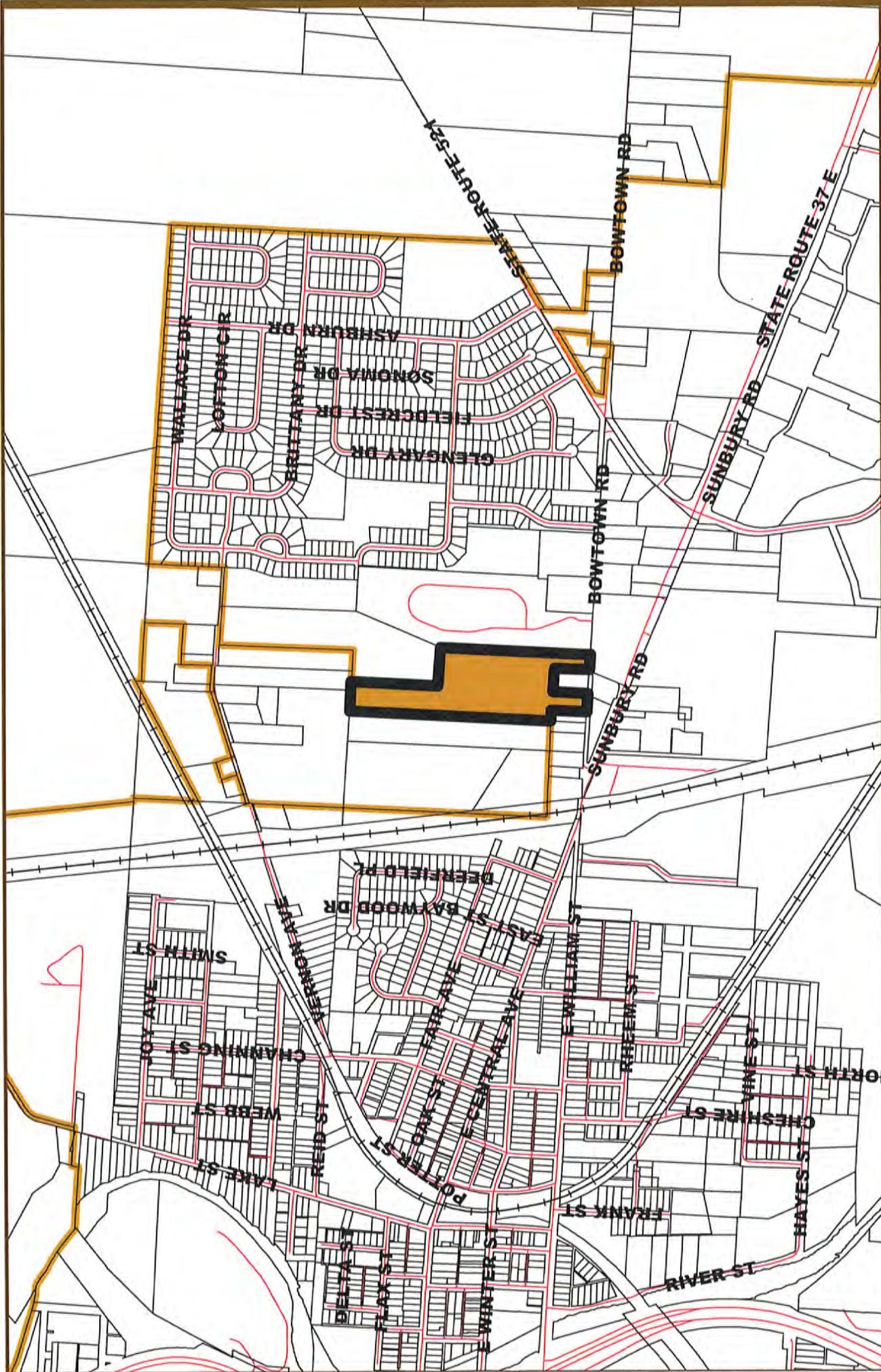
K. Roads. The following roadway improvements shall be required per the City Thoroughfare Plan and City Engineer:

- (1) The Ferguson Avenue extension shall be constructed per the Thoroughfare Plan and the City Engineer.
- (2) The private streets shall be constructed to public street standards per the City Engineer.
- (3) The applicant shall be responsible for the payment in lieu to be determined by the City Engineer of the Ferguson Avenue extension along the northern portion of the site to be constructed when the adjacent properties extend Ferguson Avenue per the City Thoroughfare Plan.

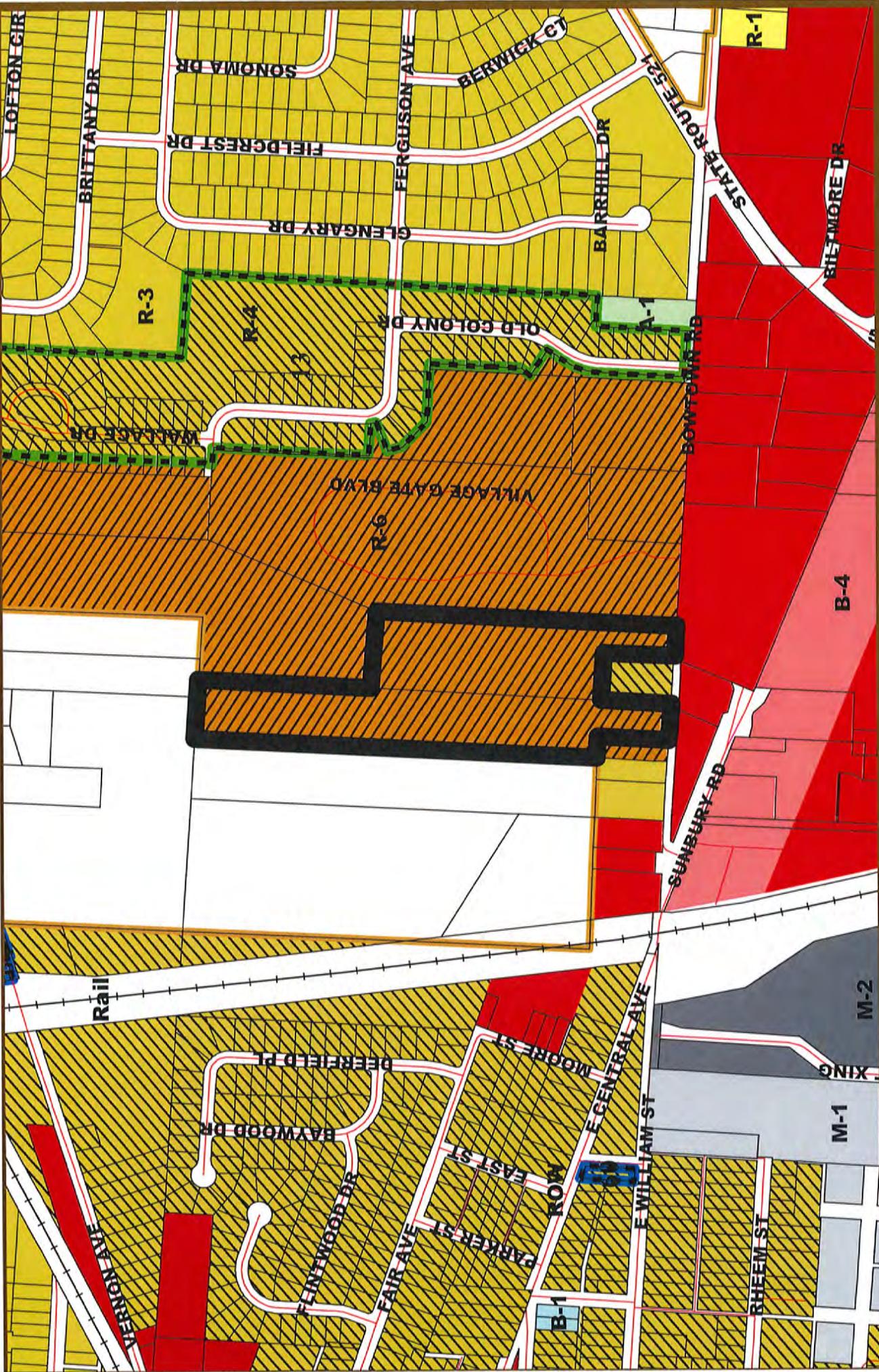
L. Pedestrian/Bike Path. The following multi-use paths and sidewalk shall be required per the adopted Bicycle and Pedestrians Master Plan 2027.

- (1) A bike path shall be constructed on the east side of Ferguson Avenue per the adopted Bicycle and Pedestrians Master Plan 2027 and a side walk shall be required on the west side of Ferguson Avenue.
- (2) A bike path shall be constructed on the north side of Bowtown Road per the adopted Bicycle and Pedestrians Master Plan 2027.

Utilities. All new utilities(s) 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. The engineering drawings for such improvements shall accompany the submittal of the Final Development Plan.

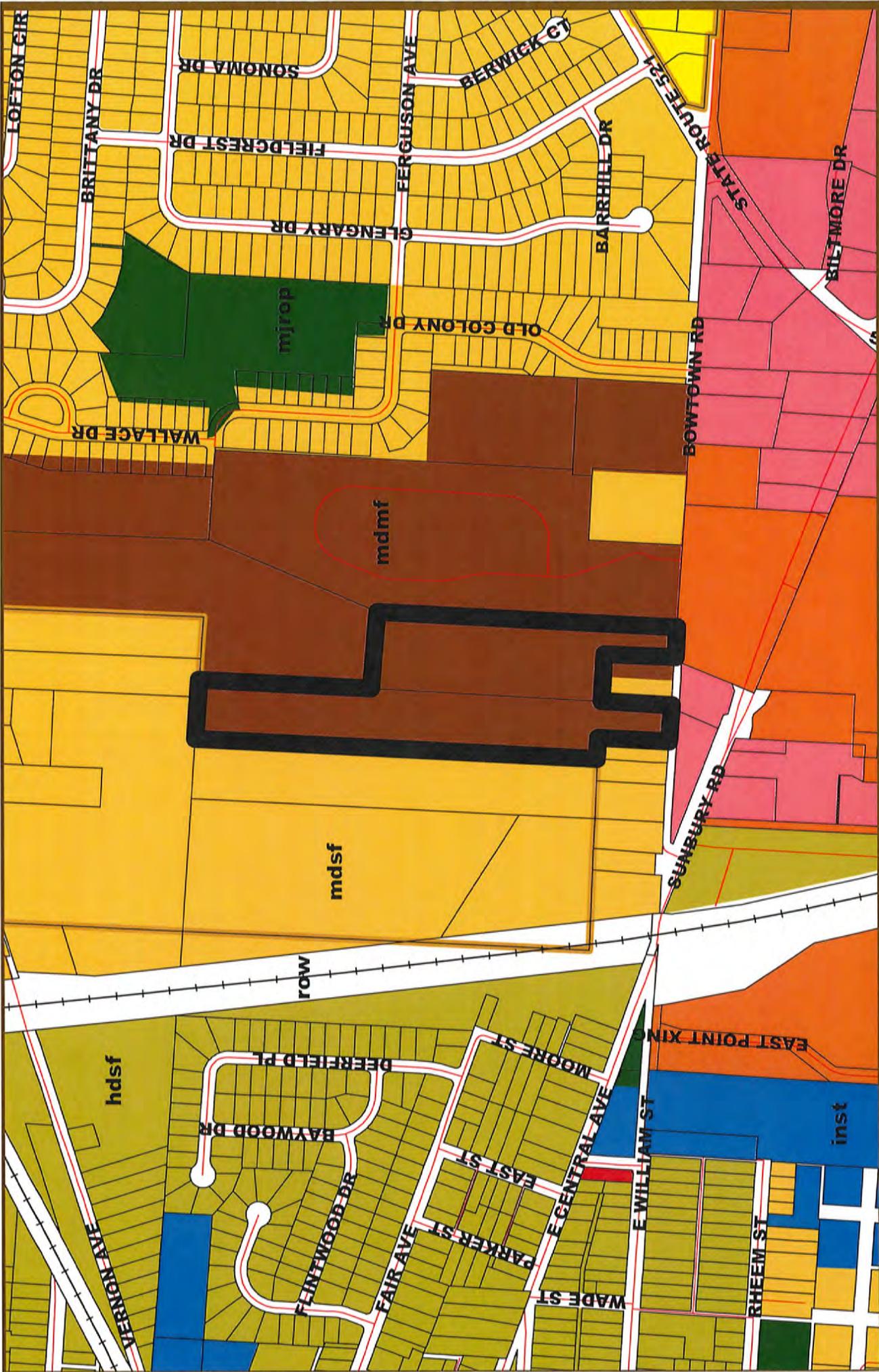


2018-1402-1404
 Rezoning Amendment, Conditional Use Permit &
 Preliminary Development Plan
 Highpoint Place Apartments - Bowtown Road
 Location Map



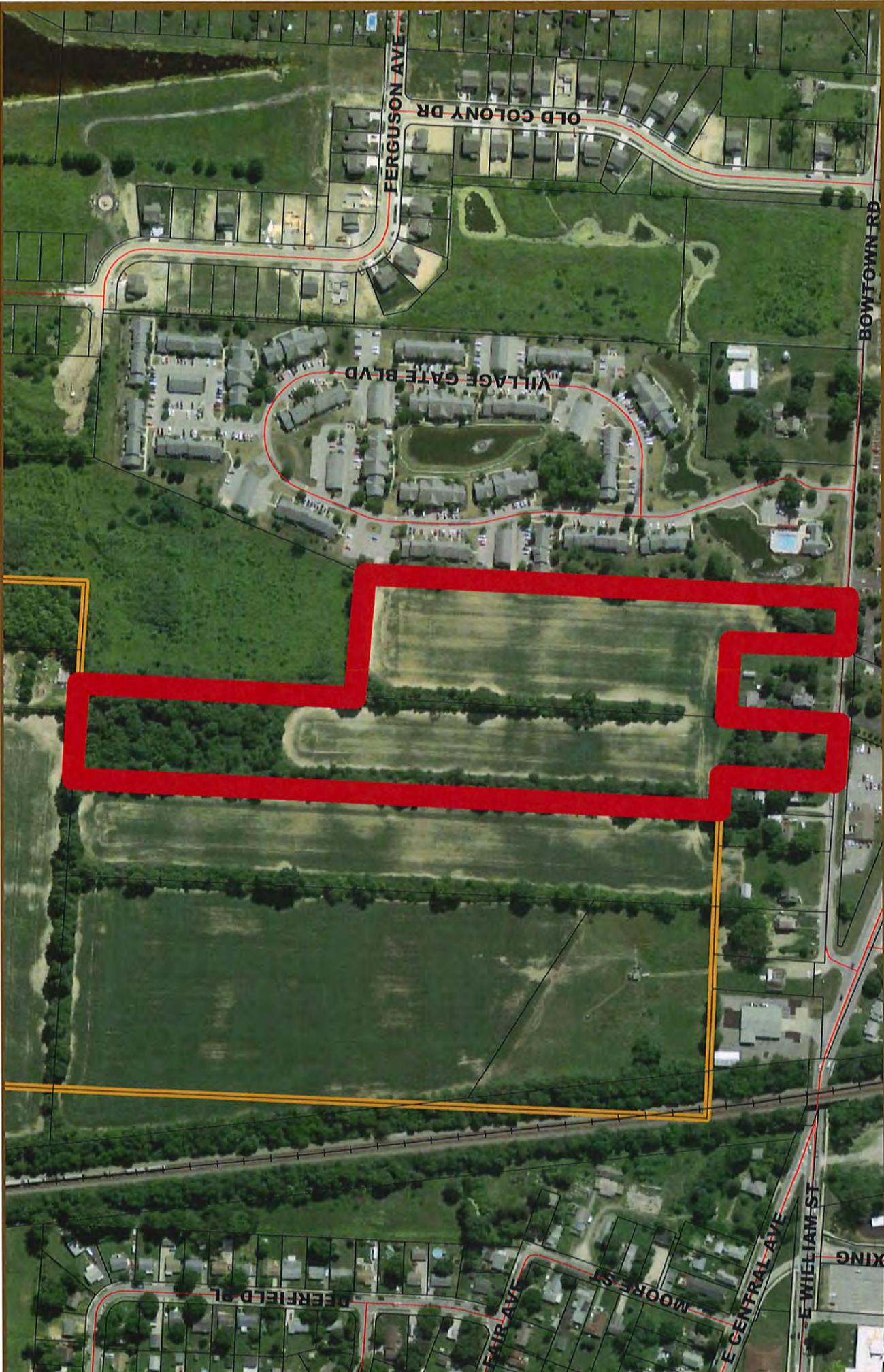
2018-1402-1404
 Rezoning Amendment, Conditional Use Permit &
 Preliminary Development Plan
 Highpoint Place Apartments - Bowtown Road
 Zoning Map





2018-1402-1404
 Rezoning Amendment, Conditional Use Permit &
 Preliminary Development Plan
 Highpoint Place Apartments - Bowtown Road
 Comprehensive Plan Map





2018-1402-1404
 Rezoning Amendment, Conditional Use Permit &
 Preliminary Development Plan
 Highpoint Place Apartments - Bowtown Road
 Aerial (2016) Map



NO.	DATE	REVISIONS

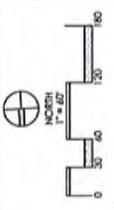
ILLUSTRATIVE PLAN

HIGHPOINT PLACE
 METRO DEVELOPMENT
 470 OLDE WORTHINGTON RD
 WESTERVILLE, OHIO 43081

Farris Planning & Design
 LANDSCAPE ARCHITECTURE
 1510 N. STATE ST.
 COLUMBUS, OHIO 43261
 614.464.4433
 www.farrisplanning.com

DATE	6/6/18
PROJECT	17138
SHEET	

C-3



GENERAL LAYOUT NOTES

- BOUNDARY, TOPOGRAPHIC, AND UTILITY SURVEY WAS PREPARED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. 250 OLD WORTHINGTON ROAD, STE 250, WORTHINGTON, OH 43081. P: 614-544-6433.
- ALL DIMENSIONS ARE TAKEN TO FACE OF CURB OR BUILDING WHERE APPLICABLE UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL LAYOUT AND ADJUST AS REQUIRED FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL VERIFY DIMENSIONS AND NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES.
- BROOM FINISH ON CONCRETE SHALL BE PERPENDICULAR TO TRAFFIC FLOW.
- USE DIMENSIONAL INFORMATION GIVEN, DO NOT SCALE DRAWINGS.
- CONTRACTOR SHALL REFER QUESTIONS ON MATERIALS, FINISHES, PLANTINGS, AND/OR DETAILS TO THE LANDSCAPE ARCHITECT.
- THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES ARE SHOWN AS APPROXIMATE. THE CONTRACTOR SHALL INDEPENDENTLY VERIFY BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND SHALL BE RESPONSIBLE FOR THE PROTECTION OF UTILITIES WHICH MAY BE OCCURRED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

DEVELOPER

METRO DEVELOPMENT
 470 OLDE WORTHINGTON RD, SUITE 100
 WESTERVILLE, OHIO 43081

VICINITY MAP



SITE DATA

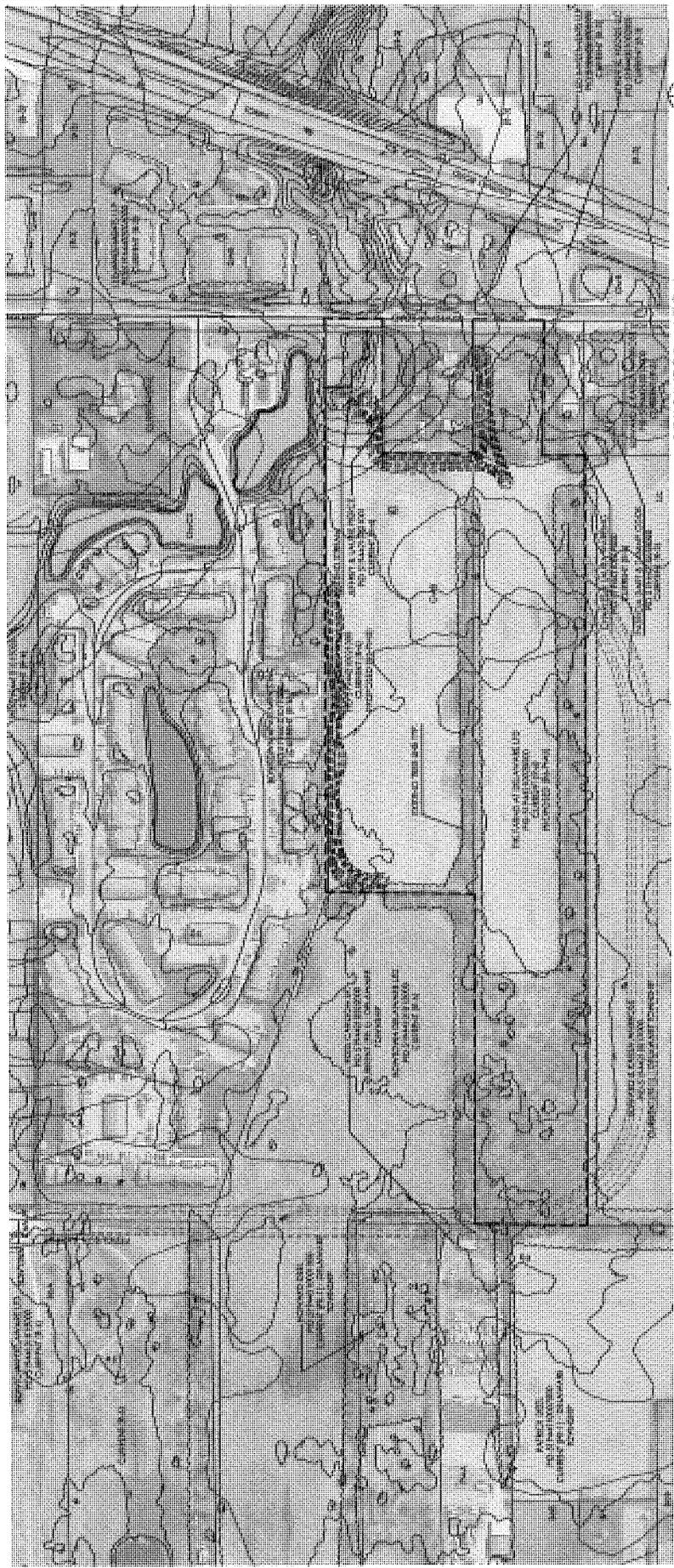
TOTAL SITE AC	16.70 AC
24'-X-40' BLDG(S)	3 BLDG(S) / 77 UNITS
12'-X-40' / 12'-X-1-1/2' BLDG(S)	3 BLDG(S) / 77 UNITS
8'-X-28' / 8'-X-1-1/2' BLDG(S)	1 BLDG(S) / 18 UNITS
TOTAL UNITS	180 UNITS
GROSS DENSITY	11.08 UNITS/AC
EMERGENCY E.O.W.	4.17 AC
NET DENSITY ALLOWED	11.08 UNITS/AC
NET DENSITY PROVIDED	11.08 UNITS/AC
OPEN SPACE REQUIRED	4.68 AC (28%)
OPEN SPACE PROVIDED (PER 15% & 20% MINIMUM)	13.02 AC (78%)
OPEN SPACE PROVIDED (EXCLUDES STRIPES AND DETENTION BASINS)	13.02 AC (78%)
PROPOSED E.O.W. AC	11.08 AC (66.3%)
SURFACE PARKING SPACES	198 SPACES
UNDERGROUND PARKING SPACES	45 SPACES
TOTAL PARKING	243 SPACES (243 SPACES / 100)

REVISIONS	

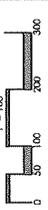
EXISTING
CONDITIONS PLAN

HIGHPOINT PLACE
METRO DEVELOPMENT
1470 OLDS WILSON DRIVE
SUITE 100
WESTERVILLE OHIO 43082

Paris Planning & Design
Landscape Architecture
2515 N. STATE ST.
COLUMBUS, OH 43215
P (614) 421-1848
www.parisplanninganddesign.com



SOILS INFORMATION
CWB: Claywood Bl. (am. 2-4% slopes)



C-1

DATE	6/6/18
PROJECT	17113B
SHEET	

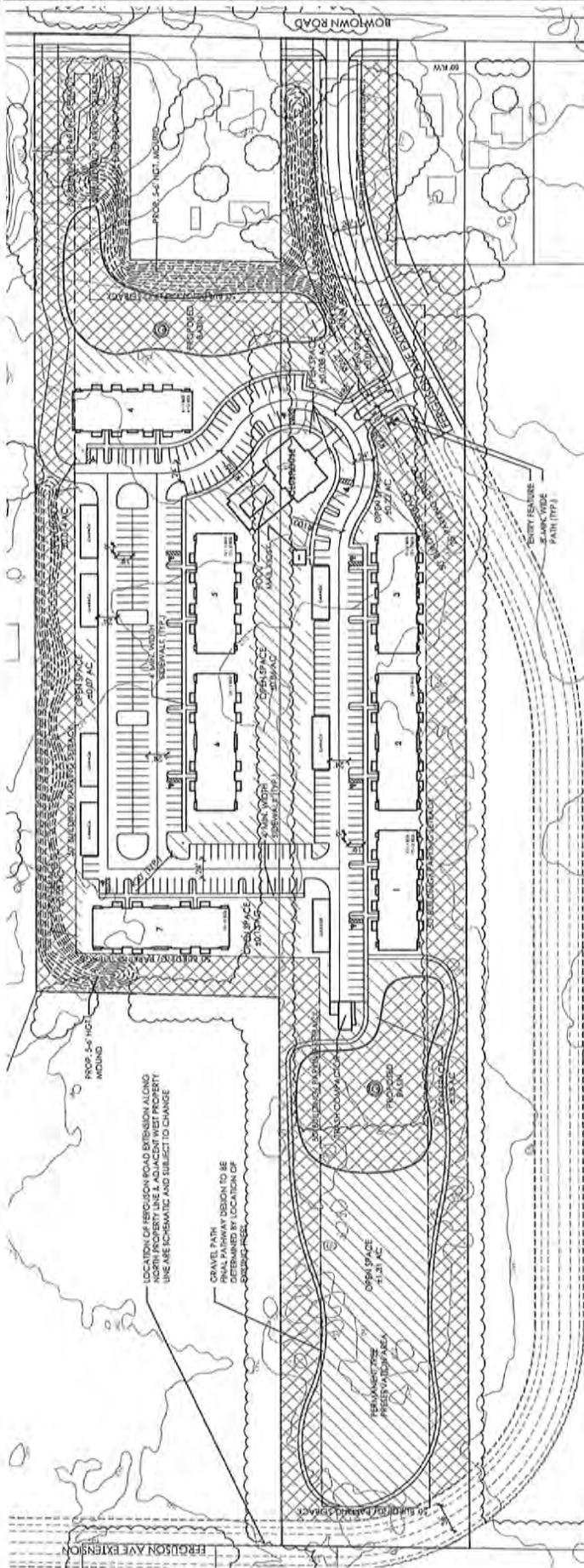
REVISIONS	

PRELIMINARY DEVELOPMENT PLAN

HIGHPOINT PLACE
METRO DEVELOPMENT
470 OLIVE WORTHINGTON RD. SUITE 100
WESTERVILLE, OHIO 43081

Paris Planning & Design
LANDSCAPE ARCHITECTURE
2284 MARKET ST. #100
COLUMBUS, OH 43215
P: 614.461.7444
WWW.PPPDDESIGN.COM

DATE: 6/6/18
PROJECT: 17138
SHEET: C-2



PROPOSED DRIVEWAY
PROPOSED SIDEWALK
PROPOSED BIKEWAY



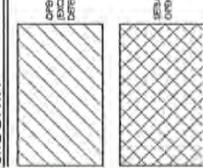
GENERAL LAYOUT NOTES

- BOUNDARY, TOPOGRAPHIC, AND UTILITY SURVEY WAS PREPARED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. 250 W. OLD WILSON BRIDGE ROAD, STE 200, WORTHINGTON, OH 43081, P: 614.849.8633.
- ALL DIMENSIONS ARE TAKEN TO FACE OF CURB OR BUILDING WHERE APPLICABLE UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL LAYOUT AND ADJUST AS REQUIRED FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL VERIFY DIMENSIONS AND NOTIFY LANDSCAPE ARCHITECT OF ANY DEFICIENCIES.
- IRON ON CONCRETE SHALL BE REINFORCING TO 3/8" DIA. BARS.
- USE DIMENSIONAL INFORMATION GIVEN. DO NOT SCALE DRAWINGS.
- CONTRACTOR SHALL REFER QUESTIONS ON MATERIALS, FINISHES, LAYOUT, AND/OR PERFORMANCE STANDARDS NOT SPECIFIED HEREIN TO THE LANDSCAPE ARCHITECT.
- THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN VERIFIED BY THE CONTRACTOR. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO EXISTING UTILITIES CAUSED BY ANY CONTRACTOR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

DEVELOPER

METRO DEVELOPMENT
470 OLIVE WORTHINGTON RD. SUITE 100
WESTERVILLE, OHIO 43081

SITE DATA

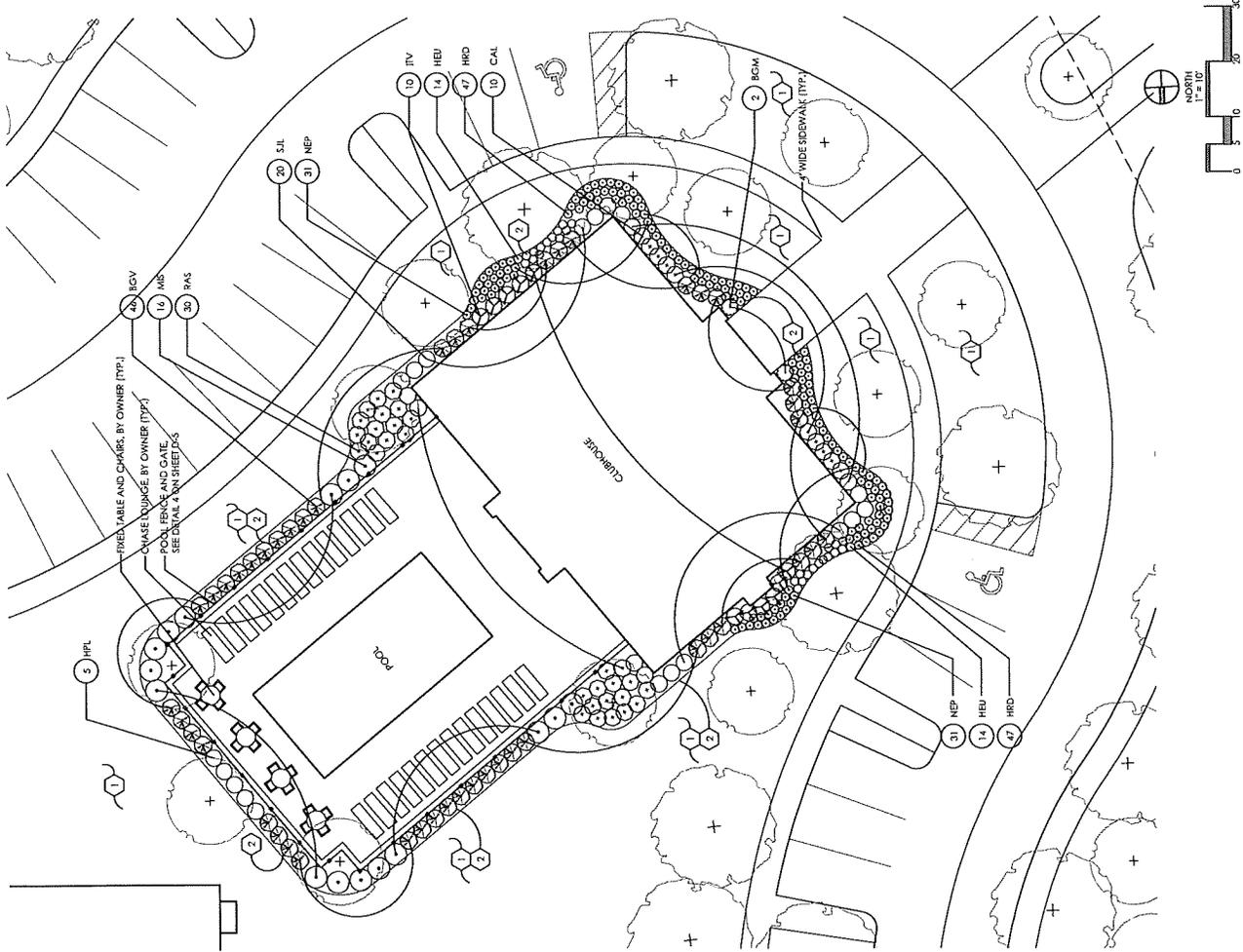


VICINITY MAP



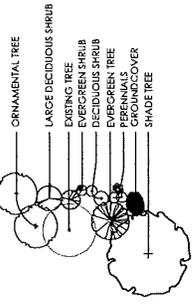
SITE DATA

TOTAL SITE AC	51.670 AC
24'-300' BLDG	3 BLDGS / 72 UNITS
12'-300' / 12'-180' BLDG	3 BLDGS / 72 UNITS
8'-300' / 8'-180' BLDG	1 BLDG / 16 UNITS
TOTAL UNITS	160 UNITS
GROSS DENSITY	# 3.08 UNITS/AC
EXISTING F.O.W.	# 0.17 AC
NET DENSITY ALLOWED	# 0.20/AC
OPEN SPACES REQUIRED	# 4.68 (100%)
OPEN SPACES PROVIDED (PER PLAN)	# 10.08 AC (100%)
OPEN SPACES PROVIDED (INCLUDING STAIRS AND DECKING AREAS)	# 13.47 AC (100.7%)
OPEN SPACES PROVIDED (INCLUDING STAIRS AND DECKING AREAS)	# 10.08 AC (100%)
PROPOSED TOTAL AC	51.670 AC
UNITS PER PARKING SPACE	2.88 SPACES
GARAGE PARKING SPACES	43 SPACES
TOTAL PARKING	340 SPACES (1202 SPACES / 101)



PLANT KEY TYPICALS

SEE PLANT LIST FOR SPECIFIC PLANT SPECIES



GENERAL PLANTING NOTES:

1. ALL PLANTS SHALL MEET OR EXCEED STANDARDS SET IN THE ISA STANDARD FOR NURSERY STOCK.
2. ALL PLANTING OPERATIONS SHALL ADHERE TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS.
3. PLANT LOCATIONS AND BEDS SHALL BE LOCATED BY CONTRACTORS AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. PLANTING BEDS SHALL HAVE A MINIMUM 3" DEEP SHREDDED HARDWOOD BARK MULCH, WHICH HEDGES IN A CONTINUOUS BED.
5. ALL PLANTING BEDS TO BE TILLED TO A MINIMUM DEPTH OF 12".
6. ALL PLANTING BEDS TO BE FERTILIZED WITH 10-10-10 OR APPROVED EQUAL.
7. SODDING / SEEDING BY LANDSCAPE CONTRACTOR.
8. THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT OCCUR AS A RESULT OF THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
9. ALL AREAS DISTURBED BY CONSTRUCTION ARE TO BE RESTORED, FINE GRADED AND SEEDED/ SOODED.
10. ALL EXISTING PLANT MATERIAL SHOWN ON THIS PLAN IS TO BE PRESERVED UNLESS SPECIFICALLY NOTED OTHERWISE.

CONSTRUCTION NOTES:

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

PLANT LIST
(CONTRACTOR RESPONSIBLE FOR ALL PLANTS SHOWN ON PLAN)

QTY	SYMBOL	BOTANICAL NAME	SITE	COND.	REMARKS
2	BCM	BUXUS S. GREEN MOUNTAIN	NO. 2	CONT.	
44	BCV	BUXUS GREEN VELVET	NO. 2	CONT.	
5	HPL	HYDRANGEA PANICULATA 'LIME LIGHT'	NO. 3	CONT.	
10	ITV	ITEA VIRGINICA 'HENRY'S GARNET'	NO. 2	CONT.	
30	RAS	RHINE ARONATICA 'GRO LOW'	NO. 1	CONT.	
20	SIL	SPIRAEA JAPONICA 'LITTLE PRINCESS'	NO. 2	CONT.	
PERENNIALS/ORNAMENTAL GRASSES					
10	CAL	CALAMAGROSTIS ACUTIFLORA 'LARI FORBITER'	NO. 2	CONT.	
10	HEU	HEUCHERA 'SOUTHERN COMFORT'	NO. 1	CONT.	
14	MS	MISCANTHUS SINENSIS 'VAREGATUS'	NO. 2	CONT.	
42	NEP	NERITIA 'FAA'SSEMI' 'WALKER'S LOW'	NO. 1	CONT.	

*NOTE: ANNUALS TO BE PLANTED BY OWNER, NOT IN INITIAL LANDSCAPE COSTS.

REVISIONS

CLUBHOUSE AND POOL LANDSCAPE PLAN

HIGHPOINT PLACE
METRO DEVELOPMENT
10000
4700 OLIVE WORTHINGTON ROAD
WESTVILLE, OHIO 43082

Paris Planning & Design
LANDSCAPE ARCHITECTURE
1100 E. 10th St.
Columbus, OH 43215
614.261.1744
www.parisplanninganddesign.com

DATE	6/6/18
PROJECT	17138
SHEET	

D-2

REVISIONS

LANDSCAPE ENLARGEMENTS

HIGHPOINT PLACE

METRO DEVELOPMENT
470 OLDE WORTH AVENUE
SUITE 100
VIRISTE KYLE, OHIO 43082

Paris Planning & Design
LANDSCAPE ARCHITECTURE
2412 19th Street
P.O. Box 1212
COLUMBUS, OHIO 43261
www.parisplanning.com

DATE	6/6/18
PROJECT	17138
SHEET	

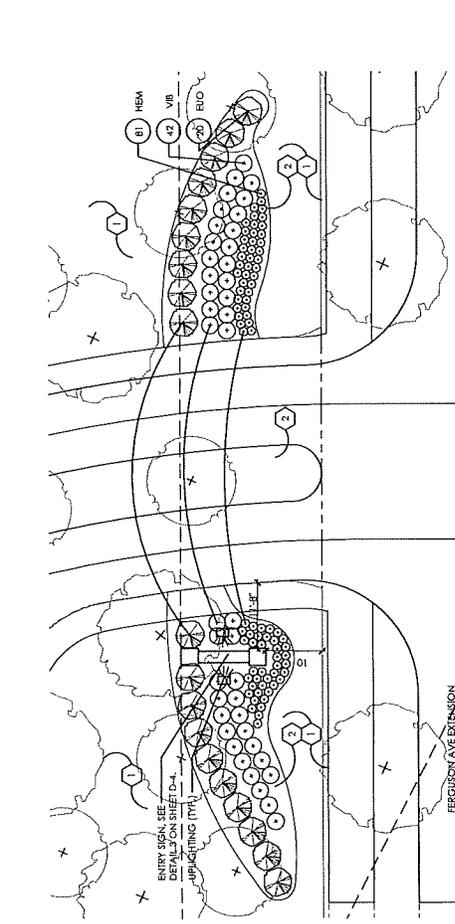
D-4

GENERAL PLANTING NOTES:

1. ALL PLANTS SHALL MEET OR EXCEED STANDARDS SET IN THE USA STANDARD FOR NURSERY STOCK.
2. ALL PLANTING OPERATIONS SHALL ADHERE TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS.
3. PLANT LOCATIONS AND BEDS SHALL BE LOCATED BY CONTRACTOR AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. PLANTING BEDS SHALL HAVE A MINIMUM 3" DEEP SHREDDED HARDWOOD BARK MULCH, WHICH REDUCES IN A CONTIGUOUS BED.
5. ALL PLANTING BEDS TO BE FILLED TO A MINIMUM DEPTH OF 12".
6. ALL PLANTING BEDS TO BE FERTILIZED WITH 10-10-10 OR APPROVED EQUAL.
7. SODDING / SEEDING BY LANDSCAPE CONTRACTOR.
8. THE LOCATION OF THE EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
9. ALL AREAS DISTURBED BY CONSTRUCTION ARE TO BE RESTORED, FINE GRADED AND SEEDED/ SODDIED.
10. ALL EXISTING PLANT MATERIAL SHOWN ON THIS PLAN IS TO BE PRESERVED UNLESS SPECIFICALLY NOTED OTHERWISE.

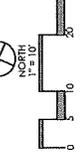
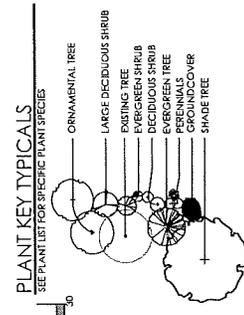
CONSTRUCTION NOTES:

1. LAWN AREA PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACE.
2. LANDSCAPE AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.



1 TRASH COMPACTOR LANDSCAPE ENLARGEMENT PLAN
SCALE: 1"=10'

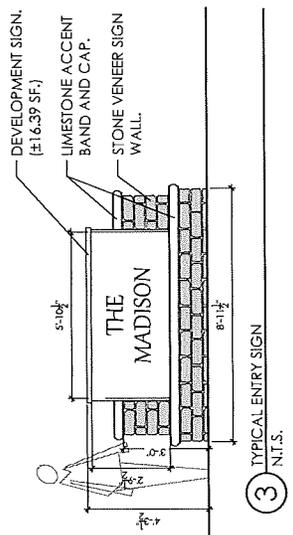
2 FERGUSON AVE EXTENSION LANDSCAPE ENLARGEMENT PLAN
SCALE: 1"=10'



PLANT LIST
(CONTRACTOR RESPONSIBLE FOR ALL PLANTS SHOWN ON PLAN)

SHRUBS	QTY	KEY	BOTANICAL NAME	SITE	COND.	REMARKS
21	THU	THUNJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE	NO. 5	CONT	
22	VIB	VIBURNUM CAMELII	WINTERGREEN	NO. 2	CONT	
		PERSONALS COMPACTUS	COMPACT BURNING BUSH	NO. 3	CONT	
		PERSONALS COMPACTUS	COMPACT BURNING BUSH	NO. 4	CONT	
81	HEM	HEBERGOCALIS 'HAPPY RETURNS'	HAPPY RETURNS DAVILIA	NO. 1	CONT	

*NOTE: ANNUALS TO BE PLANTED BY OWNER. NOT IN INITIAL LANDSCAPE COSTS.



3 TYPICAL ENTRY SIGN
N.T.S.

REVISIONS	DATE	DESCRIPTION

SITE DETAILS

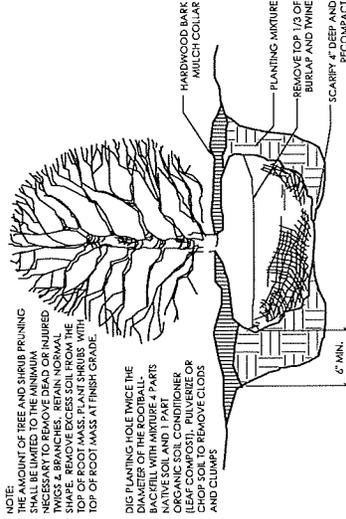
HIGHPOINT PLACE
METRO DEVELOPMENT

470 CLUE WORKSHOP ROAD
WESTERVILLE, OHIO 43082

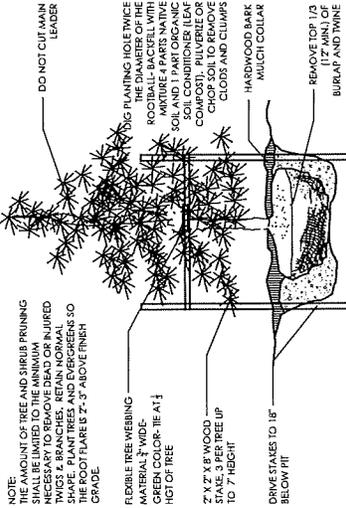
LAND PLANNING & DESIGN
Landscape Architecture
2425 N. STATE ST.
COLUMBUS, OH 43215
614.461.1844
www.landscapearchitecture.com

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PROJECT	17138
SHEET	

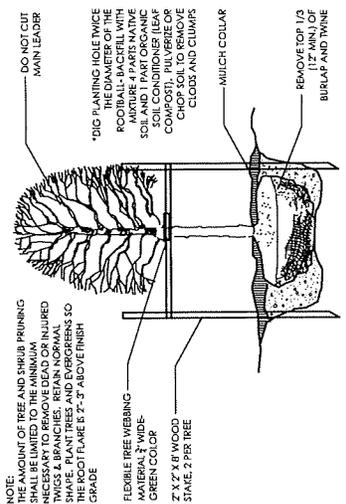
D-5



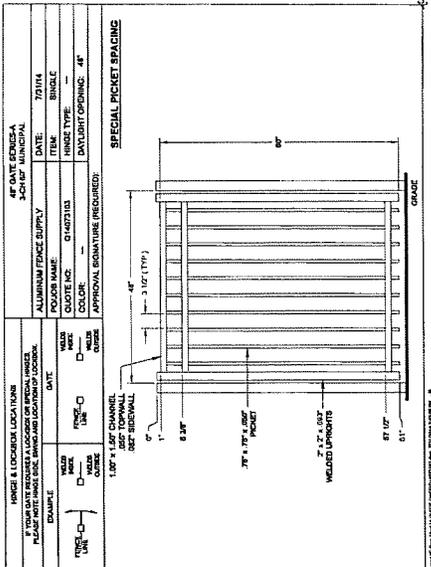
1 DECIDUOUS TREE
N.T.S. 01-1001



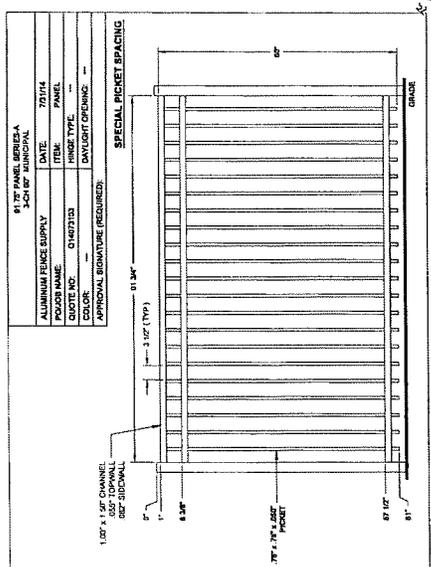
2 EVERGREEN TREE UNDER 7' HGT.
N.T.S. 01-1100



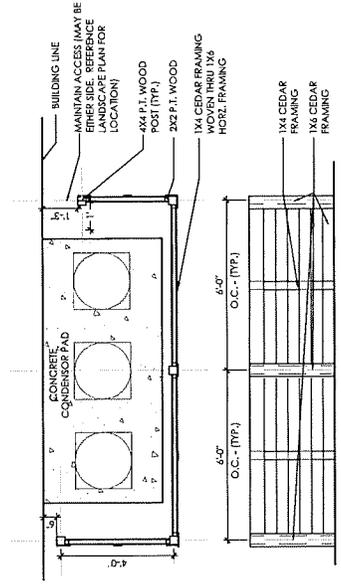
3 SHRUB PLANTING DETAIL
N.T.S. 01-1800



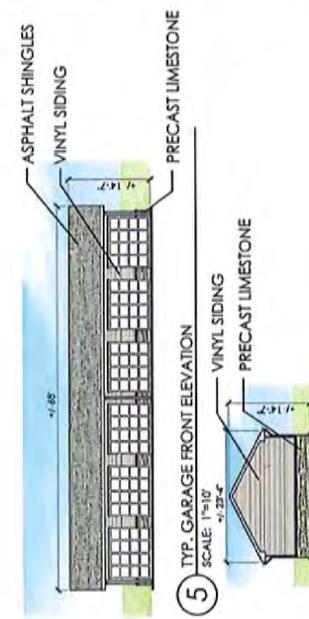
4 POOL FENCE AND GATE DETAIL
SCALE: N.T.S. 01-1001



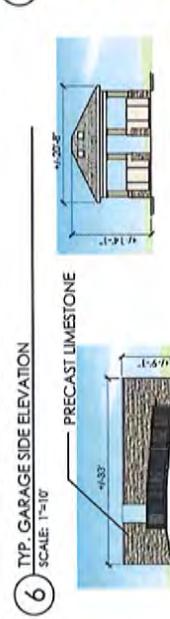
5 A/C CONDENSOR SCREENING FENCE
N.T.S. 01-1100



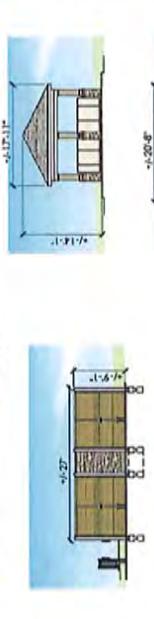
6 A/C CONDENSOR SCREENING FENCE
N.T.S. 01-1100



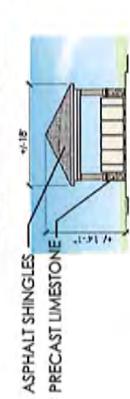
5 TYP. GARAGE FRONT ELEVATION
SCALE: 1"=10'



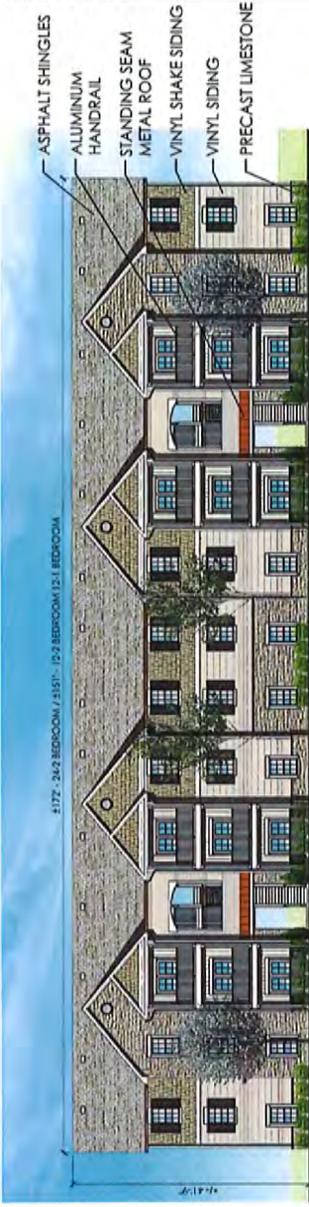
6 TYP. GARAGE SIDE ELEVATION
SCALE: 1"=10'



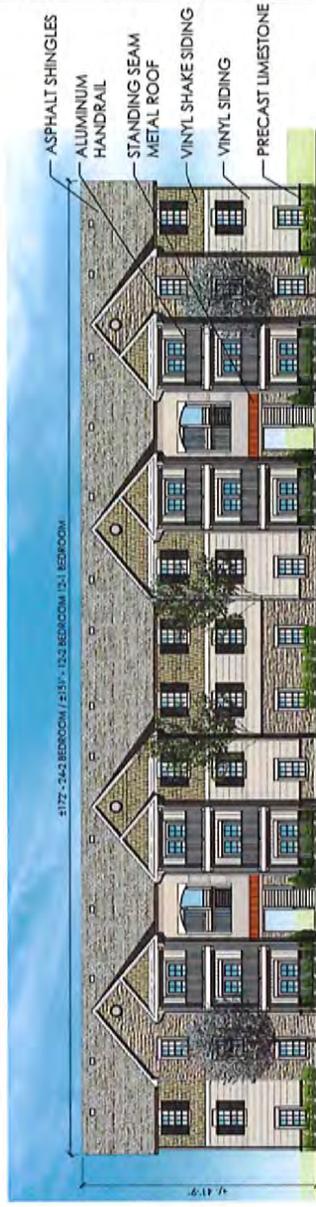
7 TRASH COMPACTOR ELEVATIONS
SCALE: 1"=10'



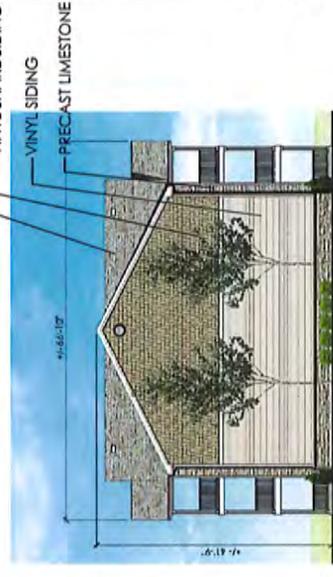
8 MAIL STATION ELEVATIONS
SCALE: 1"=10'



1 TYPICAL 3 STORY BUILDING, FRONT ELEVATION
SCALE: 1"=10'



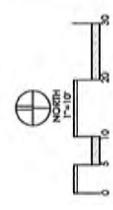
2 TYPICAL 3 STORY BUILDING, REAR ELEVATION
SCALE: 1"=10'



3 TYPICAL 3 STORY BUILDING, SIDE ELEVATION
SCALE: 1"=10'



4 TYPICAL 3 STORY BUILDING, SIDE ELEVATION
SCALE: 1"=10'



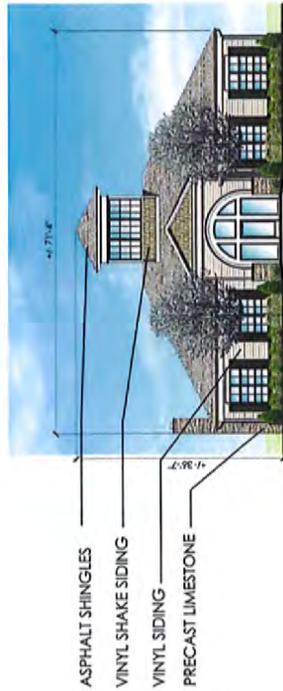
REVISIONS

HIGHPOINT PLACE
METRO DEVELOPMENT
470 OLD WASHINGTON ROAD
SUITE 200
WESTERVILLE, OHIO 43082

Paris Planning & Design
LAND PLANNING + ARCHITECTURE
4340 PULASKI
SUITE 401
COLUMBUS, OHIO 43215
P (614) 487-1944
WWW.PARISPLANNING.COM

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PROJECT	17138
SHEET	

F-1



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



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



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



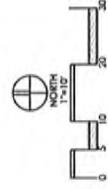
5 2 STORY BUILDING, FRONT AND REAR ELEVATION
SCALE: 1"=10'



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



6 2 STORY BUILDING, SIDE ELEVATION
SCALE: 1"=10'



NO.	REVISIONS

ILLUSTRATIVE BUILDING & CLUBHOUSE ELEVATIONS

HIGHPOINT PLACE
METRO DEVELOPMENT
470 CLOVE WOODBURN ROAD
SUITE 100
WESTERVILLE, OHIO 43082

Paris Planning & Design
LAND PLANNING * LANDSCAPE ARCHITECTURE
Suite 401
13414 29th Street
Columbus, OH 43215
p (614) 457-1844
www.parisplanning.com

DATE	6/6/18
PROJECT	17138
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F-2



DESCRIPTION OF 15.211 ACRES

Situated in the State of Ohio, County of Delaware, City of Delaware, Farm Lots 15 and 16, Quarter Township 4, Township 5, Range 19, United States Military Lands and being 14.395 acres out of a 7.267 acre parcel of land conveyed to The Farms at Delaware LTD, of record in Official Record Volume 293, Page 302, and being 0.816 acres out of a 9.521 acre parcel of land conveyed to The Farms at Delaware LTD, of record in Official Record Volume 206, Page 306, all references to records being on file in the Office of the Recorder, Delaware County, Ohio, said 15.211 acre parcel being more fully described herein;

BEGINNING at a point in the centerline of Bowtown Road (County Road 84), the southeast corner of said 7.267 acre parcel and being the southwest corner of a 22.000 acre parcel of land conveyed to Bowtown Apartments, LTD., of record in Deed Book 646, Page 757 and the north line of a parcel of land conveyed to LED Investments LLP, of record in Official Record Volume 787, Page 1261;

Thence, North 86°10'44" West a distance of 121.69 feet, with the south line of said 7.267 acre parcel, the north line of said LED Investments LLP parcel and the centerline of said Bowtown Road to a point at a southwest corner of said 7.267 acre parcel and being the southeast corner of a 1.212 acre parcel of land conveyed to Laurie A. Pierce and Jeffrey S. Pierce, of record in Official Record Volume 822, Page 2279;

Thence, North 03°08'45" East, with the west line of said 7.267 acre parcel and the east line of said 1.212 acre parcel, passing over a ¾" iron pipe found (capped "Pomeroy") at 29.98 feet, for a total distance of 278.89 feet, to a ¾" iron pipe found (capped "Pomeroy") at a common corner of said 7.267 acre parcel and said 1.212 acre parcel;

Thence, North 86°08'35" West a distance of 189.24 feet, with a south line of said 7.267 acre parcel and the north line of said 1.212 acre parcel to a ¾" iron pipe found (capped "Pomeroy") at a common corner of said 7.267 acre parcel and said 1.212 acre parcel and also being on the east line of said 9.521 acre parcel;

Thence, South 03°09'23" West a distance of 249.01 feet, with a east line of said 9.521 acre parcel and the west line of said 1.212 acre parcel to a ¾" iron pipe found on a east line of said 9.521 acre parcel, the west line of said 1.212 acre parcel and being the north Right-of-Way line of said Bowtown Road;

Thence, through said 9.521 acre parcel the following five (5) courses:

1. North 86°07'29" West a distance of 11.80 feet, to a point;
2. Thence 46.75 feet along the arc of a tangent curve to the right, having a radius of 30.00 feet, a central angle of 89°17'12", the chord of which bears North 41°28'53" West, a chord distance of 42.16 feet, to a point;
3. Thence, North 03°09'43" East a distance of 56.71 feet, to a point;
4. Thence 255.29 feet along the arc of a tangent curve to the left, having a radius of 529.00 feet, a central angle of 27°39'02", the chord of which bears North 10°39'48" West, a chord distance of 252.82 feet, to a point;
5. Thence, North 24°29'19" West a distance of 281.73 feet, to a point on the west line of said 9.521 acre parcel, a 9.674 acre parcel of land conveyed to Edward J. Ambrose and Karen L. Ambrose, of record in Deed Book 572, Page 147, the west line of the City of Delaware and the east line of Delaware Township;

Thence, North 03°09'43" East a distance of 1178.73 feet, with of the west line of said 9.521 acre parcel, the east line of said 9.674 acre parcel, the west line of said City of Delaware and the east line of said Delaware Township to a point on the west line of said 9.521 acre parcel, the east line of said 9.674 acre parcel, the west line of said City of Delaware and the east line of said Delaware Township;

Thence, through said 9.521 acre parcel the following two (2) parcels:

1. Thence 176.86 feet along the arc of a non-tangent curve to the right, having a radius of 246.00 feet, a central angle of $41^{\circ}11'37''$, the chord of which bears North $73^{\circ}11'11''$ East, a chord distance of 173.08 feet, to a point;
2. Thence, South $86^{\circ}13'01''$ East a distance of 69.75 feet, to a point on the east line of said 9.521 acre parcel and the west line of a parcel of land conveyed to Bowtown Delaware, LTD., of record in Official Record Volume 30, Page 913

Thence, South $03^{\circ}09'23''$ West a distance of 655.11 feet, with the east line of said 9.521 acre parcel, the east line of said Bowtown Delaware, LTD. Parcel to an iron pipe found on the east line of said 9.521 acre parcel, the northwest corner of said 7.267 acre parcel and being the southwest corner of said Bowtown Delaware, LTD. Parcel;

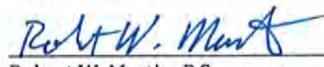
Thence, South $85^{\circ}55'19''$ East a distance of 310.12 feet, with the north line of said 7.267 acre parcel and the south line of said Bowtown Delaware, LTD., to a $\frac{3}{4}$ " iron pipe found at the northeast corner of said 7.267 acre parcel, the southeast corner of said Bowtown Delaware, LTD., and being a northwest corner of said 22.000 acre parcel;

Thence, South $03^{\circ}06'50''$ West a distance of 1192.61 feet, with the east line of said 7.267 acre parcel and the west line of said 22.000 acre parcel to the **TRUE POINT OF BEGINNING**, containing 15.211 acres of land. Which 14.395 acres lie in Farm Lot 16 and 0.816 of an acre lies in Farm Lot 15. Subject to all easements and documents of record. All iron pins set are $\frac{5}{8}$ " solid rebar, thirty inches in length with yellow plastic cap bearing the initials "CEC INC."

For the purpose of this description a bearing of North $86^{\circ}10'44''$ West was held on a portion of the centerline of Bowtown Road, and is based on the Ohio State Plane Coordinate System, North Zone, NAD83 (2011 adjustment). Said bearing was established by Static and RTK GPS Observations, and was determined by using National Geodetic Survey, OPUS-S service. This document is based on a survey completed by or under the supervision of Robert W. Martin in April of the year 2018.

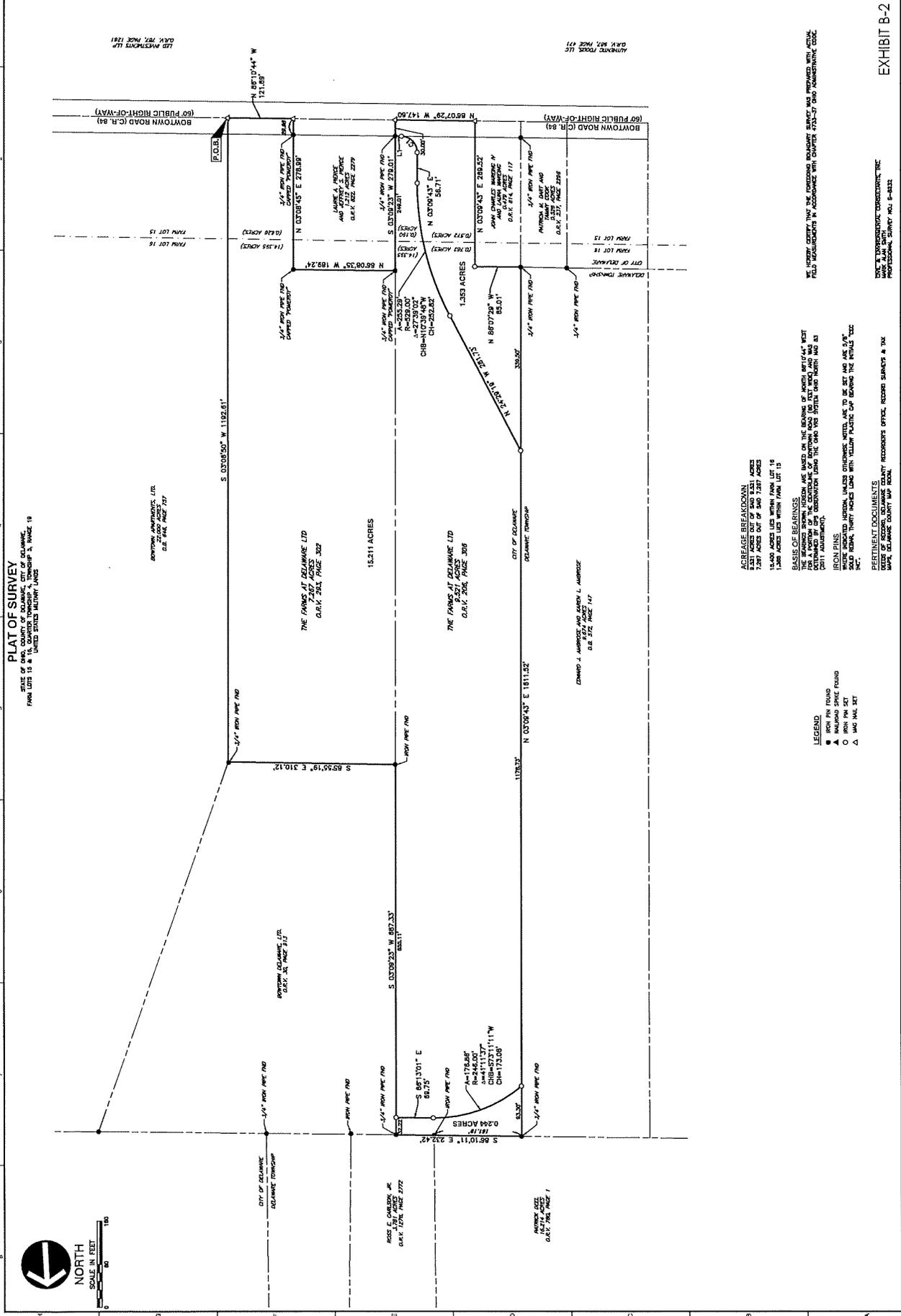


CIVIL & ENVIRONMENTAL CONSULTANTS, INC.


Robert W. Martin, P.S.
Registered Surveyor No. 8114

4-3-18

Date



PLAT OF SURVEY
 STATE OF OHIO, COUNTY OF DELAWARE, CITY OF DELAWARE,
 FROM LOTS 14 & 15, TOWNSHIP 14 NORTH, RANGE 3, MERIDIAN 18
 15.311 ACRES
 8.521 ACRES
 0.244 ACRES

ACREAGE BREAKDOWN
 15.311 ACRES
 8.521 ACRES
 0.244 ACRES
 15.311 ACRES LESS WITHIN P.M. LOT 14
 1.208 ACRES LESS WITHIN P.M. LOT 15

LEGEND
 ■ IRON PIN FOUND
 ▲ HULLPOD SPIKE FOUND
 ○ IRON PIN SET
 △ MAG NAIL SET

BASIS OF BEARINGS
 THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING OF MERIDIAN 181744' WEST
 ON A PORTION OF THE SECTION 10 OF TOWNSHIP 14 NORTH, RANGE 3, MERIDIAN 18
 CORRECTION TO THE CORNER OF THE SECTION 10 OF TOWNSHIP 14 NORTH, RANGE 3,
 MERIDIAN 18 ADJUSTMENT.

IRON PINS
 WHERE INDICATED HEREON, UNLESS OTHERWISE NOTED, ARE TO BE SET AND ARE 5/16"
 DIAMETER IRON PINS, THEIR PLACES MARKED WITH TYPICAL FIGURES OF BEARING, THE BEARING
 BEING THE BEARING OF THE BEARING LINE.

PERMITS/DOCUMENTS
 MAP OF RECORD, DELAWARE COUNTY RECORDERS OFFICE, RECORD SURVEY & THE
 MAP OF DELAWARE COUNTY MAP ROOM.

REVISION RECORD
 NO. DATE DESCRIPTION

COMMUNITY IMPACT ASSESSMENT – *The Madison*

- (a) Site Specific Information.
- (1) Legal description. A metes and bounds, plat and other legal description of the property including:
- A. Reference to the appropriate plat book and recitation of the name(s) and owner(s) of record.
 - B. Current land assessment.
 - C. Adjacent parcels including ownership.
 - D. A recitation of all covenants, existing and proposed to run with the land.
- (2) Location and access. A narrative description of the tract, its size in acres and location with respect to bordering roads and natural features.
- (3) Adjacent land use. A brief description of land uses and known planned uses adjacent to the tract. Land assessment data shall be provided for the adjacent parcels.
- (4) Existing site land use. A statement of the current uses on the tract including a land use map indicating locations.
- (5) Maps charts and illustrations. Submission of a location map and recent aerial photographs is required. Inclusion of other maps, charts and illustrations may be appropriate depending upon the size, scope and extent of the development. Determination of any special requirements should be discussed with the staff of the Department of Planning and Community Development.

RESPONSES FOR 1 THROUGH 5: The lot that the proposed development is being planned on is Delaware County Parcels #: 519442100200000, 5194421002100. A Legal Description and Boundary Survey are provided on Exhibits B-1 and B-2. An Existing Conditions Plan is located on Exhibit C-1 and includes the owners, zoning of the adjacent parcels, and an aerial of the current conditions. Exhibit C-2 shows the proposed development regarding the adjacent properties and includes a Vicinity Map.

- (6) Environmental Impacts.
- A. Topography and drainage. A brief description of the tract with respect to such matters as relief, flood hazards, existing outfalls and canals, natural watercourses on or abutting the property in the project. This section should include any prior groundwater studies and a site drainage map should be included.

RESPONSE: The site is relatively flat with most of the drainage being sloped to the southern end of the site. There is a stream that is located at the southeast corner of the site; however, it will be undisturbed by the development. The stream location can be found on Exhibit C-1.

B. Vegetation. A description of the types, quantities and location of trees and unique vegetation features, and anticipated impact of project on tree preservation requirements. The primary emphasis should be placed upon the general mass of major vegetation groups.

RESPONSE: The site contains a mixture of wooded areas and fields previously used for farming. Tree clusters are located through the middle of the site, the northwest corner, and the southwest corner. Existing tree rows also exist along the property lines. The site was designed to preserve existing trees to the greatest extent possible.

C. Soils. A listing of the soil type existing within the tract and an analysis of any impacts or constraints to development associated with soils of these types, for example, structural stability, drainage, corrosiveness, etc. A soil map for the project area should be included.

RESPONSE: Soils on the site are Blg1A1 and Gwg1B1. The Blg1A1 soil is blount silt loam, Ground Moraine, 0-2% slopes. Gwg1B1 soils are blount sil loam, Ground Moraine, 2-6% slopes. The soil map can be found on Exhibit C-1 – Existing Conditions Plan.

D. Ecology. A description of the tract's environmental setting, together with a discussion of any environmental changes, alterations to ecological systems and/or irreversible effects of natural resources associated with the proposed development.

RESPONSE: The previous use for the land being developed was farming. There are several clusters of wooded areas being preserved to the greatest extent possible. A stream is also located on the southeast corner of the site and will be undisturbed by the development.

(7) Air and noise pollution. A statement of any overall site activity which may generate, create, cause or sustain air or noise pollution including the identification of point and/or complex sources, both during and after construction.

RESPONSE: Air and noise pollution will be kept to a minimum. Noise will be controlled through a signed lease agreement between the apartment owner and tenant. Air pollution will be limited to vehicles of residents and visitors.

(8) Sanitary sewers and storm drainage. Information should be provided relating to the proximity of sewer lines and site drainage, the method of tying into the existing sewer lines, the quantity and quality of sewage/drainage expected to be generated and the treatment facility proposed to handle the generated sewage/drainage.

RESPONSE: Sanitary sewers are being proposed to tie into the City of Delaware's sanitary system upon approval. Storm drainage will be piped to proposed detention basins located on site.

(9) Traffic and parking. A description of proposed means of compliance with transportation, traffic and parking requirements, and the availability of mass transit. This description should also include a discussion of pedestrian and vehicular traffic circulation within and adjacent to the

development and the location of bus stops, weather shelters, etc., the proposed method of parking, projected traffic counts (average and peak). All parking proposals shall reflect consideration of storm runoff, tree preservation (as canopy and shade) and erosion prevention.

RESPONSE: Transportation is highly encouraged throughout the site. Sidewalks are provided to each building and along adjacent parking stalls. Vehicular circulation is continuous throughout the site. Access is located along the proposed Ferguson Avenue extension to Bowtown Road. Internal parking, between surface and garage, will be available at a rate of 2.02 spaces per unit.

(10) View interference. A brief statement as to the impact of proposed structures regarding traditional view to and through the property.

RESPONSE: No views will be interfered with as the property contains clusters of existing trees and open fields.

(11) Historical sites. A statement concerning any historic sites or buildings on the project site or on land adjacent to the project site should be included.

RESPONSE: No historical sites or buildings are located on the site.

(12) Compatibility.

A. A general discussion of the significant architectural and aesthetic characteristics of the proposed development including overall character of design, height, bulk, open space, etc., together with an evaluation of the compatibility, or lack thereof, with existing developments on adjoining sites.

RESPONSE: Architecture will consist of vinyl siding, stone veneer, and other high-end materials. Open spaces will have grass along with an assortment of vegetation. Existing trees in and surrounding the property will also be preserved to the greatest extent possible.

B. A statement detailing the compatibility of the project to the adopted plans and planning policies of the City, as well as the extent of compatibility to any other applicable plans or planning policies affecting the City (for example, regional plan).

RESPONSE: The developer is willing to work together with the city to meet the planning policies.

(b) Impact on Public Services.

(1) Tax effect. A statement interpreting and evaluating the extent to which the proposed development will add to the tax base of the City.

RESPONSE: Metro will have two leasing agents on site, leasing/property manager and full time maintenance personnel. Residents of the community will add additional income to the city's tax base, and the improvement of what is now vacant land will add to the real estate tax base for public schools and county social

services. The current market value of Farms at Delaware is \$512,800, which generates \$1,014 annually in real estate taxes; current construction estimates for the community would total approximately \$14,855,659, which would generate \$328,831 annually in real estate taxes.

(2) Police and fire. A short statement of anticipated requirements for police and/or fire services or general increased personnel and equipment.

RESPONSE: There is no anticipation of additional load to the existing police and fire departments other than emergency services.

(3) Schools. A short statement of anticipated additional load on existing school facilities including arrangements for transporting students. This statement shall include documentation indicating that coordination has occurred with the applicable board of education.

RESPONSE: There will be minimal impact on student enrollment in the Delaware City Schools. If 10% of the tenants have children, there would only be an additional 17 students to enroll.

(4) Parks and recreation. A statement which satisfies any requirements for parks and recreational areas which will be necessary because of the proposed development.

RESPONSE: No additional parks or recreational areas will be necessary for the proposed development. Open spaces are provided throughout the development along with pedestrian connections to travel beyond the site.

(5) Traffic control. The vehicular traffic impact on public facilities shall be discussed. Special emphasis shall be placed on ingress and egress to the site as well as on the necessary temporary road and/or traffic signal improvement.

RESPONSE: No additional traffic control signals will need to be installed for the proposed development.

(c) General Requirements.

(1) Financial interest. A statement as to the total estimated project value, the corporate identity and the principal officers, as well as any involvement by any elected or appointed public official.

RESPONSE: Construction cost for this project is estimated at \$14,855,659. Metro Development is Ohio Limited Liability Company and Donald R. Kenney is the sole member.

(2) Coordination. A statement of what coordination efforts have been made with other public agencies providing services to the project site and should include a status report of such activities. These services would include health services, mass transit and other necessary services.

RESPONSE: Metro Development will be coordinating with the City of Delaware Engineer to design and construct a portion of a public street that will connect numerous communities along Bowtown Road.

(3) Economic impact. The CIA shall indicate the need for both this type of project and for additional private or public supporting facilities that may arise as a result of the proposed development. Both short-term (during construction) and long-term economic implications of the proposed project on the City, County and region shall be discussed.

RESPONSE: The short term economic impact will be the creation of construction jobs for a period of 18 months. Metro anticipates four full-time employees on the site post-construction. Long-term impact will be high quality housing that will attract larger employers to the region.

(4) Construction scheduling. CIA's shall set forth reasonably accurate construction completion schedules for the proposed project.

RESPONSE: The proposed development is to be completed within 18 months from the start of construction. Start date will take place at the issuance of building permits by the City of Delaware.

(5) Adjacent development. CIA's shall indicate how all undeveloped lands adjacent to the proposed project could be developed in compliance with existing community land use controls and how logical connections could be made to and through the proposed development as well as to services such as water and sewer facilities.

RESPONSE: Adjacent properties include a large multi family development to the east, Village Gates of Delaware. Other adjacent properties include undeveloped land and single-family homes. Across Bowtown Road are two businesses.

(6) Alternatives. A statement of the alternatives considered and the alternatives available for the proposed project, together with a discussion of the impact for each alternative shall be provided. Where alternatives are available with less significant impacts than the proposed project, the reasons for choosing the proposed project over such other alternatives shall be described.

RESPONSE: Many area developers have looked at this project for a multi-housing development, but as the current zoning stands the density is too little to sustain a quality community.



“Metro Development LLC has constructed more than 40,000 multifamily homes during the past 45+ years. Metro has created developments of all sizes to fit the needs of the specific communities in which it is building, as well as, the unique characteristics of the individual site.

Columbus, Ohio is a historically stable rental market, which has contributed to the success of our property development projects. Other factors that contribute to our successful property development initiatives include desirable locations, efficient floor plans, exceptional amenities, and superior services.

Our team of experts manages and supervises every aspect of property development from location selection and land acquisition to construction and leasing, and we're committed to quality every step of the way.

Metro has more than 1500 units under construction at any given time ensuring residents and the surrounding communities will have a high quality project meeting the unique needs of our client base while adding value to the communities in which we operate.”



FACT SHEET

AGENDA ITEM NO: 16

DATE: 08/27/2018

ORDINANCE NO: 18-76

RESOLUTION NO:

READING: SECOND

PUBLIC HEARING: NO

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: Dean P. Stelzer, Director of Finance

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

AN ORDINANCE SUPPLEMENTING THE 2018 APPROPRIATIONS ORDINANCE TO PROVIDE ADDITIONAL FUNDING FOR THE RENOVATION OF CITY HALL AND THE CITY HALL ANNEX AND TO MAKE IMPROVEMENTS TO THE PARKING LOT EAST OF THE CITY HALL ANNEX BUILDING.

BACKGROUND:

The City is providing renovations to the City Hall Annex, including complete renovation of the basement and first floor levels to be occupied by the Delaware Community Space, and mechanical, electrical, and structural improvements to the second floor to be utilized by City staff. Upon further consideration, it has been recommended to finish the second floor space to enable occupancy by the City, to complete various relocation and security renovations to City Hall, and to make improvements to the parking lot east of the Annex building. The Finance Committee reviewed the fiscal impact of making the additional improvements at their July 30, 2018 meeting and recommended that the supplemental appropriation be presented for City Council consideration.

REASON WHY LEGISLATION IS NEEDED:

No appropriation was included in the 2018 budget

COMMITTEE RECOMMENDATION:

Finance Committee – Approval 3-0

FISCAL IMPACT(S):

\$777,600

POLICY CHANGES:

N/A

PRESENTER(S):

R. Thomas Homan
Dean Stelzer, Director of Finance

RECOMMENDATION:

Adopt at second or third reading

ATTACHMENT(S)

See attached

ORDINANCE NO. 18-76

AN ORDINANCE SUPPLEMENTING THE 2018 APPROPRIATIONS ORDINANCE TO PROVIDE ADDITIONAL FUNDING FOR THE RENOVATION OF CITY HALL AND THE CITY HALL ANNEX AND TO MAKE IMPROVEMENTS TO THE PARKING LOT EAST OF THE CITY HALL ANNEX BUILDING.

WHEREAS, the City is in the process of making improvements to the City Hall Annex in order to make the building usable for Delaware Community Space (formerly CoHatch) as a space for local entrepreneurs, and

WHEREAS, City Council had previously approved Ordinance No. 18-26 supplementing the 2018 Budget to provide for renovations to the City Hall Annex including complete renovation of the basement and first floor levels to be occupied by Delaware Community Space and mechanical, electrical, and structural improvements to the second floor to eventually be utilized by the City, and

WHEREAS, upon further consideration it has been recommended to finish off the second floor space of the Annex to enable occupancy by the City, to complete various relocation and security renovations to City Hall, and to make improvements to the parking lot east of the Annex Building, and

WHEREAS, a supplemental appropriation to the 2018 budget will be necessary to fund these renovations.

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

SECTION 1. That there is hereby appropriated from the unencumbered balance of the Capital Improvement Fund \$777,600 increasing the following accounts:

Annex Building Improvements (410-4118-5528)	\$ 231,000
City Hall Building Renovations (410-4118-5520)	218,000
Parking Lot Improvements (410-4118-5526)	328,600

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.

PASSED: _____, 2018

YEAS___ NAYS___
ABSTAIN ___

ATTEST: _____

CITY CLERK

MAYOR



MEMORANDUM

TO: City Council
FROM: Dean Stelzer, Finance Director 
DATE: August 8, 2018
RE: Building Improvement Supplemental Ordinance 18-76

The attached financial analysis was discussed at the July 30th Finance Committee meeting. The first document reflects previously approved building costs at the top of the page and the proposed additional costs below the line. The next two documents reflect the impact of the additional improvements on the City's CIP and also cash flow summary assuming an additional debt issuance and any offsetting revenues. I will provide further explanation at the meeting.

**Finance Committee Meeting
City Building Improvements
July 30, 2018**

	Original Amount	Current Estimate	Account	Appropriated
PREVIOUSLY APPROVED IMPROVEMENTS				
Co-Hatch Improvements	\$ 1,185,686	\$ 1,185,686	410-4118-5528	\$ 1,185,686
Second Floor Annex Updates 4/23/18				
Second Floor Windows	\$ 25,000	\$ 25,000	494-4940-5510	
Brick Repair and Cleaning	\$ 10,000	\$ 10,000	494-4940-5510	
2nd Floor Mechanical, HVAC and Electric	\$ 130,000	\$ 130,000	494-4940-5510	
Design and Construction of Connector Bridge	\$ 285,000	\$ 170,500	494-4940-5510	
Roof	\$ 115,000	\$ 115,000	494-4940-5510	
<i>Utility Poles and Electric Relocation</i>		\$ 105,000	494-4940-5510	
Contingency	\$ 50,000	\$ 50,000	494-4940-5510	
TOTAL	\$ 615,000	\$ 605,500		\$ 615,000

PROPOSED ADDITIONAL IMPROVEMENTS

City Hall Annex Renovation 7/18/18				
Renovation Including FF&E	\$ 200,000	\$ 200,000		
Asbestos Abatement	\$ 31,000	\$ 31,000		
TOTAL	\$ 231,000	\$ 231,000		
City Hall Renovation and Security Alterations				
Ground Floor	\$ 75,000	\$ 75,000		
First Floor	\$ 65,000	\$ 65,000		
Second Floor	\$ 40,000	\$ 40,000		
Architectural Fees	\$ 38,000	\$ 38,000		
TOTAL	\$ 218,000	\$ 218,000		
Engineering Building/Parking Lot				
Demo House	\$ 50,000	\$ 50,000		
Parking Lot	\$ 63,600	\$ 63,600		
Shelter/Restroom	\$ 200,000	\$ 200,000		
Landscaping/Lighting	\$ 10,000	\$ 10,000		
Contingency	\$ 5,000	\$ 5,000		
TOTAL	\$ 328,600	\$ 328,600		
Total Additional Improvements	\$ 777,600	\$ 777,600		
TOTAL All Improvements	\$ 2,578,286	\$ 2,568,786		

**CAPITAL IMPROVEMENT PLAN
GENERAL FUND SUMMARY
2018 - 2022**

	2018	2019	2020	2021	2022
REVENUES:					
INCOME TAX	1,837,500	1,929,375	2,025,844	2,127,136	2,233,493
BALANCE PLUS REVENUE	1,837,500	1,929,375	2,025,844	2,127,136	2,233,493
EXPENDITURES:					
DEBT SERVICE					
2012 Streetscape (\$2,542,516 through 2022)	264,058	262,635	269,904	261,057	263,538
S. Houk Rd. (\$210,000 through 2016)	31,178	31,023	29,625	29,625	28,927
TOTAL DEBT SERVICE	315,236	313,658	299,529	290,682	292,465
AMOUNT AVAILABLE FOR CAPITAL IMPROVEMENTS AFTER DEBT	1,522,264	1,615,717	1,726,315	1,836,444	1,941,028

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
REVENUES:																
INCOME TAX	1,837,500	1,929,375	2,025,844	2,127,136	2,233,493	2,345,167	2,462,426	2,585,547	2,714,824	2,850,566	2,993,094	3,142,749	3,299,886	3,464,880	3,638,124	3,820,031
General Reserve Fund Advance	59,285	59,285	59,285	59,285	59,285											
BALANCE PLUS REVENUE	1,837,500	1,988,660	2,085,129	2,186,421	2,292,778	2,345,167	2,462,426	2,585,547	2,714,824	2,850,566	2,993,094	3,142,749	3,299,886	3,464,880	3,638,124	3,820,031
EXPENDITURES:																
DEBT SERVICE																
2012 Streetscape (\$2,542,516 through 2022)	264,058	262,635	269,904	261,057	263,538	0										
S. Houk Rd. (\$210,000 through 2016)	31,178	31,023	29,625	29,625	28,927	0										
2018 City Hall Annex Improvements	59,285	59,285	59,285	59,285	59,285	59,285	59,285	59,285	59,285	59,285	59,285	59,285	59,285	59,285	59,285	59,285
General Fund Reserve Reimbursement						59,285	59,285	59,285	59,285	59,285	59,285	59,285	59,285	59,285	59,285	59,285
TOTAL DEBT SERVICE	315,236	313,658	358,814	349,977	351,750	118,570										
AMOUNT AVAILABLE FOR CAPITAL IMPROVEMENTS AFTER DEBT	1,522,264	1,615,717	1,726,315	1,836,444	1,941,028	2,226,597	2,343,856	2,466,977	2,596,254	2,791,281	2,933,809	3,083,464	3,240,601	3,405,595	3,578,839	3,760,746
% Increase		5.14%	6.85%	6.36%	5.69%	14.71%	5.27%	5.25%	5.24%	7.51%	5.11%	5.10%	5.10%	5.09%	5.09%	5.05%

Finance Committee Meeting
 City Building Improvements
 July 30, 2018

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Total Improvement Cost	\$ 2,568,786														
Less:															
Municipal Impact Fee Funds	\$ (500,000)														
Amount to be Financed	\$ 2,068,786														
Revenue															
Co-Hatch Rent	\$ 78,000	\$ 78,000	\$ 78,000	\$ 78,000	\$ 78,000	\$ 78,000	\$ 78,000	\$ 78,000	\$ 78,000	\$ 78,000	\$ 82,680	\$ 82,680	\$ 82,680	\$ 82,680	\$ 82,680
Municipal Impact Fees	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000
Total	\$ 113,000	\$ 113,000	\$ 113,000	\$ 113,000	\$ 113,000	\$ 113,000	\$ 113,000	\$ 113,000	\$ 113,000	\$ 113,000	\$ 117,680	\$ 117,680	\$ 117,680	\$ 117,680	\$ 117,680
Debt Service	\$ (172,285)	\$ (172,285)	\$ (172,285)	\$ (172,285)	\$ (172,285)	\$ (172,285)	\$ (172,285)	\$ (172,285)	\$ (172,285)	\$ (172,285)	\$ (172,285)	\$ (172,285)	\$ (172,285)	\$ (172,285)	\$ (172,285)
CIP Allocation	\$ (59,285)	\$ (59,285)	\$ (59,285)	\$ (59,285)	\$ (59,285)	\$ (59,285)	\$ (59,285)	\$ (59,285)	\$ (59,285)	\$ (59,285)	\$ (54,605)	\$ (54,605)	\$ (54,605)	\$ (54,605)	\$ (54,605)
CIP Allocation Breakdown															
Co-Hatch	\$ 20,742	\$ 20,742	\$ 20,742	\$ 20,742	\$ 20,742	\$ 20,742	\$ 20,742	\$ 20,742	\$ 20,742	\$ 20,742	\$ 16,062	\$ 16,062	\$ 16,062	\$ 16,062	\$ 16,062
City Hall/Annex/Parking Lot	\$ 38,543	\$ 38,543	\$ 38,543	\$ 38,543	\$ 38,543	\$ 38,543	\$ 38,543	\$ 38,543	\$ 38,543	\$ 38,543	\$ 38,543	\$ 38,543	\$ 38,543	\$ 38,543	\$ 38,543
	\$ 59,285	\$ 59,285	\$ 59,285	\$ 59,285	\$ 59,285	\$ 59,285	\$ 59,285	\$ 59,285	\$ 59,285	\$ 59,285	\$ 54,605	\$ 54,605	\$ 54,605	\$ 54,605	\$ 54,605



FACT SHEET

AGENDA ITEM NO: 17

DATE: 08/23/2018

ORDINANCE NO: 18- 77

RESOLUTION NO:

READING: SECOND

PUBLIC HEARING: YES
September 10, 2018 at 7:20 p.m.

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: Darren Shulman, City Attorney

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

AN ORDINANCE DETERMINING THAT THE PETITION FOR THE ESTABLISHMENT OF THE TERRA ALTA COMMUNITY AUTHORITY COMPLIES AS TO FORM AND SUBSTANCE WITH THE REQUIREMENTS OF SECTION 349.03 OF THE OHIO REVISED CODE AND TO FIX A DATE AND PLACE FOR A PUBLIC HEARING ON THAT PETITION, AND DECLARING AN EMERGENCY.

BACKGROUND:

08/23/2018 UPDATE:

At the August 13 meeting, Council requested the City Attorney compile a list of potential criteria for future NCA petitions. City staff continues to work towards a draft for consideration by Council at a future meeting. In the meantime, City Manager Tom Homan and Planning Director Dave Efland met with the current applicant to discuss the pending petition. Further updates will be provided at the meeting.

08/13/2018:

A New Community Authority (NCA) is a charge put on residents' property tax bill to help pay for infrastructure in the authority area. The charge is usually used as a tool to facilitate future development.

The City has two existing NCAs, which were created to help finance infrastructure put in by the City after the formation of the NCA. When the

infrastructure is paid off, the charges will be removed from the taxes in the existing NCAs.

The City has experienced some issues with residents in the current NCAs. For example, the charge is often a source of confusion for residents who do not understand what the charge pays for. Some residents feel the charge is too high. Because it is based on millage (property tax value), owners of new houses are often surprised by the charge even though it was disclosed, because the tax rate on the auditor's website is based on the value of the land when it was vacant. Finally, during the levy campaign, residents in the NCA indicated they felt their NCA charge should already cover roads and were therefore reluctant to approve additional taxes.

REASON WHY LEGISLATION IS NEEDED:

Statutory process

COMMITTEE RECOMMENDATION:

FISCAL IMPACT(S):

The petition anticipates 2250 new residents will reside in the district at full build out. The requested NCA would add a 7.5 mills charge to each parcel of property in the district. This would result in a \$.75 charge for each \$1,000 of assessed valuation, which would appear on the residents' property tax bill.

POLICY CHANGES:

The present request being brought forward by the developer differs from our existing NCAs in the following ways. First, it would reimburse the developer as opposed to the City. Second, the developer has indicated that it is intended to help finance amenities, but the majority of the items the developer would be reimbursed for through the charge are infrastructure items that traditionally are a developer's responsibility to install. Third, part of the charge would go towards reimbursing the developer for infrastructure that has already been built, which does not fit with the City's prior use of an NCA to finance future development. Finally, the proposed NCA has no set end date.

PRESENTER(S):

R. Thomas Homan

RECOMMENDATION:

Staff is concerned that by adding a significant cost to the property tax bill of 2250 new residents of the city, it will make it more difficult for city and school levies to pass. In addition, based on the volume of calls generated by the existing NCAs, staff anticipates additional staff time will be required to help these new residents understand the charge. Finally, staff believes approving this NCA will set a precedent for future NCA requests. To the extent these expenses are related to amenities, they could be financed by a homeowners

association (HOA) charge, which would make it clear what the charge is paying for and eliminate any confusion over perceived increased taxes.

ATTACHMENT(S)

Petition

ORDINANCE NO. 18-77

AN ORDINANCE DETERMINING THAT THE PETITION FOR THE ESTABLISHMENT OF THE TERRA ALTA COMMUNITY AUTHORITY COMPLIES AS TO FORM AND SUBSTANCE WITH THE REQUIREMENTS OF SECTION 349.03 OF THE OHIO REVISED CODE AND TO FIX A DATE AND PLACE FOR A PUBLIC HEARING ON THAT PETITION, AND DECLARING AN EMERGENCY.

WHEREAS, Pursuant to Chapter 349 of the Ohio Revised Code, TERRA ALTA, LLC (the “Developer”), has filed a petition (the “Petition”) with Clerk of Council for the City of Delaware (the “City”) as required by Chapter 349.03(A) of the Ohio Revised Code, with that Petition being for the establishment of The Terra Alta Community Authority (the “Authority”) and its proposed new community district (the “District”); and

WHEREAS, this Council comprises the “organizational board of commissioners” for the proposed Authority, as that term is defined in Section 349.01(F) of the Ohio Revised Code; and

WHEREAS, the land to be included in the District is owned by or is under the control of the Developer within the meaning of Section 349.01(E) of the Ohio Revised Code; and

WHEREAS, this Council has reviewed the Petition to determine whether it complies with the requirements of Section 349.03 of the Ohio Revised Code as to form and substance; and

WHEREAS, this Council desires to fix a time and place of a public hearing on the Petition, which public hearing will be held not less than 30 days nor more than 45 days from the date the Petition was filed with the Clerk of this Council, and desires that notice of that public hearing be given, all pursuant to Section 349.03(A) of the Ohio Revised Code.

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

SECTION 1. This Council hereby finds and determines that the Petition complies as to form and substance with the requirements of Section 349.03 of the Ohio Revised Code.

SECTION 2. This Council will hold a public hearing on the Petition on Monday, August 13, 2018, commencing at 7:30 p.m. in the Council Chambers at Delaware City Hall, One South Sandusky Street, Delaware, Ohio 43015.

SECTION 3. The Clerk of Council arrange for notice of that public hearing by publication once each week for three consecutive weeks in a newspaper of general circulation in Delaware County in accordance with the requirements of Section 349.03(A) of the Ohio Revised Code.

SECTION 4. 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 any of its committees, 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 5. 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 to timely advance consideration of the Petition of the Developer to enable the City to receive the full benefit of the proposed development.

VOTE ON RULE SUSPENSION:

YEAS_____ NAYS_____
ABSTAIN_____

VOTE ON EMERGENCY CLAUSE:

YEAS _____ NAYS_____
ABSTAIN_____

PASSED: _____ , 2018

YEAS_____ NAYS_____
ABSTAIN_____

ATTEST: _____
CITY CLERK

MAYOR

PETITION FOR ORGANIZATION
OF A NEW COMMUNITY AUTHORITY

TO THE CITY COUNCIL OF CITY OF DELAWARE, OHIO:

Pursuant to Chapter 349 of the Ohio Revised Code, TERRA ALTA LLC, an Ohio limited liability company (the "Developer"), hereby petitions for creation of a new community authority (the "Authority"). The Developer is the "developer" within the meaning of Section 349.01(E) of the Ohio Revised Code for the new community district described in paragraph 3 below.

The Developer further states as follows:

1. The Authority is named the "The Terra Alta New Community Authority."
2. The principal office of the Authority shall be located at 207 North Fourth Street, Columbus, Ohio 43215, or such other location as may hereafter be determined by the Board of Trustees of the Authority.
3. Attached to this Petition as Exhibit A-1 is a map of all the land comprising the new community district (the "District"). Legal descriptions of all the parcels in the District (collectively, the "Property") are attached as Exhibit A-2, including a full and accurate description of the boundaries of the District, which is located entirely within the City of Delaware (the "City"). All properties within those boundaries will be included in the District. The total acreage to be included in the District will be approximately 471.42 acres, all of which is owned or controlled (within the meaning of Section 349.01(E) of the Ohio Revised Code) by the Developer. The Property to be included in the District, taken together with the City, will be a community characterized by well-balanced and diversified land use patterns, supported by the land acquisition and land development, and the community facilities acquired, constructed, operated and maintained by, the Authority.
4. Attached to this Petition as Exhibit B is a statement setting forth the zoning regulations adopted and proposed for the area within the boundaries of the District for comprehensive development as a new community. The area within the boundaries of the District lies within the zoning jurisdiction of the City of Delaware. Certified copies of the applicable adopted zoning regulations are included as part of Exhibit B. The Terra Alta and Stockdale portions of the District are currently zoned; the Rogers portion is proposed to be zoned in a similar manner.
5. Attached to this Petition as Exhibit C is a current plan indicating the proposed new community development program (the "Program") for the District; the Land Acquisition and Land Development activities; Community Facilities and services that it is proposed the Authority will undertake under the Program; the proposed method of financing these activities and services, including a description of the bases, timing, and manner of collecting any proposed community development charges; and the projected total population of the new community.

6. Consistent with Section 349.04 of the Ohio Revised Code, the Board of Trustees governing the Authority should consist of seven members, with three of those members to be citizen members appointed by the City Council of the City (the “Council”), three members to be appointed by the Developer, and one member to be appointed by the Council to serve as a representative of local government. The Board of Trustees shall be subject to periodic re-appointment by the Developer and the Council, respectively, with those re-appointments to be made in accordance with the ordinance to be passed by the Council pursuant to Section 349.04 of the Ohio Revised Code providing the method of such re-appointment. The Developer further proposed that, at such time as all bonds or notes issued by the Authority referred to in paragraph E(vi) of Exhibit D of this Petition have been paid, arrangements shall be made for all members of the Board of Trustees to be elected in the manner provided or customary for the election of boards of directors under Chapter 5312. of the Ohio Revised Code.

7. Attached to this Petition as Exhibit D is a preliminary economic feasibility analysis, including the area development pattern and demand, location and proposed District size, present and future socio-economic conditions, public services provision, financial plan, and a statement of the Developer’s management capability.

8. The development will comply with all applicable environmental laws and regulations.

9. For purposes of the establishment of the Authority, the City is the only “proximate city” as that term is defined in Section 349.01(M) of the Ohio Revised Code.

Attached Exhibits A-1, A-2, B, C, and D are part of this Petition.

All capitalized terms set forth and not defined herein shall have the respective meanings assigned thereto in Section 349.01 of the Ohio Revised Code, unless the context requires a different meaning.

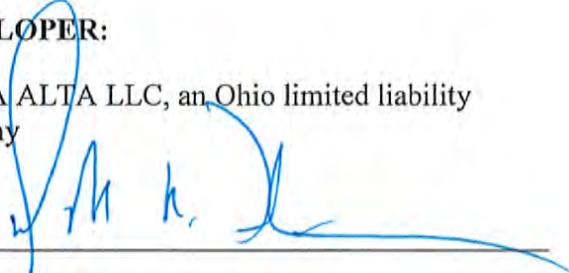
The Developer hereby requests that the Council, as the organizational board of commissioners under Section 349.03 of the Ohio Revised Code, determine that this Petition complies as to form and substance with the requirements of Section 349.03 of the Ohio Revised Code, and further requests that the Council fix the time and place of a hearing on this Petition for the establishment of the Authority. Pursuant to Section 349.03(A) of the Ohio Revised Code, pending determination by the Council that this Petition complies with Section 349.03 of the Ohio Revised Code, that hearing must be held not less than thirty nor more than forty-five days after the filing of this Petition pursuant to Section 349.03 of the Ohio Revised Code on this 7th day of August, 2018.

[This Space Intentionally Left Blank.]

IN WITNESS WHEREOF, the Developer has caused this Petition for Organization of a New Community Authority to be executed by its duly authorized representative as of the day and year first above written.

DEVELOPER:

TERRA ALTA LLC, an Ohio limited liability company

By:  _____

Name: David Fisher

Title: Member

EXHIBIT A-1

MAP OF NEW COMMUNITY DISTRICT

[See attached map]



OVERALL SITE

ROMANELLI **RA** HUGHES *Terra Alta*

EDGE
August 7, 2018

EXHIBIT A-2

LEGAL DESCRIPTION OF
NEW COMMUNITY DISTRICT

[See attached legal descriptions, with first two pages being combined legal description for combined Terra Alta and Rogers Parcels and last three pages being legal description for Stockdale Parcel]

PARCEL DESCRIPTION
316.181 ACRES

Situated in the State of Ohio, County of Delaware, City of Delaware, in Farm Lots 10, C, D and P, Section 1, Township 4, Range 19, United States Military Lands, being comprised of all of those tracts of land conveyed to TERRA ALTA LLC by deeds of record in Official Record 1507, Page 228 and Official Record 1518, Page 1449, (all references are to the records of the Recorder's Office, Delaware County, Ohio) and being more particularly described as follows:

BEGINNING at the southwesterly corner of that tract conveyed to David M. Grayum, Bernadette Lawless, and Steven A. Lawless by deed of record in Official Record 1540, Page 556, the northwesterly corner of that tract conveyed to Constance D. Shicks by deed of record in Official Record 27, Page 544, the northeasterly corner of that tract conveyed to Beverly Hagaman by deeds of record in Deed Book 209, Page 487 and in Official Record 1313, Page 750, being in the centerline of Berlin Station Road;

Thence with the boundary of said TERRA ALTA LLC tracts, the following courses and distances:

South 82° 21' 44" West, a distance of 930.11 feet to a point;
North 86° 30' 49" West, a distance of 538.52 feet to a point;
South 03° 29' 44" West, a distance of 608.96 feet to a point;
South 03° 29' 44" West, a distance of 811.83 feet to a point;
North 86° 59' 36" West, a distance of 1504.43 feet to a point;
North 02° 59' 02" East, a distance of 811.23 feet to a point;
North 86° 57' 34" West, a distance of 1616.13 feet to a point;
North 03° 35' 07" West, a distance of 2.29 feet to a point;
North 04° 09' 50" West, a distance of 11.98 feet to a point;
North 05° 33' 09" West, a distance of 22.01 feet to a point;
North 06° 27' 38" West, a distance of 20.00 feet to a point;
North 07° 10' 06" West, a distance of 18.03 feet to a point;
North 10° 31' 58" West, a distance of 2.02 feet to a point;
North 07° 29' 20" West, a distance of 24.01 feet to a point;
North 08° 12' 52" West, a distance of 48.08 feet to a point;
North 07° 10' 42" West, a distance of 8.00 feet to a point;
North 09° 14' 02" West, a distance of 14.02 feet to a point;
North 10° 48' 24" West, a distance of 6.03 feet to a point;
North 05° 28' 17" West, a distance of 2.62 feet to a point;
North 04° 07' 03" West, a distance of 102.64 feet to a point;
North 03° 34' 24" West, a distance of 12.03 feet to a point;
North 05° 43' 05" West, a distance of 30.11 feet to a point;
North 04° 09' 10" West, a distance of 12.15 feet to a point;
North 05° 03' 07" West, a distance of 14.20 feet to a point;
North 07° 09' 48" West, a distance of 12.99 feet to a point;

**PARCEL DESCRIPTION
316.181 ACRES**

-2-

North 10° 24' 24" West, a distance of 11.07 feet to a point;
North 14° 02' 10" West, a distance of 2.60 feet to a point;
North 13° 37' 03" West, a distance of 5.31 feet to a point;
North 16° 30' 16" West, a distance of 0.21 feet to a point;
South 85° 32' 12" East, a distance of 600.80 feet to a point;
North 15° 07' 45" West, a distance of 283.17 feet to a point;
North 86° 30' 49" West, a distance of 360.02 feet to a point;
North 82° 30' 10" West, a distance of 362.55 feet to a point;
North 35° 30' 00" West, a distance of 56.87 feet to a point;
North 48° 00' 32" West, a distance of 193.02 feet to a point;
North 55° 23' 22" West, a distance of 196.23 feet to a point;
North 50° 43' 36" West, a distance of 464.44 feet to a point;
North 62° 55' 36" West, a distance of 144.47 feet to a point;
North 45° 55' 36" West, a distance of 97.98 feet to a point;
North 34° 22' 11" West, a distance of 204.75 feet to a point;
North 25° 14' 27" West, a distance of 142.52 feet to a point;
North 28° 37' 34" West, a distance of 216.82 feet to a point;
North 24° 15' 58" West, a distance of 163.13 feet to a point;
North 35° 48' 32" East, a distance of 394.10 feet to a point;
North 26° 50' 25" East, a distance of 280.06 feet to a point;
North 21° 25' 50" East, a distance of 164.19 feet to a point;
South 86° 56' 55" East, a distance of 4823.83 feet to a point;
South 03° 12' 53" West, a distance of 957.06 feet to a point;
South 86° 25' 55" East, a distance of 509.64 feet to a point;
South 03° 28' 08" West, a distance of 150.43 feet to a point;
South 86° 25' 53" East, a distance of 305.91 feet to a point; and
South 08° 04' 29" East, a distance of 810.28 feet to the POINT OF BEGINNING, containing 316.181 acres, more or less.

NOTE: This description is not to be used for transfer purposes.

EVANS, MECHWART, HAMBLETON & TILTON, INC.

LEGAL DESCRIPTION
158.263 Acres

Situate in the State of Ohio, County of Delaware, Delaware Township, being in Farm Lots Q, S and T, Section 1, Township 4, Range 19 in the United States Military Lands, and also being a 61.983 acre tract, a 91.272 acre tract and a 5.000 acre tract as all are conveyed to Terra ALTA LLC in Official Record 1518, Page 1449 as further described as follows;

Beginning at a 1" pipe at the northeast corner of Farm Lot T, the southeast corner of Farm Lot S, the southwest corner of Farm Lot R, the northwest corner of Farm Lot U, and being in the east line of said 91.272 acre tract and the west line of a 1.477 acre tract as conveyed to James E. Featherstone and Patricia M. Featherstone in Official Record 218, Page 1061 and being the **TRUE POINT OF BEGINNING** for the land herein described as follows;

Thence with the east line of Farm Lot T, the west line of Farm Lot U, the east line of said 91.272 acre tract and the west line of said 1.477 acre tract, **S 02° 41' 46" W, 182.75 feet** to the southeast corner of said 91.272 acre tract, the southwest corner of said 1.477 acre tract and being in the centerline of Braumiller Road (60' right of way) as created in Volume 1, Page 324;

Thence the following three (3) courses with the south line of said 91.272 acre tract and the centerline of Braumiller Road:

1. **S 76° 53' 31" W, 929.44 feet;**
2. **S 68° 19' 41" W, 130.87 feet;**
3. **S 78° 07' 37" W, 489.59 feet** to a 5/8" rebar;

Thence with the south line of said 91.272 acre tract, the south line of said 5.000 acre tract, and the centerline of Braumiller Road, **N 86° 48' 32" W, 1908.68 feet** to a railroad spike found at an angle point in the south line of said 5.000 acre tract, an angle point in the centerline of Braumiller Road and being the southeast corner of a 1.403 acre tract as conveyed to James A. France and Kristine France in Official Record 215, Page 1695;

Thence with the south line of said 5.000 acre tract and the east line of said 1.403 acre tract, **N 03° 21' 16" E, 238.11 feet** to an angle point in the south line of said 5.000 acre tract and the northeast corner of said 1.403 acre tract;

Thence with the south line of said 5.000 acre tract and the north line of said 1.403 acre tract, **N 85° 43' 47" W, 254.40 feet** to an angle point in the south line of said 5.000 acre tract and the northwest corner of said 1.403 acre tract;

Thence with the south line of said 5.000 acre tract and the west line of said 1.403 acre tract, **S 06° 55' 56" W, 96.65 feet** to an angle point in the south line of said 5.000 acre tract and the northeast corner of a 1.1 acre tract as conveyed to Cynthia S. Bartlett, aka Cynthia A. Bartlett and Rebecca H. Hanson In Official Record 700, Page 2066 and Official Record 752, Page 2570;

Thence with the south line of said 5.000 acre tract and the north line of said 1.1 acre tract, **N 87° 01' 33" W, 309.87 feet** to the southwest corner of said 5.000 acre tract, the northwest corner of said 1.1 acre tract and being in the west line of Farm Lot T and the east line of Farm Lot 14;

Thence with the west line of said 5.000 acre tract, the west line of Farm Lot T and the east line of Farm Lot 14, **N 06° 16' 06" E, 400.39 feet** to the northwest corner of said 5.000 acre tract and the southwest corner of said 91.272 acre tract;

Thence with the west line of said 91.272 acre tract, the west line of Farm Lot S, the west line of Farm Lot T and the east line of Farm Lot 14, **N 09° 16' 26" E, 630.57 feet** to the northwest corner of said 91.272 acre tract and the southwest corner of said 61.983 acre tract;

Thence with the west line of said 61.983, the west line of Farm Lot S and the east line of Farm Lot 14, **N 16° 49' 53" E, 611.69 feet** to northwest corner of said 61.983 acre tract, the southwest corner of a 5.936 acre tract as conveyed to Randall L. and Camille Orr in Deed Book 568, Page 8 and being the northwest corner of Farm Lot S and the southwest corner of Farm Lot Q;

Thence with the north line of said 61.983 acre tract, the south line of said 5.936 acre tract, the south line of a 17.542 acre tract as conveyed to Steven J. Jefferis and Catherine R. Jefferis Co-Trusts in Official Record 482, Page 2352, the south line of a 69.685 acre tract as conveyed to Terra ALTA LLC in Official Record 1507, Page 228 and the north line of Farm Lot S and the south line of Farm Lot Q, **S 86° 59' 24" E, 3191.68 feet** to the southeast corner of said 69.685 acre tract and being an angle point in the north line of said 61.983 acre tract;

Thence with the north line of said 61.983 acre tract and the east line of said 69.685 acre tract, **N 03° 29' 56" E, 811.83 feet** to a 5/8" rebar found at an angle point in the north line of said 61.983 acre tract and the southwest corner of a 4.126 acre tract as conveyed to Bruce E. and Aldona M. Babbitt in Official Record 558, Page 309;

Thence with the north line of said 61.983 acre tract and the south line of said 4.126 acre tract, **S 86° 51' 30" E, 542.50 feet** to a 3/4" pipe found at the northeast corner of said 61.983 acre tract, the southeast corner of said 4.126 acre tract, the southwest corner of a 6.194 acre tract as conveyed to Bruce E. Aldona and Aldona M. Babbitt in Official Record 486, Page 513, and the northwest corner of a 9.99 acre tract as conveyed to Richard A. Ray and Monika Ray Trust in Official Record 1398, Page 921;

Thence with the east line of said 61.983 acre tract, the east line of said 91.272 acre tract, the west line of said 9.99 acre tract, the west line of a 1.838 acre tract as conveyed to Richard A. Ray and Monika A. Ray in Official Record 1059, Page 2677, the west line of Lot 962 in the Jasa Subdivision as recorded in Plat Cabinet 2, Slide 672, the west line of Lots 1023 and 1022 of the Shiraz Subdivision as recorded in Plat Cabinet 2, Slide 671, the west line of said 1.477 acre tract, **S 03° 29' 56" W, 1963.09 feet** to the **TRUE POINT OF BEGINNING**, containing **158.263 acres**, more or less.

The above description was prepared by Advanced Civil Design Inc. and based on existing Delaware County records, along with actual field survey work. A drawing of the above description is attached hereto and made a part thereof.

Bearings are based on the Ohio State Plane Coordinate System NAD83, CORS96.

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

ADVANCED CIVIL DESIGN INC.

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EXHIBIT B

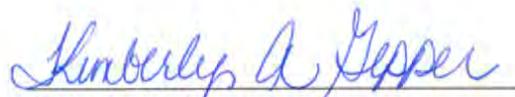
ZONING REGULATIONS APPLICABLE TO
NEW COMMUNITY DISTRICT

[See attached zoning regulations applicable to property in the New Community District]



ORDINANCE CERTIFICATION

I, Kimberly A., Gepper, being the duly appointed Acting Clerk of City Council of Delaware, Ohio, do hereby swear and attest that the attached document is a true and correct copy of Ordinance No. 08-78 passed on November 10, 2008 by the Delaware City Council.


Kimberly A. Gepper
Acting Clerk of City Council

SEAL

This Ordinance Certification dated this 9th day of August in the year 2018.

ORDINANCE NO. 08-78

AN ORDINANCE APPROVING A REZONING TO ADD A PLANNED MIXED USE (PMU) OVERLAY DISTRICT TO PROPERTIES LOCATED ON THE EAST SIDE OF POLLOCK ROAD NORTH OF BRAUMILLER ROAD INCLUDING THE DEVELOPMENT TEXT AND PRELIMINARY DEVELOPMENT PLAN CONSISTING OF 245.9± ACRES AND ZONED A-1 (AGRICULTURAL DISTRICT) (TERRA ALTA).

WHEREAS, the Planning Commission at its meeting of October 1, 2008 recommended approval of a Rezoning to add a Planned Mixed Use (PMU) Overlay District to properties located on the east side of Pollock Road north of Braumiller Road (PIN 41913001001000, 41913001002000, 41913001003000, 41913001004000, and 41914002006000) including the Development Text and Preliminary Development Plan consisting of 245.9± acres and zoned A-1 (Agricultural District), (PC 08-050), and

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

SECTION 1. That the Rezoning to add a Planned Mixed Use (PMU) Overlay District to properties located on the east side of Pollock Road north of Braumiller Road (PIN 41913001001000, 41913001002000, 41913001003000, 41913001004000, and 41914002006000) including the Development Text and Preliminary Development Plan consisting of 245.9± acres and zoned A-1 (Agricultural District), be the same and is hereby confirmed, approved, and accepted with the following conditions that:

1. The Development Text, as currently proposed, is generally acceptable and that the Applicant continues to work with Staff to finalize said Text prior to the placement of this application on the City Council agenda. Any items that cannot be satisfactorily resolved shall be returned to the Planning Commission for review and approval with the Final Development Plan submittal.
2. 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. It is especially important that the applicant work with the Engineering Department to resolve any issues related to the Traffic Impact Study (TIS) and proposed roadway network. All comments regarding the layout and details of the project are preliminary and subject to modification or change based on a

technical review by the Engineering Department once a complete plan set is submitted for review. All comments of the Preliminary Technical Review must be satisfactorily addressed.

3. As agreed to by the Applicant, the Applicant shall participate in a New Community Authority that has been contemplated to pay for the construction of primarily off-site common infrastructure needs that are above and beyond the fair share requirements of the Applicant. In the absence of a fully executed New Community Authority or other financing agreement, the Applicant shall be fully responsible for all off-site common infrastructure improvements necessitated by this development.
4. The oversizing of utilities and future extensions shall be completed to the satisfaction of the Utility Director.
5. Staff is generally supportive of the preliminary utility layout as proposed but reserves the right to review such infrastructure in detail as preliminary and final plans and plats are submitted. Staff is particularly concerned about with several utilities being proposed with the tree preservation easements, which may be able to be located outside of such easements once additional detail is provided.
6. Generally, Staff is supportive of the lot layout as proposed but reserves the right to review lots in detail as preliminary and final plats are submitted. As each Final Development Plan and subdivision plat is submitted with specific grading and engineering information, it may be necessary to make changes to a given lot width or configuration.
7. Separate Final Development Plans shall be submitted as each condominium sub-area is developed.
8. The 16± acres along the Olentangy River shall be dedicated to the City with Phase 1. The 2± acre pocket park and a 4.42± acre neighborhood park will be improved by the developer and maintained by the homeowners association with the respective phases in which they are located.
9. The development is 2.17± acres short of meeting the 10% parkland dedication requirement. This difference shall be made up in either fees paid to the City (approximately \$65,100) or improvements made to the parklands, with the latter being the preference.

10. The multi-use path shown along the north-south stream corridor shall be improved by the developer prior to starting phase 2 and shall be maintained by the homeowners association until such time that the path connects to and is extended north or south of this site after which the City will take over ownership and maintenance.
11. Sidewalks will be provided on both sides of all public streets and as shown on the development plan for each condominium area. Sidewalks are not required to be extended along Pollock Road due to topographic and area considerations that make a pedestrian connection along Pollock infeasible. However, it may be determined that at least one sidewalk shall be extended to Pollock Road to provide a connection to the river parkland.
12. Prior to submitting the Preliminary Development Plan for signature, the Applicant shall make the necessary changes to the plan notes so that such notes are accurate and consistent with the Development Text and all approval conditions as determined by City Staff.

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.

PASSED: NOV 10, 2008

YEAS 5 NAYS 1
ABSTAIN 0

ATTEST: Christine Shaw
CITY CLERK

Windell Wheeler
MAYOR



ORDINANCE CERTIFICATION

I, Kimberly A., Gepper, being the duly appointed Acting Clerk of City Council of Delaware, Ohio, do hereby swear and attest that the attached document is a true and correct copy of Ordinance No. 14-24 passed on April 28, 2014 by the Delaware City Council.

Kimberly A. Gepper

Kimberly A. Gepper
Acting Clerk of City Council

SEAL

This Ordinance Certification dated this 9th day of August in the year 2018.

ORDINANCE NO. 14-24

AN ORDINANCE APPROVING A REZONING AMENDMENT FOR LYH, LLC FOR STOCKDALE FARMS TO R-2 PMU (ONE FAMILY RESIDENTIAL DISTRICT WITH A PLANNED MIXED USE OVERLAY DISTRICT) FROM R-2 PRD (ONE FAMILY RESIDENTIAL DISTRICT WITH A PLANNED RESIDENTIAL DISTRICT) CONSISTING OF 323 SINGLE FAMILY UNITS ON 158.2± ACRES LOCATED AT THE NORTHEAST CORNER OF BRAUMILLER AND POLLOCK ROADS.

WHEREAS, the Planning Commission at its meeting of April 2, 2014 recommended approval of a Rezoning Amendment for LYH, LLC for Stockdale Farms to R-2 PMU (One Family Residential District with a Planned Mixed Use Overlay District) from R-2 PRD (One Family Residential District with a Planned Residential District) consisting of 323 single family units on 158.2± acres located at the northeast corner of Braumiller and Pollock Roads (2014-0183), and

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

SECTION 1. That the Rezoning Amendment for LYH, LLC for Stockdale Farms to R-2 PMU (One Family Residential District with a Planned Mixed Use Overlay District) from R-2 PRD (One Family Residential District with a Planned Residential District) consisting of 323 single family units on 158.2± acres located at the northeast corner of Braumiller and Pollock Roads, be the same and is hereby confirmed, approved, and accepted with the following condition:

1. The Development Text, as currently proposed, is generally acceptable and any revisions shall require conformance to all provisions of the Development Text and the subsequent approved development plans and plats.

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 7 NAYS 0
ABSTAIN 0

PASSED: April 28, 2014

YEAS 7 NAYS 0
ABSTAIN 0

ATTEST: Glenn McCuskey
CITY CLERK

Carolyn Kay Rigg
MAYOR

TERRA ALTA
PLANNED MIXED USE DEVELOPMENT TEXT
DELAWARE, OHIO

1. DESCRIPTION OF DEVELOPMENT & RELATIONSHIP TO THE CITY OF DELAWARE COMPREHENSIVE PLAN

The Applicant is proposing a mixed residential development, known as Terra Alta, consisting of detached single-family homes and attached/detached single-family condominiums. As such, the Applicant is seeking an amendment to the City of Delaware Zoning Code to permit the Property to be zoned and developed as a Planned Mixed Use (PMU) Overlay District within the existing A-1 zoning district. The Applicant believes that such amendment will provide for the highest and best use of the Property, thereby permitting quality housing stock to be constructed within the City of Delaware. Additionally, as further discussed below, the Applicant believes that such amendment is in accordance with the City of Delaware Comprehensive Plan.

The purpose of this Development Text is to set forth all supplemental information required by the Zoning Code and set forth in textual form certain development standards that will apply to the Property. Accompanying this Development Text is a Preliminary Development Plan for the Property consisting of 8 sheets (the "Preliminary Development Plan"). All terms and conditions of the Preliminary Development Plan are incorporated in this Development Text by this reference.

The Property consists of approximately 245.9 acres located between Pollock Road and Berlin Station Road, being located in the Highlands Subarea of the City's Land Use Element incorporated in the Comprehensive Plan. The Property has been designated for development as residential housing in the City's Future Land Use Map and has been earmarked as one of the City's Priority Growth Areas (PGAs) for development over the next five years. The PGAs establish the City's geographic preference for development and drive the City's infrastructure investment program. See, GM19 and GM19.3 of the Growth Management Element of the City's Comprehensive Plan. The proposed amendment is in keeping with the goals and policies established by the Comprehensive Plan for the following reasons:

- a. The Property will be developed as residential housing as contemplated by the Land Use Element incorporated in the Comprehensive Plan.
- b. The use of the Planned Mixed Use (PMU) Overlay District is consistent with the City's Objectives and Strategies in maintaining a reasonable land use balance to reflect the vision of the Comprehensive Plan. As stated in LU6.7 of the Land Use Element, planned district zoning "should be used as a flexible tool to meet the City's gross density requirements while providing a creative development plan with a mix of units, densities, and housing values within individual developments."
- c. The Comprehensive Plan anticipates supporting residential development in the Highlands Subarea and encourages mixing densities and unit types, as well as small open spaces to

create interest and a sense of place within neighborhoods. See, LU22.2 of the Land Use Element.

- d. Being designated as a PGA, development of the Property is consistent with the City's Capital Improvement Plan as required by the Comprehensive Plan's Growth Management Element at GM20 and as the City has already made a huge investment in the Southeast Highlands trunk sewer that would serve this property.
- e. Residential development in the Highlands Subarea will be served by the Southeast Highlands Sanitary Trunk. See, LU22.1 of the Land Use Element.
- f. The policies set forth in the Comprehensive Plan concerning expansion to the City's waste water treatment system and storm water management system will be implemented in connection with development of the Property.
- g. The policies set forth in the Comprehensive Plan concerning parks and recreational facilities for Delaware residents will be implemented with development of the Property.
- h. The residential development and parkland dedication consisting of approximately 16 acres abutting the Olentangy River is consistent with the Rivers & Streams section of the Environmental Resources Element of the Comprehensive Plan at ER9.

In summary, by the amendment to the Zoning Ordinance in connection with the development of the Property as a Planned Mixed Use (PMU) development, the goals and objectives of the Comprehensive Plan will be met. This development will provide the City of Delaware an opportunity to obtain quality housing stock in one of the City's Priority Growth Areas and will preserve in a park like setting approximately 16 acres abutting the Olentangy River.

2. GENERAL DEVELOPMENT STANDARDS

- a. **Purpose and Intent.** It is the intent of this development to provide a mixed residential use development with compatible and common architectural design, streetscape, signage, lighting, and pedestrian amenities throughout the entire development. Architectural and site design that is not consistent with this purpose and intent will not be accepted. This Development Text represents the zoning requirements for this area unless otherwise noted.
- b. **Conformance with Codified Ordinances and City Policy.** Unless noted otherwise within this Development Text or the Preliminary Development Plan, all development will be constructed and provided in conformance with the then current Codified Ordinances and City Policy in effect at the time of application.
- c. **Limitations.** Nothing in this Development Text shall prohibit additional restrictions or requirements from being placed on the approval of any Final Development Plan consistent with this Development Text or the Preliminary Development Plan.

- d. **Major Modifications.** Once a Final Development Plan has been approved by City Council, any subsequent major modification to that plan shall only be permitted by resubmission and approval of a revised Final Development Plan through the procedures set forth in the Zoning Code. Major modification for the purposes of this Development Text shall mean any modification of the approved Final Development Plan, as determined by the Director of Planning & Community Development, that results in:
- (1) Any major increase in the number of or change in the type and/or mix of dwelling units or any major increase in the non-residential building area.
 - (2) Major change in the approved location of land uses or land use sub-areas.
 - (3) Substantial alteration of the basic geometry, including right-of-way width, and/or operation characteristics of any element of the approved public and private street pattern, access points, parking facilities, service access, trash storage facilities, and system of pedestrian paths that results in a change in operating characteristics or character.
- e. **Minor Modifications.** Once a Final Development Plan has been approved by City Council, any subsequent minor modification to that plan shall only be permitted by resubmission and approval by the Director of Planning and Community Development of a revised Final Development Plan. Minor modification for the purposes of this Development Text shall mean any modification of the approved Final Development Plan, as determined by the Director of Planning & Community Development, that results in:
- (1) Any modification that is not considered a major modification by this Zoning Text or by determination of the Director of Planning & Community Development.
 - (2) Any minor increase in the number of or change in the type and/or mix of dwelling units less than 5% in the total number of dwelling units.
 - (3) Minor change in the approved location of land uses or land use sub-areas.
 - (4) Minor alteration of the basic geometry, including right-of-way width, and/or operation characteristics of any element of the approved public and private street pattern, access points, parking facilities, service access, trash storage facilities, and system of pedestrian paths that results in a change in operating characteristics or character.
 - (5) Minor structural alterations that do not alter the overall design intent of the building.
- f. **Tree Removal and Replacement.** The Terra Alta Subdivision site is a unique development opportunity for the City of Delaware and the Developer. While the site is heavily treed in certain areas, the Developer working in concert with the City desires to create a high quality subdivision taking advantage of the topography of the site while saving as many trees as possible. At the preliminary development plan stage, for planning purposes only, the Developer for purposes of tree removal has assumed clear cutting of the condominium parcels. However, every effort will be made to save as many trees as possible on the condominium parcels, especially on the perimeter of the condominium parcels. It is assumed that at the time of development, certain tree parcels, reserves and preservation easements will be created. It should also be noted that in connection with single family lot development, every effort has been extended to create tree buffers along boundaries and in backyards. Consequently, the Developer

respectfully requests that the City adopt the following Tree Replacement Plan which shall be specific to the Terra Alta development only and is reflective of the diverse and unique site elements which are present at this particular site. Thus, the Tree Replacement Plan enumerated herein creates an innovative and unique approach to the issue of saving trees on this particular site. Instead of focusing on the economics and environmental issues of trees lost to development, this Tree Replacement Plan focuses on efforts to save trees (particularly large, mature trees), providing an incentive to save large, mature trees, compensating for trees lost, and, ultimately, creating a higher quality development for the City of Delaware than would be expected under a standard subdivision.

The following Tree Replacement Plan shall be the controlling regulation for the Terra Alta development:

- (1) *Tree Survey.* An estimate of the total number, type, size, and health of trees to be preserved and replaced has been provided according to a set of representative tree survey sites as determined and verified by the City of Delaware and as authorized by the current Zoning Code. Attached hereto as Exhibit 1 is an estimate of overall tree impact based on the Tree Replacement Plan.
- (2) *Calculation of Replacement Trees.* Only trees six (6) caliper inches and greater that are removed in the development of the Subdivision and construction of housing units shall be replaced according to the following schedule:
 - A. Trees considered in good health as determined by a Certified Arborist and verified by the City of Delaware shall be replaced on a 100% replacement schedule meaning every good tree removed shall be replaced with tree(s) that have a total caliper equal to or greater than the total caliper of the tree removed.
 - B. Trees considered in fair health as determined by a Certified Arborist and verified by the City of Delaware shall be replaced on a 50% replacement schedule meaning every fair tree removed shall be replaced with tree(s) that have a total caliper equal to or greater than 50% of the total caliper of the tree removed.
 - C. Trees considered in poor health or ash trees as determined by a Certified Arborist and verified by the City of Delaware shall be exempt from replacement. However, to the maximum extent allowed by local, state, and federal regulations, poor trees and ash trees located in areas that are not required for development shall be left undisturbed on-site provided such trees are not considered hazardous to life or property as determined by the City of Delaware.
- (3) *Tree Preservation.* The Developer will include a significant amount of tree preservation areas, distributed throughout the Subdivision, which shall be recorded on each individual final subdivision plat as applicable and will be permanently recorded with such. The Preliminary Development Plan notes the tree preservation areas preliminarily contemplated, but which could change with the detailed investigation that occurs with final submission. The City will consider reasonable proposed changes at the time of final submission.
- (4) *Tree Replacement Fee.*

- A. **Single-Family Unit.** A \$500 per single-family detached dwelling unit tree replacement fee shall be charged on each single-family detached dwelling unit at the time of building permit application. This fee is to be paid per the usual and customary procedures of the City, which currently requires payment of all required building and zoning permit fees prior to issuance of the permit but not at the time of application. Assuming approval of 316 such housing units x \$500 = \$158,000 paid to the City specifically for its Tree Fund.
- B. **Condominium Unit.** A \$200 per condominium dwelling unit tree replacement fee shall be charged on each condominium dwelling unit at the time of building permit application. This fee is to be paid per the usual and customary procedures of the City, which currently requires payment of all required building and zoning permit fees prior to issuance of the permit but not at the time of application. Assuming approval of 167 such condominium units x \$200 = \$33,400 paid to the City specifically for its Tree Fund.
- (5) *Required Trees Not Considered Replacement Trees.* Trees that are required by the current Zoning Code, such as but not limited to street trees and front yard trees, shall not be considered Replacement Trees.
- (6) *Replacement Tree Criteria.* To receive credit as a Replacement Tree, a tree shall be required to have a minimum caliper of two (2) inches. Evergreen (pine for example) trees shall be calculated as two (2) feet in height equals one (1) inch in caliper with a minimum required height of six (6) feet. For example, a pine tree six (6) feet in height would net three (3) caliper inches of replacement tree credit. Trees meeting this criterion are referred to herein as "Replacement Trees."
- (7) *Single Family Home Tree Replacement Requirement.* At the time of construction of each single family home, the builder shall be required to plant and install two (2) Replacement Trees on each such lot. Assuming 316 single family home lots with two (2) Replacement Trees results in a credit of 1,264 caliper inches.
- (8) *Condominium Tree Replacement Requirement.* At the time of construction of each building housing condominium units, the builder shall be required to plant and install two (2) Replacement Trees for each condominium unit in each building. Assuming 167 condominium units with two (2) Replacement Trees results in a credit of 668 caliper inches.
- (9) *Credit for Tree Preservation.* In recognition of the Developer's efforts to save trees in the design, layout and development of the subdivision through the provisions of this Tree Replacement Plan, the Developer shall receive credit against the replacement required by Section 2 of this Tree Replacement Plan for all single family home tree replacement pursuant to Section 7, all condominium tree replacement pursuant to Section 8, and in accordance with the following schedule for permanently preserved trees:

A. Good Tree Credit Schedule

- (1) Trees six (6) caliper inches but less than twelve (12) caliper inches saved shall receive one (1) caliper inch credit for each caliper inch saved.
- (2) Trees twelve (12) caliper inches but less than eighteen (18) caliper inches saved shall receive two (2) caliper inches credit for each caliper inch saved.
- (3) Trees eighteen (18) caliper inches but less than twenty-four (24) caliper inches saved shall receive three (3) caliper inches credit for each caliper inch saved.
- (4) Trees greater than (24) caliper inches saved shall receive four (4) caliper inches for each caliper inch saved.

B. Fair Tree Credit Schedule

- (1) Trees six (6) caliper inches but less than twelve (12) caliper inches saved shall receive one-half (1/2) caliper inch credit for each caliper inch saved.
- (2) Trees twelve (12) caliper inches but less than eighteen (18) caliper inches saved shall receive one (1) caliper inch credit for each caliper inch saved.
- (3) Trees eighteen (18) caliper inches but less than twenty-four (24) caliper inches saved shall receive one and one-half (1-1/2) caliper inches credit for each caliper inch saved.
- (4) Trees greater than (24) caliper inches saved shall receive two (2) caliper inches for each caliper inch saved.

(10) *Credit for Removal of Ash Trees.* The removal of ash trees from the site that would not otherwise be removed as a result of development (i.e., ash trees removed from reserves and preservation easements) shall be given a credit of one (1) caliper inch for every \$100 cost of ash tree removal as submitted by the developer and as certified by the City.

(11) *Replacement Completion.* Fulfillment of this Tree Replacement Plan as written and in total shall result in no additional fees-in-lieu-of or other replacement being required.

(12) *Expiration.* These tree replacement requirements shall expire upon the completion of the Terra Alta Subdivision development. The completion of development shall be considered the acceptance of final public improvements and expiration of any required maintenance period for Terra Alta as it relates to the tree replacement aspects of this Tree Replacement Plan, however, the provisions of Sections 4, 5, 6, 7 and 8 shall continue in full force and effect with respect to each dwelling unit until such time as each dwelling unit in the Terra Alta Subdivision receives a Final Certificate of Occupancy. After the completion of development or receipt of a Final Certificate of Occupancy, as applicable, the tree preservation and replacement requirements of the then current Zoning Code shall apply.

g. **Master Association.** A master homeowners association will be created for the entire development. The master homeowners association shall be responsible for maintenance and upkeep of all Reserves, entrance features and common open space located on the Property. All Condominiums will be subject to a Declaration of Condominium. Any declaration shall be reviewed and approved by the City prior to the recording of the declaration. By majority vote of the property owners, the association shall be transferred

to the homeowners when 75% of the units have received a certificate of occupancy, unless the Developer establishes to the satisfaction of the City Director of Planning and Community Development that less than 75% of the units have been sold to third party buyers, in which event such transfer shall be deferred at the election of the Developer until such time as 75% of the units have been sold to third party buyers.

- h. **Common Open Space.** The common open space for the development of the Property shall consist of Reserves A through M containing approximately 46.04 acres. All open space will be owned and maintained by the Homeowners Association for the Development subject to all necessary easements and agreements in connection with the overall development of the Property. Reserves A through M shall satisfy all common open space requirements. All common open space shall be improved, if improvements are necessary or required, concurrent with the public improvements with the respective phase in which the improvement is located.
- i. **Parkland.** The Parkland grant required by the Zoning Code shall be satisfied in part by the dedication of approximately 16.0 acres of land abutting the Olentangy River at the western edge of the Property, which the City may, at its discretion decide to improve or permanently preserve through covenants and restrictions. The City may subsequently grant any covenants, easements, or restrictions to a third party for the purposes of holding the same. Additionally the Parkland grant will be satisfied in part by the dedication of approximately 4.42 acres of land located along the eastern side of the creek traversing the Property through its center, south of Terra Alta Drive, and approximately 2.0 acres located along the western side of the creek traversing the Property through its center, north of Terra Alta Drive, all as depicted on the Preliminary Development Plan. As presently depicted, this results in a deficiency of 2.17 acres of required Parkland grant. Applicant will make a payment to the City in the amount of \$30,000 per acre in lieu for this deficiency or construct improvements on the parkland equivalent to the same total dollar amount. Applicant shall grant to the City an easement for a bikepath along the eastern side of the creek traversing the Property through its center, as depicted on the Preliminary Development Plan and as designed and constructed by the Applicant. Prior to or concurrent with the submittal of the Preliminary Subdivision Plat, the Applicant shall submit for review and approval a Parkland and Open Space Improvement Plan. All public parkland shall be improved, if improvements are necessary or required, concurrent with the public improvements with the respective phase in which the improvement is located.
- j. **Utilities to be Located Underground.** All new utilities serving the Property shall be located underground. Additionally, and if determined to be economically feasible, any existing utilities that will serve the Property that are located above ground, including those along either side of Pollock Road or the west side of Berlin Station Road adjacent to the site, shall be relocated underground. The Applicant and the City shall work together to ensure that any technical and financial information provided by the respective utility company is fair and reasonable.
- k. **Composite Utility Plan Required.** Prior to the installation of any non-City owned utility, a composite utility plan shall be submitted for review and approval by the City.

Such plan shall depict the location and type of all non-City owned utilities including the location and type of any above ground pedestal, transformer, meter, cabinet, and other such above ground structures that support the respective utility. Any above ground structure shall be inconspicuously located, dark green in color, and if located in any front yard shall be screened with landscaping as approved by the City.

- l. **Removal of Existing Farm Fencing.** Unless demonstrated to the City that such fencing is not in the ownership of the Applicant, all existing farm fencing and barbed wire fencing shall be removed from the site at minimum on a lot by lot basis.
- m. **Construction Trailers.** Construction trailers shall meet all requirements of the current Zoning Code and shall be removed once construction activity has moved to another phase of the development. For example, once the public improvements have been accepted in phase 2 any construction trailer located in phase 1 shall be relocated to phase 2 provided the respective builder is or will be constructing lots in the subsequent phase.
- n. **Sidewalks and Multi-Use Paths.** Multi-use paths will be constructed and accepted concurrently with the public improvements in which the multi-use path is located. Sidewalks will be constructed concurrently with the construction of each lot. However, once ninety (90) percent of the lots in a respective phase have obtained a certificate of occupancy, any sidewalk not yet installed in the respective phase shall be installed within six (6) months from the date of issuance of the certificate of occupancy establishing the ninety (90) percent lot completion. Sidewalks along Terra Alta Drive and part of a condominium development shall be installed prior to the issuance of the first certificate of occupancy for the condominium development. Sidewalks and multi-use paths located within a condominium development shall be installed with each respective phase of the condominium development as shown on the approved Final Development Plan.

3. SUB-AREAS

The Development is separated into three main sub-areas to represent the distinct areas of development. Sub-Area A is to be developed generally with detached single-family dwellings on subdivided lots. Sub-Area B and Sub-Area C are to be developed generally with a mix of single-family attached and/or detached dwelling units in a condominium regime.

4. SUB-AREA A – SUBDIVIDED SINGLE-FAMILY STANDARDS

- a. **Uses.** The following uses shall be considered permitted or conditionally permitted in Sub-Area A as represented in the chart below by P or C, respectively, and as defined by attached Chapter 1121 of the Zoning Code. Any use not listed in the chart shall be considered a prohibited use unless amended by action of the Planning Commission and City Council through a Zoning Amendment process.

- (1) **Permitted Uses.** Permitted uses are permitted by-right and shall meet all development standards specified within this Development Text and the Zoning Code, as applicable.

(2) **Conditionally Permitted Uses.** In addition to all standards specified within this Development Text, uses listed as conditionally permitted uses shall meet all the then current Zoning Code standards for approval of a Conditional Use Permit current at the time of application for the specific conditional use as well as any other regulations contained within the Zoning Code and applicable to the conditional use.

(3) **Accessory Uses and Structures.** Although not specified in the chart below, accessory uses, which are considered allowed uses, include those items that are customarily incidental and secondary to the principal use of the land. Such items include but are not limited to signs, fences, trash receptacles and enclosures, and off-street parking areas.

Land Use Category	Terra Alta Uses
(a) Residential	
(1) Detached single-family dwelling	P
(2) Minor home occupation	P
(b) Recreational/Open Space	
(1) Park, playground	P
(2) Non-commercial recreation facility (including homeowner association controlled facilities)	P

- b. **Density & Mix of Dwelling Unit Type.** The overall Sub-Area A density and mix of dwelling unit types shall not exceed that approved on the Preliminary Development Plan.
- c. **Lot Standards.** The minimum lot sizes and frontages shall be that depicted on the Preliminary Subdivision Plat.
- d. **Building Setback Standards.** The following standards shall apply for minimum principal building setbacks (including accessory structures attached to the principal structure) based on the type of dwelling unit.

Minimum Building Setbacks*	Terra Alta
(a) Setback from Pollock Road and Berlin Station Road, including non-reserve lots backing to lots fronting Berlin Station Road	35 ft.
(b) Setback from all other public rights-of-way	30 ft.
(c) Side setback for lots having a front lot dimension at the building line of 80 feet or more	10 ft.
(d) Side setback for lots having a front lot dimension at the building line of less than 80 feet	20% of the front lot dimension at the building line shall be the total side yard setback on both sides, with a

	minimum setback of 6 feet
(e) Rear setback	30 ft.

*Side and rear yard setbacks shall not apply to minor architectural projections such as eaves, chimneys and bay windows.

e. **Floor Area Requirements.** Each dwelling unit shall provide for the following minimum floor area, exclusive of basements (unless walk-out units), unfinished attic spaces, garages, and any attached or detached accessory buildings.

1) Front lot dimension at building line of less than 80 feet

- A. One store ranch – 1,600 sq. ft.
- B. Two story – 1,800 sq. ft.

2) Front lot dimension at building line of 80 feet or more

- A. One story ranch – 1,800 sq. ft.
- B. Two story – 2,000 sq. ft.

f. **Maximum Building Height.** The maximum height of any principal building or structure shall be 35 feet as measured from the average elevation of the finished grade at the front of the building to the highest point of the roof.

g. **Building Design.** Unless otherwise modified within this Development Text, all dwellings shall meet the building design requirements of Chapter 1171, R-2 District standards for detached single-family dwellings.

(1) To create a cohesive and unified design throughout the entire development yet provide a diversity of housing types each building shall be consistent in overall design, color, material, and architectural pattern and include a similar and/or repeating pattern of design elements such as architectural styles, roof and building massing, window proportion, or other elements as determined through the Final Development Plan review process.

(2) Representative home elevations (all sides) shall be reviewed and approved by the Planning Commission as part of the Final Development Plan. Minor variations thereafter shall be potentially administratively approvable as written in this Development Text.

(3) Exterior Material and Trim Standards.

- A. At least 50% of the front elevation of all homes constructed on the Property will consist of brick, stone, cultured stone, wood siding, SmartSide, fibrous cement

- siding, or other approved material, excluding foundations, garage doors, entry doors, roofs, gutters, downspouts and windows.
- B. All vinyl siding products used on homes constructed on the Property shall be architectural grade, Vinyl Siding – Higher End, as defined in Chapter 1171.08 (c) (19) on all elevations.
 - C. Trim board around all corners, windows, and doors shall be a minimum of 4 inches all around.
 - D. Standing seam metal roofs are encouraged on select architectural elements of front elevations, such as porches or front entrance features.
 - E. EIFS or similar products are prohibited as an exterior material.
 - F. All exposed foundation walls shall be faced with brick, stone or stucco.
 - G. Frieze trim a minimum of 4 inches wide is required under all overhangs and gables.
 - H. All home elevations shall be reviewed and approved by the Director of Planning & Community Development to establish compliance with the Building Design requirements of this Development Text.
 - I. All homes will have, at a minimum, dimensional shingles.

(4) Design Standards

- A. Materials on each home shall be varied to provide variety throughout the community.
- B. All front elevations shall include a variety of styles, colors, and/or materials types of materials including as an example, but not limited to, vinyl shake siding.
- C. All homes will have not less than a 2 car attached garage.
- D. The principal roof structure on all homes will have a roof pitch of not less than 6/12.
- E. The principal roof structure on all homes will have an overhang of not less than 12 inches and an end rake of not less than 12 inches.
- F. Lintels and sills in masonry walls shall be brick soldier course, limestone, or sandstone, along with other manufactured stone products.
- G. Although porch railing and column details are encouraged to vary from home to home, porch columns shall have a minimum 6 x 6 inch cross section or diameter.
- H. Treated lumber shall be painted or stained, except when used on outdoor decks.
- I. Where wood burning fireplaces are utilized the exposed chimney shall be faced with brick or stone at a minimum. All direct vent fireplaces shall be located in a side or rear yard and screened from view when visible from a public street.
- J. All homes shall provide an identifiable entry with entry coverings and stoops being a minimum of 3 feet deep or the minimum necessary for building code regulations, which ever is greater. Any porch shall be a minimum depth of 6 feet.
- K. Front elevations shall be designed to de-emphasize the visual impact of the garage. All garage doors facing a public street shall be architecturally upgraded to include design elements consistent with the design of the home and development including matching the door color to the predominant color of the main structure, incorporate a glass course, add trim packages to give the appearance of stable doors, man doors, hinged swing doors, and other similar architectural elements. In the event garage doors facing a public street are not

architecturally upgraded as provided in the preceding sentence, detached single-family garages facing a public street shall be setback a minimum of 2 feet from the primary wall of the home facing the public street and garages of front loaded attached single-family dwelling units shall not extend closer to the street than the primary wall facing the street.

- L. Side elevations shall include multiple windows and design elements that provide visual interest as well as allow light into the unit.
 - M. Rear elevations facing a public right-of-way shall have a minimum of two windows.
- h. **Accessory Structures.** Fences (other than decorative fencing along front entrance paths and front porches) are prohibited in any front yard and must meet the standard fence specifications attached to this Development Text as Exhibit 2. Privacy fences are prohibited. Attached decks may extend up to five (5) feet into a required rear setback provided the encroachment does not adversely impact any easement. All other accessory structures shall meet the requirements of the current Zoning Code.
- i. **Landscaping and Screening.** All landscaping shall meet the requirements of the then current Zoning Code and the Gateways & Corridors Plan unless modified herein.
- (1) All street tree plantings shall meet the requirements and approval process of the Zoning Code unless modified in this Development Text.
 - (2) Street trees shall be a minimum of 1.75 caliper inches as measured at breast height at the time of installation.
 - (3) Along the Berlin Station Road, an earth mound, no less than 4 feet in height as measured from the proposed finish grade elevations of the adjacent dwelling with a mix of deciduous and coniferous plantings providing, at the time of installation, a minimum 60% year round opacity at a combined mound and landscaping height of no less than 10 feet at planting shall be provided. Such mounding shall not interfere with any required sight distance.
 - (4) A typical landscaping plan for each unit type shall be submitted and approved with the Final Development Plan. This typical landscaping shall set forth the minimum amount of required landscaping for each unit type at the time of building of each structure prior to the issuance of a Certificate of Occupancy. Landscaping species may be varied on a permit by permit basis.
 - (5) Ground mounted equipment shall be screened from view using plant materials providing 100% year round opacity. Air conditioning units shall be located in manner that minimizes the view from the public right-of-way.
 - (6) For the purposes of aesthetics and aquatic health, all ponds shall have a fountain.
- j. **Pedestrian Connectivity.** Pedestrian connectivity shall be provided throughout the Sub-Area with stub connections to other sub-areas and future development. Concrete sidewalks, 4 feet in width, shall be provided on both sides of all public streets and multi-use paths of appropriate width and material shall be provided as shown on the approved Final Development Plan.

k. **Open Spaces.** Open spaces shall be landscaped and designed in a manner consistent with the overall development. Landscaping and design plans for all open spaces shall be submitted and approved with the Final Development Plan and include, at a minimum, the following:

- (1) Sidewalks or multi-use paths shall be provided throughout the open space to link the amenities of the open space to the adjacent public sidewalk or pathway network and provide active recreation throughout.
- (2) Crosswalks leading to open spaces and public parkland shall be defined with special paving or alternative pavement coloring acceptable to the City Engineer.
- (3) Amenities such as benches, gazebos, or other such features are encouraged in the open spaces.
- (4) All open spaces shall be constructed with the public infrastructure with the respective phase in which the open space is located. Landscaping shall be installed at the first time of year in which it is appropriate to install such plant material provided the acceptance of public improvements occurs during an inappropriate time for planting and the incomplete landscaping is bonded with the City.

l. **Entry Features and Signs.** With the Final Development Plan, a comprehensive entry feature and signage plan shall be submitted. All signs shall be designed and located in a manner that is appropriate and consistent with the overall design of the Sub-Area. Internally illuminated signs are prohibited.

5. SUB-AREA B & SUB-AREA C – SINGLE-FAMILY CONDOMINIUM STANDARDS

a. **Uses.** The following uses shall be considered permitted or conditionally permitted in Sub-Areas B & C as represented in the chart below by P or C, respectively, and as defined by Chapter 1121 of the Zoning attached hereto as Exhibit 3. Any use not listed in the chart shall be considered a prohibited use unless amended by action of the Planning Commission and City Council through a Zoning Amendment process.

- (1) **Permitted Uses.** Permitted uses are permitted by-right and shall meet all development standards specified within this Development Text and the Zoning Code, as applicable.
- (2) **Conditionally Permitted Uses.** In addition to all standards specified within this Development Text, uses listed as conditionally permitted uses shall meet all the then current Zoning Code standards for approval of a Conditional Use Permit current at the time of application for the specific conditional use as well as any other regulations contained within the Zoning Code and applicable to the conditional use.
- (3) **Accessory Uses and Structures.** Although not specified in the chart below, accessory uses, which are considered allowed uses, include those items that are customarily incidental and secondary to the principal use of the land. Such items include but are not limited to signs, fences, trash receptacles and enclosures, and off-street parking areas.

Land Use Category	Terra Alta Uses
(c) Residential	
(1) Detached single-family dwelling in a condominium setting	P
(2) Attached single-family dwelling in a condominium setting	P
(3) Minor home occupation	P
(d) Recreational/Open Space	
(1) Park, playground	P
(2) Non-commercial recreation facility (including homeowner association controlled facilities)	P

- b. **Density & Mix of Dwelling Unit Type.** The overall Sub-Area B and Sub-Area C densities and mixes of dwelling unit types shall not exceed that approved on the Preliminary Development Plan.
- c. **Building Setback Standards.** The following standards shall apply for minimum principal building setbacks (including accessory structures attached to the principal structure) based on the type of dwelling unit.

Minimum Building Setbacks*	Terra Alta
(a) Setback from public rights-of-way (excluding interior streets)	30 ft.
(b) Setback from interior streets and private streets edge of pavement or back of curb (whichever is greater)	20 ft.
(c) Setback from parkland and reserves	10 ft.
(d) Building separation end wall to end wall (side of building to side of building)	10 ft.
(e) Building separation from any main wall (front or rear of building)	20 ft.
(f) Perimeter site setback	30 ft.

*Side and rear yard setbacks shall not apply to minor architectural projections such as eaves, chimneys and bay windows.

- d. **Floor Area Requirements.** Each dwelling unit shall provide for the following minimum floor area, exclusive of basements unless (walk-out units), unfinished attic spaces, garages, and any attached or detached accessory buildings.
- (1) Front lot dimension at building line of less than 80 feet

- A. One bedroom – 1,200 sq. ft.
 - B. Two or more bedroom unit – 1,400 sq. ft. plus an additional 200 sq. ft. for each bedroom in excess of two.
- f. **Maximum Building Height.** The maximum height of any principal building or structure shall be 35 feet as measured from the average elevation of the finished grade at the front of the building to the highest point of the roof.
- g. **Building Design.** Unless otherwise modified within this Development Text, all dwellings shall meet the building design requirements of Chapter 1171, R-5 and R-6 District standards for detached single-family dwellings and R-5 and R-6 District multi-family standards for attached single-family dwellings.
- (1) To create a cohesive and unified design throughout the entire development yet provide a diversity of housing types each building shall be consistent in overall design, color, material, and architectural pattern and include a similar and/or repeating pattern of design elements such as architectural styles, roof and building massing, window proportion, or other elements as determined through the Final Development Plan review process.
 - (2) All home elevations (all sides) shall be reviewed and approved by the Planning Commission as part of the Final Development Plan. Minor variations thereafter shall be potentially administratively approvable as written in this Development Text.
 - (3) Exterior Material and Trim Standards.
 - A. At least 50% of the front elevation of all homes constructed on the Property will consist of brick, stone, cultured stone, wood siding, SmartSide, fibrous cement siding, or other approved material excluding foundations, garage doors, entry doors, roofs, gutters, downspouts and windows.
 - B. All vinyl siding products used on homes constructed on the Property shall be architectural grade, Vinyl Siding – Higher End, as defined in Chapter 1171.08 (c) (19) on all elevations.
 - C. Trim board around all corners, windows, and doors shall be a minimum of 4 inches all around.
 - D. Standing seam metal roofs are encouraged on select architectural elements of front elevations, such as porches or front entrance features.
 - E. EIFS or similar products are prohibited as an exterior material.
 - F. All exposed foundation walls shall be faced with brick, stone or stucco.
 - G. Frieze trim a minimum of 4 inches wide is required under all overhangs and gables.
 - H. All home elevations shall be reviewed and approved by the Director of Planning & Community Development to establish compliance with the Building Design requirements of this Development Text.
 - I. All homes will have, at a minimum, dimensional shingles.

(5) Design Standards

- A. Exterior Materials on each building shall be varied to provide variety throughout the community.
 - B. All homes will have not less than a 1 car attached garage.
 - C. The principal roof structure on all homes will have a roof pitch of not less than 6/12.
 - D. The principal roof structure on all homes will have an overhang of not less than 12 inches and an end rake of not less than 12 inches.
 - E. Lintels and sills in masonry walls shall be brick soldier course, limestone, or sandstone, along with other manufactured stone products.
 - F. Although porch railing and column details are encouraged to vary from home to home, porch columns shall have a minimum 6 x 6 inch cross section or diameter.
 - G. Treated lumber shall be painted or stained, except when used on exterior decks.
 - H. Where wood burning fireplaces are utilized the exposed chimney shall be faced with brick or stone at a minimum. All direct vent fireplaces shall be located in a side or rear yard and screened from view when visible from a public street.
 - I. All homes shall provide an identifiable entry with entry coverings and stoops being a minimum of 3 feet deep or the minimum necessary for building code regulations, which ever is greater. Any porch shall be a minimum depth of 4 feet.
 - J. Front elevations shall be designed to de-emphasize the visual impact of the garage. All garage doors facing a public street shall be architecturally upgraded to include design elements consistent with the design of the home and development including matching the door color to the predominant color of the main structure, incorporate a glass course, add trim packages to give the appearance of stable doors, man doors, hinged swing doors, and other similar architectural elements. In the event garage doors facing a public street are not architecturally upgraded as provided in the preceding sentence, detached single-family garages facing a public street shall be setback a minimum of 2 feet from the primary wall of the home facing the public street and garages of front loaded attached single-family dwelling units shall not extend closer to the street than the primary wall facing the street.
 - K. Side elevations shall include multiple windows and design elements that provide visual interest as well as allow light into the unit.
 - L. Rear elevations facing a public right-of-way shall have a minimum of two windows.
- h. **Accessory Structures.** Fences (other than decorative fencing along front entrance paths and front porches) are prohibited in any front yard. Privacy fences, except those immediately adjacent to a deck or patio and shown on an approved Final Development Plan, are prohibited. Attached decks may extend up to five (5) feet into a required rear setback provided that encroachment does not adversely impact any easement. All other accessory structures shall meet the requirements of the current Zoning Code.
- i. **Landscaping and Screening.** All landscaping shall meet the requirements of the then current Zoning Code and the Gateways & Corridors Plan unless modified herein.

- (1) All street tree plantings shall meet the requirements and approval process of the Zoning Code unless modified in this Development Text.
 - (2) Street trees shall be a minimum of 1.75 caliper inches as measured at breast height at the time of installation.
 - (3) A typical landscaping plan for each condominium regime shall be submitted and approved with the Final Development Plan. This typical landscaping shall set forth the minimum amount of required landscaping for each unit at the time of building of each structure prior to the issuance of a Certificate of Occupancy. Landscaping species may be varied on a permit by permit basis.
 - (4) Ground mounted equipment shall be screened from view using plant materials providing 100% year round opacity. Air conditioning units shall be located in manner that minimizes the view from the public right-of-way.
 - (5) For the purposes of aesthetics and aquatic health, all ponds shall have a fountain.
- j. Pedestrian Connectivity.** Pedestrian connectivity shall be provided throughout the Sub-Area with stub connections to other sub-areas and future development. Concrete sidewalks, 4 feet in width, shall be provided on both sides of all public streets and as appropriate and necessary on private streets and multi-use paths of appropriate width and material shall be provided as shown on approved Final Development Plan.
- k. Open Spaces.** Open spaces shall be landscaped and designed in a manner consistent with the overall development. Landscaping and design plans for all open spaces shall be submitted and approved with the Final Development Plan and include, at a minimum, the following:
- (1) Sidewalks or multi-use paths shall be provided throughout the open space to link the amenities of the open space to the adjacent public sidewalk and provide active recreation throughout.
 - (2) Crosswalks leading to open spaces and public parkland shall be defined with special paving or alternative pavement coloring acceptable to the City Engineer.
 - (3) Amenities such as benches, gazebos, or other such features are encouraged in the open spaces.
 - (4) All open spaces shall be constructed with the public infrastructure with the respective phase in which the open space is located. Landscaping shall be installed at the first time of year in which it is appropriate to install such plant material provided the acceptance of public improvements occurs during an inappropriate time for planting and the incomplete landscaping is bonded with the City.
 - (5) For the purposes of aesthetics and aquatic health, all ponds shall have a fountain.
- l. Entry Features and Signs.** With the Final Development Plan, a comprehensive entry feature and signage plan shall be submitted. All signs shall be designed and located in a manner that is appropriate and consistent with the overall design of the sub-area. Internally illuminated signs are prohibited.
- m. Condominium Association.** Sub-Area B and Sub-Area C and all units and property developed within each shall be governed by a condominium declaration and bylaws as reviewed and approved by the City. By majority vote of the property owners, the

association shall be transferred to the homeowners when 75% of the units have received a certificate of occupancy, unless the Developer establishes to the satisfaction of the Director of Planning and Community Development that less than 75% of the units have been sold to third party buyers, in which event such transfer shall be deferred at the election of the Developer until such time as 75% of the units have been sold to third party buyers.

- n. **Private Street Width.** All private streets shall have a width (including gutters) of 28' unless parking is restricted to one side of street, in which event, such width is reduced to 24'.

TERRA ALTA

Tree Replacement Requirements:

Total Number of Trees/Acre = 1422 caliper inches

"Good Health" Trees/Acre = 612 caliper inches (Total replacement/inch)

"Fair Health" Trees/Acre = 119 caliper inches (Fifty Percent replacement/inch)

"Poor Health" or Ash Trees/Acre = 691 caliper inches (No replacement)

Total number of caliper inches to be replaced/acre = 672

Phase One

Single Family

(7.6 acres removed x 672 caliper inches) = 5,107 caliper inches removed

Phase Two

Single Family

(14.4 acres removed x 672 caliper inches) = 9,677 caliper inches removed

Condominiums

(6.8 acres removed x 672 caliper inches) = 4,570 caliper inches removed

Sub Total = 14,247 caliper inches removed

Phase Three

Single Family

(11.6 acres removed x 672 caliper inches) = 7,795 caliper inches removed

Condominiums

(9.9 acres removed x 672 caliper inches) = 6,653 caliper inches removed

Sub Total = 14,448 caliper inches removed

Phase Four

Single Family

(2.2 acres removed x 672 caliper inches) = 1,478 caliper inches removed

Phase Five

Single Family

(16.6 acres removed x 672 caliper inches) = 11,155 caliper inches removed

Phase Six

Single Family

(3.9 acres removed x 672 caliper inches) = 2,621 caliper inches removed

Total = 49,056 caliper inches removed

Saved Tree Credits:

The spread sheet as shown on the development plan represents eight random samplings for the tree survey. These calculations have categorized those samplings by size of tree and have been divided by eight to get the number of caliper inches of credit per acre.

"Good Health"

- 6-11 Inch trees = one caliper inch of credit for one caliper inch saved
 $2,373 \text{ inches} / \text{eight} \times \text{one credit} = 296.6 \text{ caliper inches/acre}$
 - 12-17 Inch trees = two caliper inches of credit for one caliper inch saved
 $896 \text{ inches} / \text{eight} \times \text{two credits} = 224 \text{ caliper inches/acre}$
 - 18-23 Inch trees = three caliper inches of credit for one caliper inch saved
 $322 \text{ inches} / \text{eight} \times \text{three credits} = 120.7 \text{ caliper inches/acre}$
 - 24+ Inch trees = four caliper inches of credit for one caliper inch saved
 $123 \text{ inches} / \text{eight} \times \text{four credits} = 61.5 \text{ caliper inches/acre}$
- Sub Total = 702.8 caliper inches/acre

"Fair Health"

- 6-11 Inch trees = one half caliper inch of credit for one caliper inch saved
 $1132 \text{ inches} / \text{eight} \times \text{one half credit} = 70.7 \text{ caliper inches/acre}$
 - 12-17 Inch trees = one caliper inch of credit for one caliper inch saved
 $620 \text{ inches} / \text{eight} \times \text{one credit} = 65 \text{ caliper inches/acre}$
 - 18-23 Inch trees = one and half caliper inches of credit for one caliper inch saved
 $171 \text{ inches} / \text{eight} \times \text{one and half credits} = 32 \text{ caliper inches/acre}$
 - 24+ Inch trees = two caliper inches of credit for one caliper inch saved
 $270 \text{ inches} / \text{eight} \times \text{two credits} = 67.5 \text{ caliper inches/acre}$
- Sub Total = 235.2 caliper inches/acre

Total number of caliper inches of tree credit per acre = 938

Phase One

- Single Family
 $(6.7 \text{ acres saved} \times 938 \text{ caliper inches/acre}) = 6,284 \text{ caliper inches saved}$

Phase Two

- Single Family
 $(12.8 \text{ acres saved} \times 938 \text{ caliper inches}) = 12,006 \text{ caliper inches saved}$
 - Condominiums
 $(4.8 \text{ acres saved} \times 938 \text{ caliper inches}) = 4,502 \text{ caliper inches saved}$
- Sub Total = 16,508 caliper inches saved

Exhibit 1

Phase Three

Single Family

(12.1 acres saved x 938 caliper inches) = 11,349 caliper inches saved

Condominiums

(2.2 acres saved x 938 caliper inches) = 2,063 caliper inches saved

Sub Total = 13,412 caliper inches saved

Phase Four

Single Family

(8.8 acres saved x 938 caliper inches) = 8,264 caliper inches saved

Phase Five

Single Family

(5.9 acres saved x 938 caliper inches) = 5,534 caliper inches saved

Phase Six

Single Family

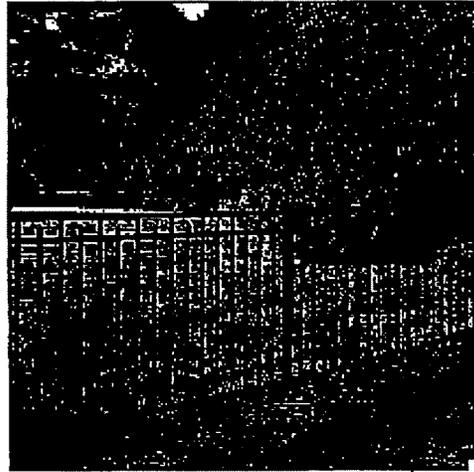
(21.8 acres saved x 938 caliper inches) = 20,448 caliper inches saved

Total = 70,440 caliper inches saved

The developer has also agreed to install two trees per single family home, 316 homes, with a minimum two inch caliper for a total of 1,264 caliper inches and two trees per condominium unit, 167 units, with a minimum of two inch caliper for a total of 668 caliper inches.

The total number of inches saved and installed per the Terra Alta Tree Replacement Policy is 72,372 caliper inches with 49,056 caliper inches removed for a net gain of 23,316 caliper inches.

SELECTING A FENCE STYLE



BLACK APPRO GUARDIAN DORIC-



BLACK RESIDENTIAL INNSBRUCK-

Chapter 1121 - Definitions

1121.01 Interpretation of terms and words. 1121.02 Definitions.

SECTION 1121.01 INTERPRETATION.

For the purpose of this Zoning Ordinance, terms or words used herein shall be interpreted according to this Section. 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.

1. The word "shall" signifies a mandatory requirement, one that is not discretionary; the word "may" signifies a permissive or discretionary requirement; and the word "should" is a preferred requirement.
2. The word "building" includes the word "structure." The word "structure" includes the word "building".
3. The word "person" includes a firm, association, organization, partnership, trust, company, corporation, or similar entity, as well as an individual.
4. The words "used" and "occupied" include the words "arranged, designed, constructed, altered, or intended to be used."
5. The word "lot" includes the words "plot" and "parcel."
6. The present tense includes the future tense, the singular number includes the plural, and the plural number includes the singular.
7. Whenever a number of days are specified, days shall mean calendar days, unless specifically noted otherwise.

SECTION 1121.02 DEFINITIONS.

- A. Words used in this Ordinance are used in their ordinary English usage.
- B. For the purpose of this Zoning Ordinance, the following terms shall have the meaning herein indicated:
 1. **ACCESSORY USE OR STRUCTURE.** "Accessory use" (or "structure") means a use, object or structure constructed or installed on the same lot as, and of a nature subordinate and customarily incidental to the principal (primary) use, object or structure of a lot.
 2. **ADDITION.** "Addition" means a section added to a structure either through construction, thereby forming one architectural whole, or by joining, as by a passage, so that each section is a necessary adjunct or appurtenance of the other and thus constitutes the same structure.
 3. **ADULT ENTERTAINMENT BUSINESS.** "Adult entertainment business" means one or more of the following business.
 - a) **ADULT BOOK/VIDEO STORE.** An establishment that utilizes five percent (5%) or more of its retail selling area for the purpose of retail sale or rental, or for the purpose of display or viewing, for any compensation, of books, magazines, other printed material, films, tapes and video cassettes, or any other visual representation, which are distinguished by their emphasis on adult materials as defined in this chapter.
 - b) **ADULT MOTION PICTURE THEATER.** An enclosed motion picture theater that regularly uses or utilizes 5 percent (5%) or more of its total viewing time for presenting material distinguished or characterized by an emphasis on matter depicting, describing or related to adult material as defined in this chapter.
 - c) **ADULT MOTION PICTURE DRIVE-IN THEATER.** An open air drive-in theater which regularly uses or utilizes 5 percent (5%) or more of its total viewing time for presenting material distinguished or characterized by an emphasis on matter depicting, describing or related to adult material as defined in this chapter.
 - d) **ADULT ONLY LIVE ENTERTAINMENT BUSINESS.** An establishment where the patron directly or indirectly is charged a fee, and where the establishment features:
 - 1) Entertainment or services which constitute adult material or

- 2) Exhibitions, dance routines, or gyrational choreography or persons totally nude, topless, or bottomless, or strippers, male or female impersonators or similar entertainment or services which constitute adult material.
4. **ADULT MATERIAL.** Any book, magazine, newspaper, pamphlet, poster, print, picture, slide, transparency, figure, image, description, video cassette, motion picture film, record, tape or, any other tangible thing, or any service, capable of creating sexual interest through sight, sound or touch, and:
- a) Which material is distinguished or characterized by an emphasis on matter displaying, describing, or representing sexual activity, masturbation, sexual excitement, nudity, bestiality, or human bodily functions of elimination; or
 - b) Which service is distinguished or characterized by an emphasis on sexual activity, masturbation, sexual excitement, nudity, bestiality, or human bodily functions or elimination.
5. **AGRICULTURE.** "Agriculture" means the production, keeping or maintenance, for sale, lease or personal use, of plants and /or animals useful to humans, including but not limited to: forages and crops; dairy, poultry and livestock including products breeding and grazing thereof; trees and forest products; or lands devoted to a soil conservation of forestry management program.
6. **ALTERATION.** "Alteration" means any change, rearrangement or modification in the construction or in the exit facilities of a structure, and/or the moving of partitions from one location to another within a structure.
7. **ALTERATION, STRUCTURAL.** "Structural alteration" means any change in the supporting members of a structure such as a bearing wall, column, lintel or beam or girder; or a change in the floor construction.
8. **ACCESSORY RETAIL/SERVICE** means a retail or service facility that is clearly incidental and subordinate to the primary use of a structure.
9. **APPLICANT.** "Applicant" means a person, corporation or other legal entity submitting an application to the City for legislative or administrative approval including, but not limited to, zoning amendments, subdivision or lot splits, conditional uses, development plan approval, variances or appeals. The applicant shall be the owner of the property for which action is being sought or be its representative who shall have express written authority to act on behalf of the owner.
10. **ASSOCIATION.** "Association" means a legal entity operating under recorded land agreements or contracts through which each unit owner in a development is a member and each unit is subject to charges for a proportionate share of the expenses of the organization's activities such as maintaining common open space and other common areas and providing services needed for the development. An association can take the form of a homeowners' association, a community association, a condominium association, or similar entity.
11. **AUTOMOTIVE REPAIR GARAGE.** "Automotive repair garage" means the repair or restoring of motor vehicles, including the repair, reconditioning or rebuilding of engines and/or transmissions; collision service (such as body, frame or fender straightening or repair); and the overall painting, undercoating or steam cleaning of vehicles. All activities must be conducted within a completely enclosed building. Persons working on vehicles owned by themselves or family are not included.
12. **AUTOMOTIVE SERVICE STATION.** "Automotive service station" means a building or part of a building, structure or space where the retail sale of lubricants and motor vehicle accessories, the routine maintenance and service of vehicles and/or the making of repairs to motor vehicles are conducted. Repairs described as major repairs in "automotive repair garage" shall not be permitted. Persons working on vehicles owned by themselves or family are not included.

13. **AUTOMOTIVE SALES AND RENTAL.** "Automotive sales and rental" means the use of any building, land area or other premise for the display and sale, lease or rental of new or use motor vehicles, and which may include the display and sale, lease or rental of new or use motorcycles, light trucks and vans, trailers or recreation vehicles that are used primarily for personal needs. Vehicles for sale by owner are not included, if less than 3 vehicles are for sale at any one time.
14. **BASEMENT OR CELLAR.** "Basement" or "cellar" means the portion of a building which is partly or wholly below grade but so located that the vertical distance from the average grade to the floor is greater than the vertical distance from the average grade to the ceiling. A basement shall not be counted as a story for the purpose of Height Regulations use OBBC 502.1
15. **BED-AND-BREAKFAST.** "Bed-and-breakfast" means a residential building, other than a hotel, motel or boarding house, where overnight lodging, together with breakfast, is offered for hire.
16. **BERM.** "Berm" means an earthen mound designed to provide visual interest, screen undesirable views, and/or decrease noise. (ORD 04-92 Passed 6-14-04)
17. **BOTTOMLESS.** Less than full opaque covering of male or female genitals, pubic area or buttocks.
18. **BUFFER OR BUFFER YARD.** "Buffer" or "buffer yard" means a unit of land, together with a specified type and amount of planting thereon and any required structures, that is intended to eliminate or minimize conflicts between land uses.
19. **BUILDING.** "Building" means any structure having a roof support by or suspended from columns or walls designed or intended for the support, enclosure, shelter or protection of persons, animals or property. The term "building" does not include any vehicle, trailer (with or without wheels), or any removable device, such as furniture, machinery, or equipment.
 - a) **ACCESSORY BUILDING.** "Accessory building" means a subordinate building detached from, but located on the same lot as, the principal building, the use of which is incidental and accessory to that of the principal building.
 - b) **PRINCIPAL BUILDING** "Principal building" means a building in which is conducted the main or principal use of the lot on which said building is situated.
20. **BUILDING COVERAGE.** "Building coverage" means the total area of a site covered by principal and accessory buildings or roofed areas, excluding allowed projecting eaves, balconies, and similar features.
21. **BUILDING HEIGHT.** "Building height" means the vertical distance, measured from the average elevation of the finished grade at the front of the building to the highest point of the roof for flat roofs; to the deck lines of mansard roofs; and to the peak of the roof for gable, hip and gambrel roofs. Where a building is located on sloping terrain, the height may be measured from the average ground level of the grade at the building wall.
22. **BUILDING LINE.** "Building line" means an imaginary linear extension of the building wall parallel to the street right-of-way line defining the limits of the front yard, or in the case of a corner lot, the corner side yard abutting the street.
23. **CAR WASH.** "Car wash" means a building or area that provides facilities for washing and cleaning motor vehicles, which may use production line methods with a conveyor, blower, or other mechanical devices and/or which may employ hand labor for the washing and/or waxing of automobiles.
24. **CALIPER.** "Caliper" means the American Association of Nurseryman standard for trunk measurement of nursery stock. Caliper of the trunk shall be taken six (6) inches above the ground up to and including four-inch caliper size, and twelve (12) inches above the ground for a caliper size greater than four (4) inches. (ORD 04-92 Passed 6-14-04)

25. **CELLAR OR BASEMENT.** "Basement" or "cellar" means the portion of a building which is partly or wholly below grade but so located that the vertical distance from the average grade to the floor is greater than the vertical distance from the average grade to the ceiling. A basement shall not be counted as a story for the purpose of height regulations.
26. **CEMETERY.** "Cemetery" means land used or intended to be used for the burial of the human or animal dead, and which is dedicated for cemetery purposes. Cemetery purposes include crematories, mausoleums and mortuaries if operated in connection with, and within the boundaries of, a cemetery. The burial of cremains is not a cemetery.
27. **CERTIFICATE OF OCCUPANCY.** "Certificate of occupancy" means a certificate issued by the Director of Planning and Community Development that declares that a building, structure or zoning lot may lawfully be employed for specific uses. Such structure(s) and use(s) shall conform fully to the provisions of this Ordinance.
28. **CERTIFICATE OF ZONING COMPLIANCE.** "Certificate of zoning compliance" means a certificate issued by the Director of Planning and Community Development, which declares that plans for a proposed structure, building, use, or zoning lot conform to the provisions of this Ordinance.
29. **CODE.** "Code" means codified ordinances and all regulations of the city of Delaware, Ohio. (ORD 04-92 Passed 6-14-04)
30. **COMMON AREA.** "Common area" means any land area, and associated facilities, within a planned residential multiple-family, commercial or industrial development that is held in common ownership by the residents of the development through a Homeowners' Association, Community Association or other legal entity.
31. **COMMON WALL STRUCTURE.** "Common Wall Structure" means a single-family structure that adjoins another single-family structure at any point. (ORD 02-107 Passed August 26, 2002)
32. **CONDITIONAL USE PERMIT.** "Conditional use permit" means the permit indicating approval by the Planning Commission for a specific conditional use.
33. **CONFINED FEEDING OPERATIONS.** "Confined feeding operations" means the confinement of animals in a specific location or area for the purposes of feeding and growth prior to slaughter, where food is supplied to the animals by means other than grazing.
34. **CONGREGATE CARE FACILITY.** "Congregate care facility" means a residential facility to provide for the needs of individuals who are elderly or handicapped. The facility shall consist of residential dwelling units or rooms designed specifically for the elderly or handicapped, and shall have common social, recreational, dining and/or food preparation facilities. The facility may be for independent living and/or may provide the residents with a range of personal and medical assistance including nursing care. This includes assisted living.
35. **DAY CARE CENTER, CHILD OR ADULT.** "Day care center" means any building in which day care is provided for five (5) or more infants, preschool children, or school-age children outside of school hours, or five (5) or more adults; with or without compensation. An adult day care center shall not include a convalescent home, hospital or any other full-time care facility. Centers shall meet all applicable state laws governing such centers as administered by the Ohio Department of Human Services.
36. **DENSITY.** The number of dwelling units per acre of land. More specifically:
 - a) **GROSS DENSITY** "Gross density" means the number of dwelling units permitted per acre of total land area.
 - b) **NET DENSITY** "Net density" means the number of dwelling units permitted per acre of land when the acreage involved includes only the land devoted to residential uses and excluding land dedicated to public thoroughfares or other unbuildable land areas.
37. **DEVELOPMENT.** "Development" means the construction of a new principal structure on a lot; the expansion or relocation of an existing principal structure on a lot; the use of open land

for construction of a principal structure; the use of open land for any non-agricultural use that does not involve the construction of a principal structure, including (but not limited to) paving, mining, drilling (but not including soil testing or the first water well on a parcel), and dredging; plus the preparation of land for a use, including (but not limited to) demolition, grading, excavating, or filling of land, as well as the removal of more than 10 trees of greater than 6-inch caliper at 24 inches above ground level; but does not include a homeowner's lot with an existing home. (ORD 03-76 Passed September 22, 2003)

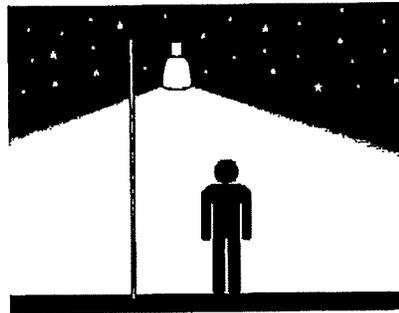
Development also includes the construction, expansion, or relocation of an accessory structure that is larger or taller than the principal structure; involves lights, noise, or odors that can be detected more than 100 feet distant from the lot lines; or involves inflammable or explosive materials; but does not include a homeowner's lot with an existing home. (ORD 03-76 Passed September 22, 2003)

- 38. **DEVELOPMENT PLAN.** "Development plan" is a plan prepared to scale, showing accurately and with complete dimensioning the boundaries of the site, the location of buildings, landscaping, parking areas, access drives, signs, outdoor storage areas and any other features that comprise a proposed development.
 - a) **PRELIMINARY DEVELOPMENT PLAN.** "Preliminary development plan" is a plan indicating the overall concept of development for an entire site and including the elements required in Section 1129.04.
 - b) **FINAL DEVELOPMENT PLAN.** "Final development plan" is a plan indicating the exact data of the various features proposed for development and including the elements required in Section 1129.05.
- 39. **DIAMETER AT BREAST HEIGHT (DBH).** "Diameter at breast height" means the diameter of a tree trunk measured in inches at a height 4.5 feet above ground. If a tree splits into multiple trunks below 4.5 feet, the trunk is measured at its most narrow point below the split. (ORD 04-92 Passed 6-14-04)
- 40. **DISTRIBUTION FACILITY/TRUCK TERMINAL.** "Distribution facility" or "truck terminal" means a facility where trucks load and unload cargo and freight and where the cargo and freight may be broken down or aggregated into smaller or larger loads for transfer to other vehicles or modes of transportation.
- 41. **DISTRICT.** "District" means a portion of the municipality within which specific regulations and requirements, or various combinations thereof, shall apply under the provisions of this Ordinance.
- 42. **DORMITORY.** "Dormitory" means a building arranged, intended or designed to be occupied by unrelated persons, either as individuals or groups of individuals, who occupy common sleeping rooms and share related facilities such as bathrooms. A use of this type differs from an apartment house, in that separate cooking facilities are not available for each individual or group, but common eating facilities and kitchens may be provided in these buildings.
- 43. **DRIVE-THRU FACILITY.** "Drive-thru facility" means any portion of a building or structure from which a business is transacted, or is capable of being transacted, directly with customers located in a motor vehicle during such business transactions. The term "drive-thru" shall also include "drive-up" and "drive-in" but shall not include "car wash", "gasoline station" or "automotive service station".
- 44. **DWELLING.** "Dwelling" means any building or portion thereof intended or designed to be used for sleeping, living, cooking and dining purposes, having its own permanently installed cooking and sanitary facilities; and which shall consist of one or more dwelling units.
- 45. **DWELLING, ATTACHED SINGLE-FAMILY.** "Attached single-family dwelling" means dwelling units in side-by-side groupings, which are physically attached to one another by common or adjoining vertical walls without openings which extend from the basement floor

- to the roofline. Each dwelling unit in the grouping has individual heating and plumbing systems and separate ground floor entrances.
46. **DWELLING, CLUSTER SINGLE-FAMILY.** "Cluster single-family dwelling" means a dwelling unit designed and used exclusively by one family and separated from all other dwelling units by open space from ground to sky, which is grouped with other dwelling units in an arrangement on a site. The dwelling does not need to be located on its own subdivided lot and is not required to have a front, side and/or rear yard that complies with the standard zoning district regulations. Property ownership outside the building envelopes is commonly held by all single-family cluster dwellings in the cluster development.
 47. **DWELLING, DETACHED SINGLE-FAMILY.** A dwelling unit designed and used for one family situated on a parcel having front, side, and rear yards as required by this Ordinance and separated from all other dwelling units by open space from ground to sky.
 48. **DWELLING, EFFICIENCY.** "Efficiency dwelling" means a dwelling unit consisting of not more than one habitable living/sleeping room together with kitchen and sanitary facilities, which may be located in separate rooms.
 49. **DWELLING, MULTIPLE-FAMILY.** "Multiple-family dwelling" means a dwelling consisting of three (3) or more dwelling units for occupancy by three (3) or more families living independently of each other with varying arrangements of entrances and party walls.
 50. **DWELLING, SINGLE-FAMILY.** "Single family dwelling" means a dwelling consisting of a single dwelling unit used for residential purposes by one family.
 51. **DWELLING, TWO-FAMILY.** "Two-family dwelling" means a dwelling consisting of two (2) dwelling units, which may be either attached side by side, or one above the other, with each dwelling unit having a separate entrance, and each occupied by one family.
 52. **DWELLING UNIT.** "Dwelling unit" means a building or portion thereof providing complete housekeeping facilities including kitchen and toilet facilities for only one (1) family. A garage shall not be included as part of the dwelling unit.
 53. **EASEMENT.** "Easement" means authorization by a property owner for the use, for a specified purpose, of a designated area of his property by another.
 54. **ESSENTIAL SERVICES.** "Essential services" means the underground gas, electrical, steam or water transmission, or distribution systems, collection, communication, supply or disposal systems or sites, including poles, wires, mains, drains, sewers, pipes, traffic signals, hydrants or other similar equipment and accessories in connection therewith which are reasonably necessary for the furnishing of adequate service by such public utilities or municipal or other governmental agencies or for the public health or safety or general welfare, but not including buildings.
 55. **FAMILY.** "Family" means a person living alone, any number of individuals related by blood, adoption, foster or marriage plus no more than two persons related by blood, marriage or adoption, or not more than five (5) unrelated persons living together occupying a dwelling unit but not including groups occupying motel or hotel, dormitory or fraternity and sorority.
 56. **FENCE.** "Fence" means any structure composed of wood, steel or other material, including plant material, erected in such a manner and positioned to enclose or partially enclose any premises or part of any premises. Structures, which have solely an ornamental purpose and which do not serve the purpose of enclosing or partially enclosing premises or of separating premises from adjoining premises, shall not be included within the definition of the word "fence".
 - a) **FENCE, BARBED WIRE.** "Barbed wire fence" means a fence made with metal wire having sharp points or barbs along its length.
 - b) **FENCE, CHAIN LINK.** "Chain link fence" means a fence made of metal loops interconnected in a series of joined links.

- c) **FENCE, ELECTRIFIED.** "Electrified fence" means all fences or structures, included or attached to any device or object which emits or produces an electrical charge, impulse or shock when the same comes into contact with any other object, person or animal or which causes or may cause burns to any person or animal.
 - d) **FENCE, ORNAMENTAL.** "Ornamental fence" means a fence usually made of wood constructed for its beauty or decorative effect and when viewed at a right angle, has at least fifty percent (50%) of the area of its vertical plane, the area within a rectangular outline enclosing all parts of the fence in its plane, open to light and air.
 - e) **FENCE, PRIVACY.** "Privacy fence" means a fence made to inhibit public view and provide seclusion and when viewed at right angles, has less than fifty percent (50%) of the area of its vertical plane open to light and air.
57. **FLEET VEHICLE.** "Fleet vehicle" means a truck, van, or other vehicle used as part of the operation of a principal use, but does not include privately owned customer or employee vehicles or farm equipment.
58. **FLOOD PLAIN.** "Flood plain" means a watercourse and its adjacent area subject to inundation by the base flood. The flood plain is composed of the floodway and the floodway fringe, and is the total area subject to Flood Plain Development Regulations pursuant to Chapter 1150.
59. **FLOOR AREA, GROSS.** "Gross floor area" means the total number of square feet of all floor space within the outside surface of the exterior faces of the exterior walls or from the centerline of common walls separating two (2) buildings. The floor area measurement is exclusive of the areas of, unfinished attics without flooring, attached garages, terraces, open porches or uncovered steps. Cellar or basement shall be counted as floor area in computing off-street parking regulations.
60. **FLOOR AREA, RESIDENTIAL.** "Residential floor area" means the sum of the horizontal areas (in square feet) of each story of the building measured from the exterior faces of the exterior walls or from the centerline of walls separating two (2) buildings. The residential floor area measurement is exclusive of the area of basements, unfinished attics, attached garages, breezeways and enclosed or unenclosed porches.
61. **FOOTCANDLE.** "Footcandle" means a unit of illumination produced on a surface, all points of which are one foot from a uniform point source of one candle. Footcandles will be measured with the meter pointed perpendicular to the property line or grade plane. (ORD 04-92 Passed 6-14-04)
- a. **FRATERNITY.** "Fraternity" means a building, associated with an institution of higher learning, containing sleeping rooms, bathrooms, common rooms, and a central kitchen and dining room maintained exclusively for fraternity members and their guests or visitors.
63. **FULL-SHIELDED OR FULL CUT-OFF TYPE FIXTURE.** "Full-shielded or Full Cut-off Type Fixture" means an outdoor lighting fixture that is shielded or constructed so that all light emitted is projected below a horizontal plane running through the lowest light-emitting part of the fixture. (ORD 04-92 Passed 6-14-04)

Full cut-off lighting



University of Texas, Austin

- Full cut-off lighting directs light down and to the sides as needed and provides more control of light.
- Reduces glare and provides more even illumination.
- Reduces light trespass onto neighboring properties.
- Helps preserve the dark night sky.

64. **FUNERAL HOME.** "Funeral home" means a building or part thereof used for human funeral services. Such building may contain space and facilities for: (a) embalming and the performance of other services used in preparation of the dead for burial; (b) the performance of autopsies and other surgical procedures; (c) the storage of caskets, funeral urns, and other related funeral supplies; and (d) the storage of funeral vehicles, but shall not include facilities for cremation. Where a funeral home is permitted, a funeral chapel shall also be permitted.
65. **GARAGE, PRIVATE.** "Private garage" means an accessory building or portion of a principal building designed or used solely for the storage of motor vehicles, boats or similar vehicles owned and used by the occupants of the building to which it is accessory.
66. **GARAGE, PUBLIC.** "Public garage" means a principal or accessory building other than a private garage, used for parking or temporary storage of passenger automobiles, and in which no other service shall be provided for remuneration.
67. **GASOLINE STATION.** "Gasoline station" means an establishment where motor fuels are stored and dispersed into the fuel tanks of motor vehicles and may include facilities for the sale of other retail products. See "Automotive Service Station", which is different.
68. **GLARE.** "Glare" means the direct light that causes annoyance, discomfort, or loss in visual performance and visibility. (ORD 04-92 Passed 6-14-04)
69. **GO-PED.** "Go-ped" means a motorized scooter, including the Segway™. (ORD 04-92 Passed 6-14-04)
70. **GRADE, FINISHED.** "Finished grade" means the average level of the finished surface of ground adjacent to the exterior walls of the building after final grading and normal settlement.
71. **GRADE, NATURAL.** "Natural grade" means the elevation of the undisturbed natural surface of the ground prior to any recent excavation or fill.
72. **HANDICAPPED.** "Handicapped" means a physical or mental impairment, as defined in 42 U.S.C. 3602 (h), which substantially limits one or more of such person's major life activities so that such person is incapable of living independently. However, "handicapped" shall not include current illegal use of or addiction to a controlled substance, nor shall it include any person whose residency in a home would constitute a direct threat to the health and safety of other individuals.
73. **HISTORIC DISTRICT.** "Historic district" means a designated district within which the buildings, structures, appurtenances and places are of basic and vital importance because of their association with history, or because of their unique architectural style and scale, including materials, proportion, form and architectural detail, or because of their being a part

of or related to a square, park or area the design or general arrangement of which should be preserved and/or developed according to a fixed plan based on cultural, historical or architectural motives or purposes.

74. **HOME OCCUPATION.** "Home occupation" means a secondary use of a dwelling unit or accessory building of said dwelling, carried on by one or more persons, one of who is a resident of the household. The use is conducted entirely within the dwelling unit or the accessory building. The home occupation is clearly incidental and secondary to the use of the dwelling unit for residential purposes and does not change the character thereof or adversely affect the uses permitted in the zoning district of which it is a part. Two levels of home occupation exist under this Code:
- a) **HOME OCCUPATION, MINOR.** "Minor home occupation" means home occupations that have little or no impact on the surrounding residential area, and therefore are a permitted use in residential areas as specified in the Zoning Ordinance.
 - b) **HOME OCCUPATION, MAJOR.** "Major home occupation" means home occupations that have or might have a noticeable impact on the surrounding residential area, and therefore are specifically approved by the Board of Zoning Appeals as specified in this Zoning Ordinance.
75. **HOSPITAL.** "Hospital" means an establishment which provides accommodations and medical or surgical facilities and services for the observation, diagnosis and care of two (2) or more individuals, primarily inpatients, suffering from illness, disease, injury, deformity and other abnormal physical or mental conditions, and including, as an integral part of the institution, related facilities such as laboratories, outpatient or training facilities.
76. **HOTEL OR MOTEL.** "Hotel" or "motel" means any building, or part of a building, other than a bed-and-breakfast, which provides transient lodging accommodations to the general public in exchange for a fee.
77. **ILLUMINANCE.** "Illuminance" means the quantity of light arriving at a surface divided by the area of that surface, measured in footcandles. (ORD 04-92 Passed 6-14-04)
78. **JUNK.** "Junk" means any personal property which is bought, bartered, acquired, possessed, collected, accumulated, dismantled, sorted or stored; metal for reuse or resale such as: salvage metal, metal alloys, metal compounds and combinations; used or salvaged fibers, bags, paper, rags, glass or any latex or plastic product; used or salvaged motor vehicles which are primarily used for parts or scrap metal and similar or related articles or property.
79. **JUNK OR WRECKING YARD.** "Junk or wrecking yard" means the use of any land, property, building, structure or combination thereof, to store, dump, sell, exchange, disassemble, or otherwise handle partly dismantled, obsolete, or wrecked vehicles or their parts, second hand building materials, waste, debris, or other salvaged material which, unaltered or unchanged and without further reconditioning, cannot be used for its original purpose as readily as when new. It does not include salvaged materials incidental to manufacturing operations.
80. **KENNEL.** "Kennel" means any lot or premises on which four or more dogs more than four months old are housed, groomed, bred, boarded, trained or sold.
81. **LIGHT POLLUTION.** "Light Pollution" means any measurable exterior artificial illumination that strays beyond a property line both horizontally at grade and vertically to the structure height. (ORD 04-92 Passed 6-14-04)
82. **LIGHT TRESPASS.** "Light Trespass" means light in sufficient quantity that crosses over property boundaries, impacts surfaces, and produces a negative response in persons owning or using the violated space. (ORD 04-92 Passed 6-14-04)
83. **LIGHT UNIFORMITY RATIOS.** The light uniformity ratio is expressed as either the maximum or average illuminance divided by the minimum illuminance. (ORD 04-92 Passed 6-14-04)

84. **LOADING SPACE.** "Loading space" means space logically and conveniently located for bulk pickups and deliveries, which is scaled to delivery vehicles, and accessible to such vehicles when required off-street parking spaces are filled.

85. **LOT.** "Lot" means a parcel of land that is a lot of record in the Delaware County Recorder's office. Specific lot types include the following (see illustration, also):

- a) **LOT, CORNER.** "Corner lot" means a lot located at the intersection of two (2) 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.
- b) **LOT, FLAG.** "Flag lot" means a lot utilizing a strip of land to provide access to or legal frontage on a public street, but where the majority of the area of the lot is situated immediately behind one or more lots relative to the street right-of-way to which such lot has access. Such lots are also commonly referred to as "panhandle lots".
- c) **LOT, INTERIOR.** "Interior lot" means a lot with only one frontage on a street.
- d) **LOT, THROUGH.** "Through lot" means a lot that has either opposite ends, or opposite sides, each having frontage on a public street.

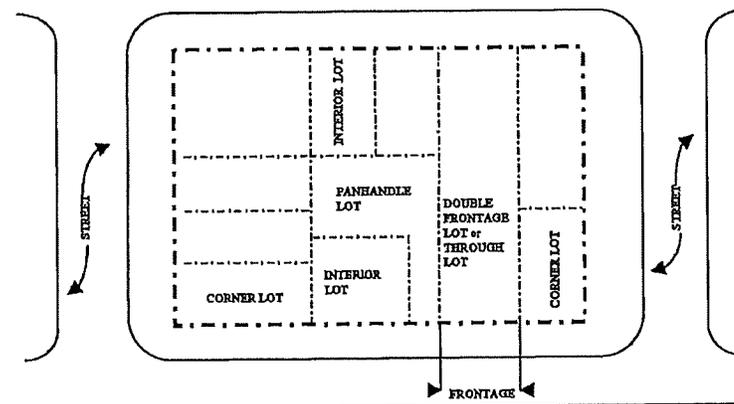


Figure 2 - Lot Types

86. **LOT AREA.** "Lot area" means the area of a lot computed exclusive of any portion of the right of way of any public or private street.

87. **LOT DEPTH.** "Lot depth" means the distance between the midpoints of straight lines connecting the foremost points of the side lot lines in front and the rearmost points of the side lot lines in the rear.

88. **LOT FRONTAGE.** "Lot frontage" means the width of the lot, as measured at the right-of-way line or where no public street exists, along a public way.

89. **LOT LINE.** "Lot line" means the line of demarcation between properties. Lot line is synonymous with "property line". More specifically:

- a) **LOT LINE, FRONT.** "Front lot line" means any lot line separating a public street from a parcel.
- b) **LOT LINE, REAR.** "Rear lot line" means the lot line opposite and most distant from the front lot line.

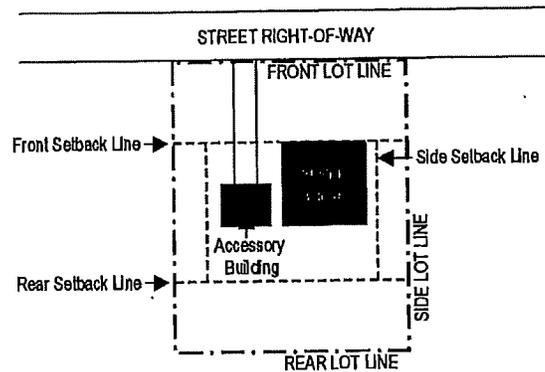


Figure 3 - Lot Terms

- c). **LOT LINE, SIDE.** "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 side street lot line. A side lot line separating a lot from another lot is called an interior side lot line.
- 90. **LOT OF RECORD.** "Lot of record" means any lot, which, individually or as part of a subdivision, has been recorded in the office of the Recorder.
- 91. **LOT OF RECORD, NONCONFORMING.** "Lot of record" means any lot, which, individually or as part of a subdivision, has been recorded in the office of the recorder.
- 92. **LOT WIDTH.** "Lot width" means the distance between the side lot lines, as measured at the building setback line.
- 93. **LUMINAIRE.** "Luminaire" means a complete lighting unit consisting of a light source and all necessary mechanical, electrical and decorative parts. (ORD 04-92 Passed 6-14-04)
- 94. **MAJOR TREE.** "Major Tree" means a living tree with a diameter at breast height measurement of six (6) inches or more. (ORD 04-92 Passed 6-14-04)
- 95. **MANUFACTURED HOME.** "Manufactured home" means a dwelling unit fabricated at an off-site manufacturing facility for installation or assembly at the building site, bearing a label certifying that it is built in compliance with the Federal Manufactured Housing Construction and Safety Standards Act of 1974 (42 U.S.C. 5401 et. seq.) and meeting all applicable regulations of the City of Delaware.
- 96. **MEDICAL CENTER OR CLINIC.** "Medical center" or "clinic" means an establishment where human patients are examined and treated by a group of dentists, physicians or similar professionals. Clinics provide outpatient service only.
- 97. **MINING AND MIXING OF STONE SAND AND GRAVEL.** "Mining and mixing of stone sand and gravel" means any mining, quarrying or processing of limestone, sand and gravel, or other mineral resources but not including oil or gas.
- 98. **MOBILE HOME" OR "MOBILE UNIT.** A "mobile home" or "mobile unit" means a factory-constructed, transportable structure designed as a permanent residential unit when placed upon a foundation and connected to utilities.
- 99. **MOBILE HOME PARK.** "Mobile home park" means any tract of land upon which at least one mobile home is used for habitation are parked, either free of charge or for revenue purposes, and including any roadway, building, structure, vehicle or enclosure used or intended for use as part of the facilities of such a park. "Mobile home park" does not include a tract of land used solely for the storage or display for sale of mobile homes.
- 100. **MODEL DWELLING UNIT.** "Model dwelling unit" means a dwelling unit used as a sales or lease office by a builder/developer and which is built with the purpose of displaying the

craftsmanship of that builder/developer. The unit may initially serve as a marketing tool to sell future, similar units in the building or on other lots but eventually is occupied as a residential dwelling unit.

101. **NONCONFORMING LOT.** "Nonconforming lot" means a lot lawfully existing on the effective date of this Zoning Ordinance or any amendment thereto, which, on such effective date, does not conform to the regulations of the district in which it is located.
102. **NONCONFORMING STRUCTURE.** "Nonconforming structure" means a structure lawfully existing on the effective date of this Zoning Ordinance or any amendment thereto, which, on such effective date, does not conform to the regulations of the district in which it is located.
103. **NONCONFORMING USE.** "Nonconforming use" means a use of land or a building or portion thereof, lawfully existing on the effective date of this Zoning Ordinance or any amendment thereto, which, on such effective date, does not conform to the regulations of the district in which it is located.
104. **NON-RESIDENTIAL ZONING DISTRICTS.** "Non-Residential Zoning Districts" means those Districts classified in the Codified Ordinances of the City of Delaware, Part Eleven of the Planning and Zoning Code, as O, PO/I, B-1, B-2, B-3, B-4, B-5, B-6, PBO, M-1, and M-2. (ORD 04-92 Passed 6-14-04)
105. **NUDE OR NUDDTY.** The showing, representation, or depiction of human male or female genitals, pubic area, or buttocks with less than full, opaque covering of any portion thereof, or female breast(s) with less than a full, opaque covering of any portion thereof below the top of the nipple, or of covered male genitals in a discernibly turgid state.
106. **NURSING HOME.** "Nursing home" means an establishment providing full-time nursing and medical care to three (3) or more people, not related by blood or marriage, who are unable to care for themselves. Hospitals are not included in this definition.
107. **OPEN SPACE.** "Open space" means an area open to the sky that may be on the same lot with a building and may include, along with environmental features, recreation facilities such as pools, tennis courts and similar outdoor activities.
108. **OPEN SPACE.** "Open Space" means land devoted to conservation or recreational purposes and/or land designated by the city to remain undeveloped (may be specified on a zoning map). (ORD 04-92 Passed 6-14-04)
109. **OPEN SPACE, REQUIRED.** "Required open space" means the portion of the open space that is of sufficient size and shape to meet the minimum zoning requirements.
110. **OUTDOOR DISPLAY.** "Outdoor display" means the placing of merchandise in an outdoor area that is open to the general public when the merchandise on display is removed from its shipping packaging and is representative of merchandise that is available for purchase inside the building and/or is available for purchase by the general public directly from the display area.
111. **OUTDOOR STORAGE.** "Outdoor storage" means the keeping, in an area outside of a building, of any goods, material, merchandise, or vehicles in the same place for more than 24 hours, except for merchandise placed in an area for outdoor display.
112. **OVERLAY DISTRICT.** "Overlay District" means a district that is added on top of another zoning district and imposes additional regulations and requirements beyond those normally required for the underlying district.
113. **PARKING SPACE, OFF-STREET.** "Off-street parking space" means a permanently surfaced rectangular area, exclusive of any driveways or circulation areas, accessible from a street or alley, designed for parking a motor vehicle.
114. **PERFORMANCE STANDARD.** "Performance standard" means a criterion established in the interest of protecting the public health, safety and welfare from nuisance factors and other objectionable or dangerous elements generated by, or inherent in, uses of land or buildings.

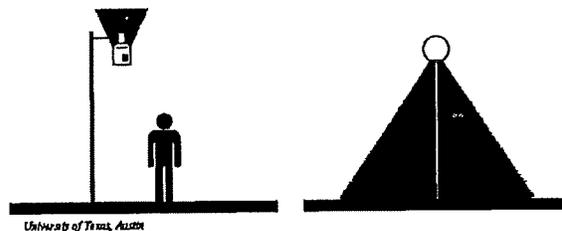
115. **PLACE OF WORSHIP.** "Place of worship" means a building, structure, or other indoor or outdoor facility used for public worship. The term "place of worship" includes the words "church", "chapel", "synagogue" and "temple" and their uses and activities that are customarily related.
116. **PLANNED RESIDENTIAL DEVELOPMENT.** "Planned residential development" means an area of land to be planned and developed as a single entity, in which a variety of housing units are accommodated under more flexible standards, such as lot size and setbacks, than those that would normally apply under single-family district regulations, allowing for the clustering of houses to preserve open space while maintaining the same overall density limitations of the district in which the planned residential development is located.
117. **PROJECT BOUNDARY.** "Project boundary" means the boundary defining the tract(s) of land that is included in a proposed development to meet the minimum required project area for a planned residential multiple-family, commercial or industrial development. The term "project boundary" shall also mean "development boundary".
118. **PUBLIC SAFETY FACILITY.** A "public safety facility" means a governmentally owned and operated facility established to provide police, fire, or other safety services to the surrounding area.
119. **PUBLIC SERVICE FACILITY.** "Public service facilities" means the buildings, power plants or substations, water treatment plants or pumping stations, sewage disposal or pumping plants, and other public or essential service structures used by a utility, by a railroad or by a municipal or governmental agency, including the furnishing of electrical, gas, rail transport, communications, public water and sewerage services.
120. **PUBLIC USE.** "Public use" means any use of a building or land by any governmental entity for any public purpose.
121. **PUBLIC UTILITY.** "Public utility" means a public service or services for the generation, transmission and/or distribution of electricity, gas or steam, including water and irrigation systems and sanitary systems used for the collection and disposal of garbage, sewage and other wastes by means of destroying or processing materials.
122. **PUBLIC WAY.** "Public way" means a street, easement, walk, bicycle path or other way in which the general public or a public entity has a right, or which is dedicated, whether improved or not.
123. **RECESSED CEILING FIXTURE.** "Recessed Ceiling Fixture" means an outdoor lighting fixture recessed into a canopy ceiling so that the bottom of the fixture is flush with the ceiling. (ORD 04-92 Passed 6-14-04)
124. **RECREATIONAL FACILITY, NONCOMMERCIAL.** "Noncommercial recreational facility" means a recreational facility that is privately owned and intended to serve the residents of the development, such as an apartment complex, a homeowners' association, a condominium association, an assisted living facility, and the like and may include, but is not limited to, such facilities as swimming pools, tennis courts, etc.. A non-commercial recreation facility may sell memberships or charge a fee to non-resident households, provided such households may not exceed ten per cent of the total number of households in the development.
125. **RECYCLING FACILITY.** "Recycling facility" is a building or area where recyclable materials are sorted and temporarily stored prior to shipment for remanufacture into new materials. This shall not include junkyards.
126. **RESIDENTIAL CARE FACILITY.** "Residential care facility" means a facility that provides 24-hour accommodations, supervision and personal or custodial care services, for three (3) or more unrelated individuals who are dependent on the services of others by reason of age and/or physical or mental impairment. Specific services provided by a residential care facility are limited by the Ohio Department of Health. "Residential care facility" does not

- include clinics, institutions, hospitals, convalescent or nursing homes, dormitories or similar uses.
127. **RESIDENTIAL ZONING DISTRICTS.** "Residential Zoning Districts" means those districts classified in this Code as A-1, ER-1, ER-2, R-1, R-2, R-3, R-4, R-5, R-6, R-7, and R-8. (ORD 04-92 Passed 6-14-04)
 128. **RESTAURANT, COUNTER SERVICE.** "Restaurant, counter service" means a retail service establishment whose principal business is the sale of foods, frozen desserts, or beverages in ready-to-consume servings, for consumption either within the restaurant building or for carry-out, and where customers are not served their food, frozen desserts, or beverages by a restaurant employee at the same table or counter where the items are consumed.
 129. **RESTAURANT, TABLE SERVICE.** "Restaurant, table service" means a retail service establishment wherein the entire business activity, or substantially all of the business activity, consists of the sale of food and service to patrons seated at tables for consumption within the building.
 130. **RESEARCH AND DEVELOPMENT FACILITY.** "Research and development facility" means a building or group of buildings used for scientific research, investigation, testing or experimentation, but not facilities for the manufacture or sale of products, except as incidental to the main purpose of the laboratory.
 131. **RETAIL ESTABLISHMENT.** "Retail establishment" means an establishment engaged in the selling of goods or merchandise to the general public for personal or household consumption, which is open to the general public during regular business hours and which has display areas that are designed and laid out to attract the general public. In determining a use to be a retail use, the Planning Commission may consider the proportion of display area vs. storage area and the proportion of the building facade devoted to display windows.
 132. **RIGHT-OF-WAY.** "Right-of-way" means a strip of land taken or dedicated for use as a public way.
 133. **SATELLITE EARTH STATION (DISH-TYPE).** "Satellite earth station (dish-type)" means a round parabolic antenna designed to send or receive television broadcasts from communications satellites orbiting the earth.
 134. **SCHOOL, PUBLIC OR PRIVATE.** "School, public or private" means publicly or privately owned facilities providing full-time day instruction and training at the elementary, junior high and high school levels in accordance with the requirements of Chapter 3313 of the Ohio Revised Code, or facilities providing kindergarten or nursery school training and care whose annual sessions do not exceed the school sessions for full-time day schools and which are operated by a board of education or an established religious organization.
 135. **SCHOOL, TRADE, BUSINESS OR CULTURAL ARTS.** "School, trade, business or cultural arts" means facilities primarily teaching usable skills that prepare students for jobs within a specific trade or facilities providing instruction on social and religious customs and activities, performing arts and/or sports. Such facilities may include beauty schools, dance instruction centers and martial arts schools.
 136. **SELF-SERVICE STORAGE FACILITY OR MINI-WAREHOUSE.** "Self-service storage facility" means a facility consisting of a building or group of buildings, usually, in a controlled access compound that contains varying sizes of individual, compartmentalized and controlled-access stalls or lockers for the dead storage of customers' residential goods or wares.
 137. **SETBACK.** "Setback" means the required minimum horizontal distance between a property line or other line and a structure, parking lot, or use.
 138. **SETBACK LINE.** "Setback line" means the line established by the Zoning Ordinance, generally parallel to and measured from the lot line, defining the limits of a yard in which no

- building or other structure may be located aboveground, except as may be provided in this Ordinance.
139. **SEXUAL ACTIVITY.** Sexual conduct or sexual contact, or both.
 140. **SEXUAL CONTACT.** Any touching of an erogenous zone of another, including without limitation the thigh, genitals, buttock, pubic region, or, if the person is female, a breast, for the purpose of sexually arousing or gratifying either person.
 141. **SEXUAL EXCITEMENT.** The condition of the human male or female genitals when in a state of sexual stimulation or arousal.
 142. **SHADE TREE.** "Shade Tree" means a tree with foliage that usually sheds annually and is planted primarily for its high crown of foliage or overhead canopy. (ORD 04-92 Passed 6-14-04)
 143. **SHRUB.** "Shrub" means a woody plant, smaller than a tree, consisting of several small stems from the ground or small branches near the ground. (ORD 04-92 Passed 6-14-04)
 144. **SIGN.** "Sign" means any visual communication display, object, device, graphic, structure or part, situated indoors or outdoors, or attached to, painted on or displayed from a building or structure, in order to direct or attract attention to, or to announce or promote, an object, person, service, product, event, location, organization or the like, by means of letters, words, designs, colors, symbols, fixtures, images or illuminations.
 145. **SITE DBH.** "Site DBH" means the total combined diameter at breast height of all major trees existing on a site. (ORD 04-92 Passed 6-14-04)
 146. **SORORITY.** "Sorority" means a building, associated with an institution of higher learning, containing sleeping rooms, bathrooms, common rooms, and a central kitchen and dining room maintained exclusively for sorority members and their guests or visitors.
 147. **STORY.** "Story" means that portion of a building included between the surface of any floor and the surface of the floor next above it or, if there is no floor above it, then the space between the floor and the ceiling next above it.
 148. **STREET, PRIVATE.** "Private street" means a local private way or driveway that provides vehicular access to more than one residential structure that is not and will not be dedicated to public use, but which is owned and maintained by an association, person, corporation or similar private entity.
 149. **STREET, PUBLIC.** "Public street" means an avenue, highway, road, thoroughfare, boulevard, parkway or other way proposed for vehicular traffic, and any existing State, County, or City street or way shown upon a plat heretofore duly approved, filed and recorded in the office of the County Recorder that has been dedicated or deeded to the public for public use and which affords principal access to abutting property. Included is the land between the street right-of-way lines, whether improved or unimproved, and may comprise pavement, shoulder, gutters, sidewalks, division strips or other areas within the street lines.
 - a). **ALLEY.** "Alley" means a means a minor street used primarily for vehicular service access to the back or side of properties abutting on another street. For the purposes of frontage calculation, alleys shall not be considered a public street.
 - b). **ARTERIAL.** "Arterial" means a highway primarily for through traffic, carrying heavy loads and large volume of traffic, usually on a continuous route.
 - c). **COLLECTOR.** "Collector" means a street that primarily carries traffic from local streets to other collector streets or to arterial streets.
 - d). **CUL-DE-SAC.** "Cul-de-sac" means a local street of relatively short length with one end open to traffic and the other end terminating in a vehicular turnaround.
 - e). **DEAD-END.** "Dead-end" means a street temporarily having only one outlet for vehicular traffic and intended to be extended or continued in the future.
 - f). **FREEWAY.** "Freeway" means a divided high-volume traffic way for through traffic and for the connection of the major districts of the City and having limited access and grade-separated intersections.

- g). **INTERIOR.** "Interior Street" means a street wholly within the boundaries of a development.
- h). **LOCAL.** "Local Street" means a street that carries traffic to collector, arterial streets, or other local streets.
- i). **SERVICE, MARGINAL, OR FRONTAGE STREET.** "Service, marginal, or frontage 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.
- 150. **STREET RIGHT-OF-WAY.** "Street right-of-way" means a strip of land taken, dedicated, or otherwise recorded as an irrevocable right-of-passage for use as a public way. In addition to the roadway, it normally incorporates the curbs, tree lawn strips, sidewalks, water lines, sewer lines, lighting, and drainage facilities.
- 151. **STRUCTURE.** "Structure" means anything constructed or erected, with a fixed location on the ground or attached to something having a fixed location on the ground. Among other things, structures include buildings, mobile homes, walls, and billboards. For the purposes of this Zoning Code, fences and architectural features are separately regulated and are not considered structures.
- 152. **SUBDIVISION.** "Subdivision" means the division of a lot, tract or parcel into two or more lots, tracts or parcels or other divisions of land.
- 153. **SUBSTANTIAL ALTERATION.** "Substantial Alteration" means an alteration or expansion of existing development is substantial when such alteration or expansion involves or exceeds twenty-five percent (25%) of the total floor area of the existing building, structure, or vehicular use area. (ORD 04-92 Passed 6-14-04)
- 154. **THOROUGHFARE.** See "street".
- 155. **TOPLESS.** The showing of a female breast with less than a full opaque covering of any portion thereof below the top of the nipple.
- 156. **TRAILER.** "Trailer" means a structure on wheels, towed or hauled by another vehicle and used for short-term human occupancy, carrying materials, goods or objects, or as a temporary office.
- 157. **TREE BANK.** "Tree Bank" means a public site designated by the Director of Grounds and Facilities where a property owner or developer shall donate and plant required replacement trees when it is not feasible to plant the required trees on their project site. (ORD 02-55 PASSED MAY 13, 2002) (ORD 04-92 Passed 6-14-04)
- 158. **TREE BANK FUND.** "Tree Bank Fund" means an account maintained by the City of Delaware that receives cash payments in lieu of planting required replacement trees. Such funds shall be used for reforestation on public property. (ORD 04-92 Passed 6-14-04)
- 159. **TRUCK TERMINAL/DISTRIBUTION FACILITY.** "Distribution facility" or "truck terminal" means a facility where trucks load and unload cargo and freight and where the cargo and freight may be broken down or aggregated into smaller or larger loads for transfer to other vehicles or modes of transportation.
- 160. **UPLIGHTING.** "Uplighting" means any light source that distributes illumination above a 90-degree horizontal plane (see illustration below). (ORD 04-92 Passed 6-14-04)

Uplighting



- Uplighting wastes energy into the sky.
- Uplighting causes glare, light trespass, and harsh illumination.
- Uplighting is sometimes ineffective.

161. **USE, ACCESSORY.** "Accessory use" (or "structure") means a use, object or structure constructed or installed on the same lot as, and of a nature subordinate and customarily incidental to the principal (primary) use, object or structure of a lot.
162. **USE, PERMITTED, CONDITIONAL.** "Conditional use" means a use, other than a principal use permitted by right, which may be permitted within a district, if specified conditions are met as set forth in Chapter 1148 and which requires a conditional use permit.
163. **USE, PERMITTED.** "Permitted use" means any use allowed in a zoning district and subject to the restrictions applicable to that zoning district.
164. **USE, PERMITTED BY RIGHT.** "Use permitted by right" means a use approved administratively when it complies with the standards and requirements set forth for the zoning district in which it is located.
165. **USE, PRINCIPAL.** "Principal use" means the use that is of primary importance or which is the predominant use on a parcel of land. **USE, PERMITTED, TEMPORARY.** "Temporary use" means a use that is established for a fixed period of time with the intent to discontinue such use upon the expiration of such time and does not involve the construction or alteration of any permanent structure.
166. **VARIANCE.** "Variance" means a modification of the strict terms of the relevant regulations.
167. **VETERINARY HOSPITAL.** "Veterinary hospital" means a place where animals are given medical treatment and the boarding of animals occurs only as an incidental use.
168. **WIRELESS TELECOMMUNICATION FACILITY.** "Wireless telecommunications facility" means any cables, wires, lines, wave guides, antennae, towers and any other equipment or facilities associated with the transmission or reception of communications as authorized by the FCC. Such facilities are further defined in Chapter 1181.
169. **YARD.** "Yard" means an open space on the same lot with a principal use or building extending between a building or structure and the adjoining lot lines, unoccupied and unobstructed from the ground upwards, except as otherwise permitted by this Ordinance. (ORD 02-107 Passed August 26, 2002)

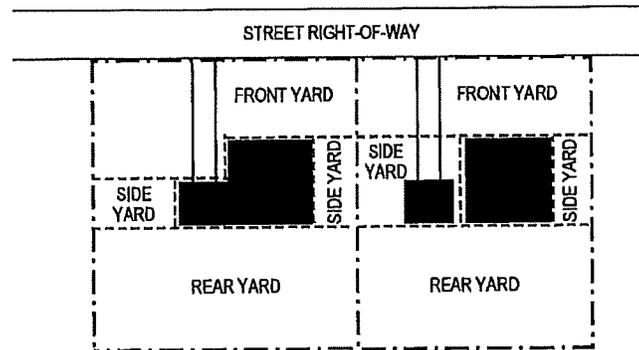


Figure 4 – Yards

Diagram of Side Yards for Corner Lots.

- a). **YARD, FRONT.** "Front Yard" means a yard extending between side lot lines across the front of a lot and from the front lot line to the front of the principal building.
 - b). **YARD, REAR.** "Rear yard" means a yard extending between side lot lines across the rear of a lot and from the rear lot line to the rear of the principal building.
 - c). **YARD, SIDE.** "Side yard" means a yard extending from the principal building to the side lot line on both sides of the principal building between the lines establishing the front and rear side yards.
170. **YARD, REQUIRED.** "Required yard" means the space between a lot line and a setback line for a building, parking area or use that is the minimum area required to comply with the regulations of the district in which the lot is located, and within which no structures shall be located except as expressly permitted in this Ordinance.
171. **ZONING MAP.** "Zoning map" means an accurate map depicting the City of Delaware, Ohio, and indicating the boundaries of the zoning districts established by this Ordinance.
172. **ZONING ORDINANCE.** "Zoning Ordinance" or "Ordinance" means Ordinance 01-79, passed August 13, 2001 as amended, which comprises Titles Five through Nine of this Part Eleven - Planning and Zoning Code.

TERRA ALTA

Tree Replacement Requirements:

Total Number of Trees/Acre 1422 caliper inches

"Good Health" Trees/Acre = 612 caliper inches (Total replacement/inch)

"Fair Health" Trees/Acre = 119 caliper inches (Fifty Percent replacement/inch)

"Poor Health" or Ash Trees/Acre = 691 caliper inches (No replacement)

Total number of caliper inches to be replaced/acre = 672

Phase One

Single Family

(7.6 acres removed x 672 caliper inches) = 5,107 caliper inches removed

Phase Two

Single Family

(14.4 acres removed x 672 caliper inches) = 9,677 caliper inches removed

Condominiums

(6.8 acres removed x 672 caliper inches) = 4,570 caliper inches removed

Sub Total = 14,247 caliper inches removed

Phase Three

Single Family

(11.6 acres removed x 672 caliper inches) = 7,795 caliper inches removed

Condominiums

(9.9 acres removed x 672 caliper inches) = 6,653 caliper inches removed

Sub Total = 14,448 caliper inches removed

Phase Four

Single Family

(2.2 acres removed x 672 caliper inches) = 1,478 caliper inches removed

Phase Five

Single Family

(16.6 acres removed x 672 caliper inches) = 11,155 caliper inches removed

Phase Six

Single Family

(3.9 acres removed x 672 caliper inches) = 2,621 caliper inches removed

Total = 49,056 caliper inches removed

Saved Tree Credits:

The spread sheet as shown on the development plan represents eight random samplings for the tree survey. These calculations have categorized those samplings by size of tree and have been divided by eight to get the number of caliper inches of credit per acre.

"Good Health"

- 6-11 inch trees = one caliper inch of credit for one caliper inch saved
 $2,373 \text{ inches} / \text{eight} \times \text{one credit} = 296.6 \text{ caliper inches/acre}$
 - 12-17 inch trees = two caliper inches of credit for one caliper inch saved
 $896 \text{ inches} / \text{eight} \times \text{two credits} = 224 \text{ caliper inches/acre}$
 - 18-23 inch trees = three caliper inches of credit for one caliper inch saved
 $322 \text{ inches} / \text{eight} \times \text{three credits} = 120.7 \text{ caliper inches/acre}$
 - 24+ inch trees = four caliper inches of credit for one caliper inch saved
 $123 \text{ inches} / \text{eight} \times \text{four credits} = 61.5 \text{ caliper inches/acre}$
- Sub Total = 702.8 caliper inches/acre

"Fair Health"

- 6-11 inch trees = one half caliper inch of credit for one caliper inch saved
 $1132 \text{ inches} / \text{eight} \times \text{one half credit} = 70.7 \text{ caliper inches/acre}$
 - 12-17 inch trees = one caliper inch of credit for one caliper inch saved
 $520 \text{ inches} / \text{eight} \times \text{one credit} = 65 \text{ caliper inches/acre}$
 - 18-23 inch trees = one and half caliper inches of credit for one caliper inch saved
 $171 \text{ inches} / \text{eight} \times \text{one and half credits} = 32 \text{ caliper inches/acre}$
 - 24+ inch trees = two caliper inches of credit for one caliper inch saved
 $270 \text{ inches} / \text{eight} \times \text{two credits} = 67.5 \text{ caliper inches/acre}$
- Sub Total = 235.2 caliper inches/acre

Total number of caliper inches of tree credit per acre = 938

Phase One

Single Family

$$(6.7 \text{ acres saved} \times 938 \text{ caliper inches/acre}) = 6,284 \text{ caliper inches saved}$$

Phase Two

Single Family

$$(12.8 \text{ acres saved} \times 938 \text{ caliper inches}) = 12,006 \text{ caliper inches saved}$$

Condominiums

$$(4.8 \text{ acres saved} \times 938 \text{ caliper inches}) = 4,502 \text{ caliper inches saved}$$

$$\text{Sub Total} = 16,508 \text{ caliper inches saved}$$

Phase Three

Single Family

(12.1 acres saved x 938 caliper inches) = 11,349 caliper inches saved

Condominiums

(2.2 acres saved x 938 caliper inches) = 2,063 caliper inches saved

Sub Total = 13,412 caliper inches saved

Phase Four

Single Family

(8.8 acres saved x 938 caliper inches) = 8,254 caliper inches saved

Phase Five

Single Family

(5.9 acres saved x 938 caliper inches) = 5,534 caliper inches saved

Phase Six

Single Family

(21.8 acres saved x 938 caliper inches) = 20,448 caliper inches saved

Total = 70,440 caliper inches saved

The developer has also agreed to install two trees per single family home, 316 homes, with a minimum two inch caliper for a total of 1,264 caliper inches and two trees per condominium unit, 167 units, with a minimum of two inch caliper for a total of 668 caliper inches.

The total number of inches saved and installed per the Terra Alta Tree Replacement Policy is 72,372 caliper inches with 49,056 caliper inches removed for a net gain of 23,316 caliper inches.

STOCKDALE FARMS
PLANNED MIXED USE DEVELOPMENT TEXT
DELAWARE, OHIO

1. DESCRIPTION OF DEVELOPMENT & RELATIONSHIP TO THE CITY OF DELAWARE COMPREHENSIVE PLAN

The Applicant is proposing a mixed residential development, known as Stockdales Farm, consisting of detached single-family homes and attached/detached single-family cluster homes. As such, the Applicant is seeking an amendment to the City of Delaware Zoning Code to permit the Property to be zoned and developed as a Planned Mixed Use (PMU) Overlay District within the existing R-2 with a RRD overlay zoning district. The Applicant believes that such amendment will provide for the highest and best use of the Property, thereby permitting quality housing stock to be constructed within the City of Delaware. Additionally, as further discussed below, the Applicant believes that such amendment is in accordance with the City of Delaware Comprehensive Plan.

The purpose of this Development Text is to set forth all supplemental information required by the Zoning Code and set forth in textual form certain development standards that will apply to the Property. Accompanying this Development Text is a Preliminary Development Plan. All terms and conditions of the Preliminary Development Plan are incorporated in this Development Text by this reference.

The Property consists of approximately 158.3 acres located east of Pollock Road and north of Braumiller Road, being located in the Highlands Subarea of the City's Land Use Element incorporated in the Comprehensive Plan. The Property has been designated for development as residential housing in the City's Future Land Use Map and has been earmarked as one of the City's Priority Growth Areas (PGAs) for development over the next five years. The PGAs establish the City's geographic preference for development and drive the City's infrastructure investment program. See, GM19 and GM19.3 of the Growth Management Element of the City's Comprehensive Plan. The proposed amendment is in keeping with the goals and policies established by the Comprehensive Plan for the following reasons:

- a. The Property will be developed as residential housing as contemplated by the Land Use Element incorporated in the Comprehensive Plan.
- b. The use of the Planned Mixed Use (PMU) Overlay District is consistent with the City's Objectives and Strategies in maintaining a reasonable land use balance to reflect the vision of the Comprehensive Plan. As stated in LU6.7 of the Land Use Element, planned district zoning "should be used as a flexible tool to meet the City's gross density requirements while providing a creative development plan with a mix of units, densities, and housing values within individual developments."
- c. The Comprehensive Plan anticipates supporting residential development in the Highlands Subarea and encourages mixing densities and unit types, as well as small open spaces to

create interest and a sense of place within neighborhoods. See, LU22.2 of the Land Use Element.

- d. Being designated as a PGA, development of the Property is consistent with the City's Capital Improvement Plan as required by the Comprehensive Plan's Growth Management Element(GM 20) and is located in the South Central trunk sewer that would serve this property.
- e. Residential development in the Highlands Subarea will be served by the South Central Delaware Sanitary Trunk. See, LU22.1 of the Land Use Element.
- f. The policies set forth in the Comprehensive Plan concerning expansion to the City's waste water treatment system and storm water management system will be implemented in connection with development of the Property.
- g. The policies set forth in the Comprehensive Plan concerning parks and recreational facilities for Delaware residents will be implemented with development of the Property.

In summary, by the amendment to the Zoning Ordinance in connection with the development of the Property as a Planned Mixed Use (PMU) development, the goals and objectives of the Comprehensive Plan will be met. This development will provide the City of Delaware an opportunity to obtain quality housing stock in one of the City's Priority Growth Areas and will preserve in a park like setting approximately 30 acres within the subdivision as open space.

2. GENERAL DEVELOPMENT STANDARDS

- a. **Purpose and Intent.** It is the intent of this development to provide a mixed residential use development with compatible and common architectural design, streetscape, signage, lighting, and pedestrian amenities throughout the entire development. Architectural and site design that is not consistent with this purpose and intent will not be accepted. This Development Text represents the zoning requirements for this area unless otherwise noted.
- b. **Conformance with Codified Ordinances and City Policy.** Unless noted otherwise within this Development Text or the Preliminary Development Plan, all development will be constructed and provided in conformance with the then current Codified Ordinances and City Policy in effect at the time of application.
- c. **Limitations.** Nothing in this Development Text shall prohibit additional restrictions or requirements from being placed on the approval of any Final Development Plan consistent with this Development Text or the Preliminary Development Plan.
- d. **Major Modifications.** Once a Final Development Plan has been approved by City Council, any subsequent major modification to that plan shall only be permitted by resubmission and approval of a revised Final Development Plan through the procedures set forth in the Zoning Code. Major modification for the purposes of this Development

Text shall mean any modification of the approved Final Development Plan, as determined by the Director of Planning & Community Development, that results in:

- (1) Any major increase in the number of or change in the type and/or mix of dwelling units or any major increase in the non-residential building area.
- (2) Major change in the approved location of land uses or land use sub-areas.
- (3) Substantial alteration of the basic geometry, including right-of-way width, and/or operation characteristics of any element of the approved public and private street pattern, access points, parking facilities, service access, trash storage facilities, and system of pedestrian paths that results in a change in operating characteristics or character.

e. **Minor Modifications.** Once a Final Development Plan has been approved by City Council, any subsequent minor modification to that plan shall only be permitted by resubmission and approval by the Director of Planning and Community Development of a revised Final Development Plan. Minor modification for the purposes of this Development Text shall mean any modification of the approved Final Development Plan, as determined by the Director of Planning & Community Development, that results in:

- (1) Any modification that is not considered a major modification by this Zoning Text or by determination of the Director of Planning & Community Development.
- (2) Any minor increase in the number of or change in the type and/or mix of dwelling units less than 5% in the total number of dwelling units.
- (3) Minor change in the approved location of land uses or land use sub-areas.
- (4) Minor alteration of the basic geometry, including right-of-way width, and/or operation characteristics of any element of the approved public and private street pattern, access points, parking facilities, service access, trash storage facilities, and system of pedestrian paths that results in a change in operating characteristics or character.
- (5) Minor structural alterations that do not alter the overall design intent of the buildings.

f. **Tree Removal and Replacement.** The Stockdale Farm Subdivision site is a unique development opportunity for the City of Delaware and the Developer. While the site is heavily treed in certain areas, the Developer working in concert with the City desires to create a high quality subdivision taking advantage of the topography of the site while saving as many trees as possible. At the preliminary development plan stage, for planning purposes only, the Developer for purposes of tree removal has assumed selected cutting of the single family and cluster housing parcels. Every effort will be made to save as many trees as possible on the single family and cluster housing parcels, especially on the perimeter of the single family and cluster housing parcels. It is assumed that at the time of development, certain tree parcels, reserves and preservation easements will be created. It should also be noted that in connection with single family lot development, every effort has been extended to create tree buffers along boundaries and in backyards. Consequently, the Developer respectfully requests that the City adopt the following Tree Replacement Plan which shall be specific to the Stockdale Farms development and is reflective of the diverse and unique site elements which are present at this particular site. Thus, the Tree Replacement Plan enumerated herein creates an innovative and unique

approach to the issue of saving trees on this particular site. Instead of focusing on the economics and environmental issues of trees lost to development, this Tree Replacement Plan focuses on efforts to save trees (particularly large, mature trees), providing an incentive to save large, mature trees, compensating for trees lost, and, ultimately, creating a higher quality development for the City of Delaware than would be expected under a standard subdivision.

The following Tree Replacement Plan shall be the controlling regulation for the Terra Alta development:

- (1) *Tree Survey.* An estimate of the total number, type, size, and health of trees to be preserved and replaced has been provided according to a set of representative tree survey sites as determined and verified by the City of Delaware and as authorized by the current Zoning Code. Attached within the Preliminary Development Plan exhibits is an estimate of overall tree impact based on the Tree Replacement Plan.
- (2) *Calculation of Replacement Trees.* Only trees six (6) caliper inches and greater that are removed in the development of the Subdivision and construction of housing units shall be replaced according to the following schedule:
 - A. Trees considered in good health as determined by a Certified Arborist or Landscape architect and verified by the City of Delaware shall be replaced on a 100% replacement schedule meaning every good tree removed shall be replaced with tree(s) that have a total caliper equal to or greater than the total caliper of the tree removed.
 - B. Trees considered in fair health as determined by a Certified Arborist or Landscape architect and verified by the City of Delaware shall be replaced on a 50% replacement schedule meaning every fair tree removed shall be replaced with tree(s) that have a total caliper equal to or greater than 50% of the total caliper of the tree removed.
 - C. Trees considered in poor health or ash trees as determined by a Certified Arborist or Landscape architect and verified by the City of Delaware shall be exempt from replacement. However, to the maximum extent allowed by local, state, and federal regulations, poor trees and ash trees located in areas that are not required for development shall be left undisturbed on-site provided such trees are not considered hazardous to life or property as determined by the City of Delaware.
- (3) *Tree Preservation.* The Developer will include a significant amount of tree preservation areas, distributed throughout the Subdivision, which shall be recorded on each individual final subdivision plat as applicable and will be permanently recorded with such. The Preliminary Development Plan notes the tree preservation areas preliminarily contemplated, but which could change with the detailed investigation that occurs with final submission. The City will consider reasonable proposed changes at the time of final submission.

(4) *Tree Replacement Fee.*

- A. *Single-Family Unit.* A \$500 per single-family detached dwelling unit tree replacement fee shall be charged on each single-family detached dwelling unit at the time of building permit application. This fee is to be paid per the usual and customary procedures of the City, which currently requires payment of all required building and zoning permit fees prior to issuance of the permit but not at the time of application. Assuming approval of 245 such housing units x \$500 = \$122,500 paid to the City specifically for its Tree Fund.
- B. *Cluster Home Units.* A \$200 per cluster dwelling unit tree replacement fee shall be charged on each cluster dwelling unit at the time of building permit application. This fee is to be paid per the usual and customary procedures of the City, which currently requires payment of all required building and zoning permit fees prior to issuance of the permit but not at the time of application. Assuming approval of 78 such cluster units x \$200 = \$15,600 paid to the City specifically for its Tree Fund.

(5) *Required Trees Not Considered Replacement Trees.* Trees that are required by the current Zoning Code, such as but not limited to street trees and front yard trees, shall not be considered Replacement Trees.

(6) *Replacement Tree Criteria.* To receive credit as a Replacement Tree, a tree shall be required to have a minimum caliper of two (2) inches. Evergreen (pine for example) trees shall be calculated as two (2) feet in height equals one (1) inch in caliper with a minimum required height of six (6) feet. For example, a pine tree six (6) feet in height would net three (3) caliper inches of replacement tree credit. Trees meeting this criterion are referred to herein as "Replacement Trees."

(7) *Credit for Tree Preservation.* In recognition of the Developer's efforts to save trees in the design, layout and development of the subdivision through the provisions of this Tree Replacement Plan, the Developer shall receive credit against the replacement required by Section 2 of this Tree Replacement Plan for all single family home tree replacement pursuant to Section 7, all condominium tree replacement pursuant to Section 8, and in accordance with the following schedule for permanently preserved trees:

A. Good Tree Credit Schedule

- (1) Trees six (6) caliper inches but less than twelve (12) caliper inches saved shall receive one (1) caliper inch credit for each caliper inch saved.
- (2) Trees twelve (12) caliper inches but less than eighteen (18) caliper inches saved shall receive two (2) caliper inches credit for each caliper inch saved.
- (3) Trees eighteen (18) caliper inches but less than twenty-four (24) caliper inches saved shall receive three (3) caliper inches credit for each caliper inch saved.

- (4) Trees greater than (24) caliper inches saved shall receive four (4) caliper inches for each caliper inch saved.

B. Fair Tree Credit Schedule

- (1) Trees six (6) caliper inches but less than twelve (12) caliper inches saved shall receive one-half (1/2) caliper inch credit for each caliper inch saved.
 - (2) Trees twelve (12) caliper inches but less than eighteen (18) caliper inches saved shall receive one (1) caliper inch credit for each caliper inch saved.
 - (3) Trees eighteen (18) caliper inches but less than twenty-four (24) caliper inches saved shall receive one and one-half (1-1/2) caliper inches credit for each caliper inch saved.
 - (4) Trees greater than (24) caliper inches saved shall receive two (2) caliper inches for each caliper inch saved.
- (10) *Credit for Removal of Ash Trees.* The removal of ash trees from the site that would not otherwise be removed as a result of development (i.e., ash trees removed from reserves and preservation easements) shall be given a credit of one (1) caliper inch for every \$100 cost of ash tree removal as submitted by the developer and as certified by the City.
- (11) *Replacement Completion.* Fulfillment of this Tree Replacement Plan as written and in total shall result in no additional fees-in-lieu-of or other replacement being required.
- (12) *Expiration.* These tree replacement requirements shall expire upon the completion of the Stockdale Farms Subdivision development. The completion of development shall be considered the acceptance of final public improvements and expiration of any required maintenance period for Stockdale Farms as it relates to the tree replacement aspects of this Tree Replacement Plan, however, the provisions of Sections 4, 5, 6, 7 and 8 shall continue in full force and effect with respect to each dwelling unit until such time as each dwelling unit in the Stockdale Farms Subdivision receives a Final Certificate of Occupancy. After the completion of development or receipt of a Final Certificate of Occupancy, as applicable, the tree preservation and replacement requirements of the then current Zoning Code shall apply.
- g. **Master Association.** A master homeowners association will be created for the entire development. The master homeowners association shall be responsible for maintenance and upkeep of all Reserves, entrance features and common open space located on the Property. Any declaration shall be reviewed and approved by the City prior to the recording of the declaration. By majority vote of the property owners, the association shall be transferred to the homeowners when 75% of the units have received a certificate of occupancy, unless the Developer establishes to the satisfaction of the City Director of Planning and Community Development that less than 75% of the units have been sold to third party buyers, in which event such transfer shall be deferred at the election of the Developer until such time as 75% of the units have been sold to third party buyers.

- h. **Common Open Space.** The common open space for the development of the Property shall contain approximately 30 acres. All open space will be owned and maintained by the Homeowners Association for the Development subject to all necessary easements and agreements in connection with the overall development of the Property. The identified areas shall satisfy all common open space requirements. All common open space shall be improved, if improvements are necessary or required, concurrent with the public improvements with the respective phase in which the improvement is located.
- i. **Parkland.** The Parkland grant required by the Zoning Code shall be satisfied by the dedication of approximately 17.45 acres of land located primarily in the middle of the subdivision. The City may subsequently grant any covenants, easements, or restrictions to a third party for the purposes of holding the same. Applicant shall grant to the City an easement for a bikepath along the north side of Braumiller Road and along the existing stream bed but maintained by the Homeowners Association, as depicted on the Preliminary Development Plan and as designed and constructed by the Applicant. The parkland and bike paths shall be open to the public with signage identifying such. Prior to or concurrent with the submittal of the Preliminary Subdivision Plat, the Applicant shall submit for review and approval a Parkland and Open Space Improvement Plan. All public parkland shall be improved, if improvements are necessary or required, concurrent with the public improvements with the respective phase in which the improvement is located.
- j. **Utilities to be Located Underground.** All new utilities serving the Property shall be located underground except for the existing electric transmission line. Additionally, and if determined to be economically feasible, any existing utilities that will serve the Property that are located above ground, including those along either side of Pollock Road or the north side of Braumiller Road adjacent to the site, shall be relocated underground. The Applicant and the City shall work together to ensure that any technical and financial information provided by the respective utility company is fair and reasonable.
- k. **Composite Utility Plan Required.** Prior to the installation of any non-City owned utility, a composite utility plan shall be submitted for review and approval by the City. Such plan shall depict the location and type of all non-City owned utilities including the location and type of any above ground pedestal, transformer, meter, cabinet, and other such above ground structures that support the respective utility. Any above ground structure shall be inconspicuously located, dark green in color, and if located in any front yard shall be screened with landscaping as approved by the City.
- l. **Removal of Existing Farm Fencing.** Unless demonstrated to the City that such fencing is not in the ownership of the Applicant, all existing farm fencing and barbed wire fencing shall be removed from the site at minimum on a lot by lot basis.
- m. **Construction Trailers.** Construction trailers shall meet all requirements of the current Zoning Code and shall be removed once construction activity has moved to another phase of the development. For example, once the public improvements have been accepted in

Phase 2 any construction trailer located in Phase 1 shall be relocated to Phase 2 provided the respective builder is or will be constructing lots in the subsequent phase.

- n. **Sidewalks and Multi-Use Paths.** Multi-use paths will be constructed and accepted concurrently with the public improvements in which the multi-use path is located. Sidewalks will be constructed concurrently with the construction of each lot. However, once ninety (90) percent of the lots in a respective phase have obtained a certificate of occupancy, any sidewalk not yet installed in the respective phase shall be installed within six (6) months from the date of issuance of the certificate of occupancy establishing the ninety (90) percent lot completion. Sidewalks within the cluster development shall be installed prior to the issuance of the first certificate of occupancy for the cluster development. Sidewalks and multi-use paths located within a cluster development shall be installed with each respective phase of the cluster development as shown on the approved Final Development Plan.

3. SUB-AREAS

The Development is separated into two main sub-areas to represent the distinct areas of development. Sub-Area A is to be developed with detached single-family dwellings on subdivided lots. Sub-Area B is to be developed with a mix of attached and/or detached cluster dwelling units.

4. SUB-AREA A – SUBDIVIDED SINGLE-FAMILY STANDARDS

- a. **Uses.** The following uses shall be considered permitted or conditionally permitted in Sub-Area A as represented in the chart below by P or C, respectively, and as defined by attached Chapter 1121 of the Zoning Code. Any use not listed in the chart shall be considered a prohibited use unless amended by action of the Planning Commission and City Council through a Zoning Amendment process.

- (1) **Permitted Uses.** Permitted uses are permitted by-right and shall meet all development standards specified within this Development Text and the Zoning Code, as applicable.
- (2) **Conditionally Permitted Uses.** In addition to all standards specified within this Development Text, uses listed as conditionally permitted uses shall meet all the then current Zoning Code standards for approval of a Conditional Use Permit current at the time of application for the specific conditional use as well as any other regulations contained within the Zoning Code and applicable to the conditional use.
- (3) **Accessory Uses and Structures.** Although not specified in the chart below, accessory uses, which are considered allowed uses, include those items that are customarily incidental and secondary to the principal use of the land. Such items include but are not limited to signs, fences, trash receptacles and enclosures, and off-street parking areas.

Land Use Category	Stockdale Farms Uses
(a) Residential	
(1) Detached single-family dwelling	P
(2) Minor home occupation	P
(b) Recreational/Open Space	
(1) Park, playground	P
(2) Non-commercial recreation facility (including homeowner association controlled facilities)	P

- b. **Density & Mix of Dwelling Unit Type.** The overall Sub-Area A density and mix of dwelling unit types shall not exceed that approved on the Preliminary Development Plan.
- c. **Lot Standards.** The minimum lot sizes and frontages shall be that depicted on the Preliminary Subdivision Plat.
- d. **Building Setback Standards.** The following standards shall apply for minimum principal building setbacks (including accessory structures attached to the principal structure) based on the type of dwelling unit.

Minimum Building Setbacks*	Stockdale Farms
(a) Setback from Pollock Road and Braumiller Road, including non-reserve lots backing to lots fronting Braumiller Road	100 ft Pollack Road /90 ft Braumiller Road.
(b) Setback from all other public rights-of-way	30 ft.
(c) Side setback for lots having a front lot dimension at the building line of 80 feet or more	10 ft. (per side)
(d) Side setback for lots having a front lot dimension at the building line of less than 80 feet	20% of the front lot dimension at the building line shall be the total side yard setback on both sides, with a minimum setback of 7 ft. (per side)
(e) Rear setback	40 ft.

*Side and rear yard setbacks shall not apply to minor architectural projections such as eaves, chimneys and bay windows.

- e. **Floor Area Requirements.** Each dwelling unit shall provide for the following minimum floor area, exclusive of basements (unless walk-out units), unfinished attic spaces, garages, and any attached or detached accessory buildings.

1)

- A. One story ranch – 1,800 sq. ft. – plus 200 sq per bedroom in excess of 2 bedrooms per base code.
 - B. Two story – 2,000 sq. ft. – plus 200 sq per bedroom in excess of 2 bedrooms per base code.
- f. **Maximum Building Height.** The maximum height of any principal building or structure shall be 35 feet as measured from the average elevation of the finished grade at the front of the building to the highest point of the roof.
- g. **Building Design.** Unless otherwise modified within this Development Text, all dwellings shall meet the building design requirements of Chapter 1171, R-2 District standards for detached single-family dwellings.
- (1) To create a cohesive and unified design throughout the entire development yet provide a diversity of housing types each building shall be consistent in overall design, color, material, and architectural pattern and include a similar and/or repeating pattern of design elements such as architectural styles, roof and building massing, window proportion, or other elements as determined through the Final Development Plan review process.
 - (2) Representative home elevations (all sides) shall be reviewed and approved by the Planning Commission as part of the Final Development Plan. Minor variations thereafter shall be potentially administratively approvable as written in this Development Text.
 - (3) Exterior Material and Trim Standards.
 - A. At least 50% of the front elevation of all homes constructed on the Property will consist of brick, stone, cultured stone, wood siding, SmartSide, fibrous cement siding, or other approved material, excluding foundations, garage doors, entry doors, roofs, gutters, downspouts and windows.
 - B. All vinyl siding products used on homes constructed on the Property shall be architectural grade, Vinyl Siding – Higher End, as defined in Chapter 1171.08 (c) (19) on all elevations.
 - C. Trim board around all corners, windows, and doors shall be a minimum of 4 inches all around.
 - D. Standing seam metal roofs are encouraged on select architectural elements of front elevations, such as porches or front entrance features.
 - E. EIFS or similar products are prohibited as an exterior material.
 - F. Frieze trim a minimum of 4 inches wide is required under all overhangs and gables.
 - G. All home elevations shall be reviewed and approved by the Director of Planning & Community Development to establish compliance with the Building Design requirements of this Development Text.
 - H. All homes will have, at a minimum, dimensional shingles.
 - (4) Design Standards

- A. Materials on each home shall be varied to provide variety throughout the community.
 - B. All front elevations shall include a variety of styles, colors, and/or materials types of materials including as an example, but not limited to, vinyl shake siding.
 - C. All homes will have not less than a 2 car attached garage.
 - D. The principal roof structure on all homes will have a roof pitch of not less than 6/12.
 - E. Minimum 8 inch overhangs and rakes.
 - F. Lintels and sills in masonry walls shall be brick soldier course, limestone, or sandstone, along with other manufactured stone products.
 - G. Although porch railing and column details are encouraged to vary from home to home, porch columns shall have a minimum 6 x 6 inch cross section or diameter.
 - H. Treated lumber shall be painted or stained, except when used on outdoor decks.
 - I. Where wood burning fireplaces are utilized the exposed chimney shall be faced with brick or stone at a minimum. All direct vent fireplaces shall be located in a side or rear yard and screened from view when visible from a public street.
 - J. All homes shall provide an identifiable entry with entry coverings and stoops being a minimum of 3 feet deep or the minimum necessary for building code regulations, which ever is greater. Any porch shall be a minimum depth of 6 feet.
 - K. Front elevations shall be designed to de-emphasize the visual impact of the garage. All garage doors facing a public street shall be architecturally upgraded to include design elements consistent with the design of the home and development including matching the door color to the predominant color of the main structure, incorporate a glass course, add trim packages to give the appearance of stable doors, man doors, hinged swing doors, and other similar architectural elements. .
 - L. Side elevations shall include multiple windows and design elements that provide visual interest as well as allow light into the unit.
 - M. Rear elevations facing a public right-of-way shall have a minimum of two windows.
- h. **Accessory Structures.** Fences (other than decorative fencing along front entrance paths and front porches) are prohibited in any front yard and must meet the standard fence specifications as provided with the Final Development Plan. Privacy fences are prohibited except around spas and hot tubs.. Attached decks may extend up to five (5) feet into a required rear setback provided the encroachment does not adversely impact any easement. All other accessory structures shall meet the requirements of the current Zoning Code.
- i. **Landscaping and Screening.** All landscaping shall meet the requirements of the then current Zoning Code and the Gateways & Corridors Plan unless modified herein.
- (1) All street tree plantings shall meet the requirements and approval process of the Zoning Code unless modified in this Development Text.
 - (2) Street trees shall be a minimum of 1.75 caliper inches as measured at breast height at the time of installation or per City Arborist.

- (3) Along the Braumiller Road, an earth mound, no less than 3 feet and not more than 6 feet in height as measured from the proposed finish grade elevations of the adjacent dwelling with a mix of deciduous and coniferous plantings providing, at the time of installation, a minimum 60% year round opacity at a combined mound and landscaping height of no less than 10 feet at planting shall be provided. Such mounding shall not interfere with any required sight distance.
 - (4) A typical landscaping plan for each unit type shall be submitted and approved with the Final Development Plan. This typical landscaping shall set forth the minimum amount of required landscaping for each unit type at the time of building of each structure prior to the issuance of a Certificate of Occupancy. Landscaping species may be varied on a permit by permit basis.
 - (5) Ground mounted equipment shall be screened from view using plant materials providing 100% year round opacity. Air conditioning units shall be located in manner that minimizes the view from the public right-of-way.
 - (6) For the purposes of aesthetics and aquatic health, all ponds shall have a fountain/aerator.
- j. **Pedestrian Connectivity.** Pedestrian connectivity shall be provided throughout the Sub-Area with stub connections to other sub-areas and future development. Concrete sidewalks shall be provided on both sides of all public streets and multi-use paths of appropriate width and material shall be provided as shown on the approved Final Development Plan per engineering requirements.
- k. **Open Spaces.** Open spaces shall be landscaped and designed in a manner consistent with the overall development. Landscaping and design plans for all open spaces shall be submitted and approved with the Final Development Plan and include, at a minimum, the following:
- (1) Sidewalks or multi-use paths shall be provided throughout the open space to link the amenities of the open space to the adjacent public sidewalk or pathway network and provide active recreation throughout as approved on the Preliminary Development Plan.
 - (2) Crosswalks leading to open spaces shall be provided and as acceptable by the City Engineer.
 - (3) Amenities such as benches, gazebos, or other such features are encouraged in the open spaces as depicted on the Preliminary Development Plan.
 - (4) All open spaces shall be constructed with the public infrastructure with the respective phase in which the open space is located. Landscaping shall be installed at the first time of year in which it is appropriate to install such plant material provided the acceptance of public improvements occurs during an inappropriate time for planting and the incomplete landscaping is bonded with the City.
- l. **Entry Features and Signs.** With the Final Development Plan, a comprehensive entry feature and signage plan shall be submitted. All signs shall be designed and located in a manner that is appropriate and consistent with the overall design of the Sub-Area. Internally illuminated signs are prohibited, but externally illuminated and backlighting of lettering is permitted.

5. SUB-AREA B- SINGLE-FAMILY CLUSTER HOUSING STANDARDS

- a. The maximum number of cluster homes shall be 78 units located in Phase V of the Preliminary Development Plan.
- b. **Uses.** The following uses shall be considered permitted or conditionally permitted in Sub-Areas B as represented in the chart below by P or C, respectively, and as defined by Chapter 1121 of the Zoning and per the Preliminary Development Plan. Any use not listed in the chart shall be considered a prohibited use unless amended by action of the Planning Commission and City Council through a Zoning Amendment process.

- (1) **Permitted Uses.** Permitted uses are permitted by-right and shall meet all development standards specified within this Development Text and the Zoning Code, as applicable.
- (2) **Conditionally Permitted Uses.** In addition to all standards specified within this Development Text, uses listed as conditionally permitted uses shall meet all the then current Zoning Code standards for approval of a Conditional Use Permit current at the time of application for the specific conditional use as well as any other regulations contained within the Zoning Code and applicable to the conditional use.
- (3) **Accessory Uses and Structures.** Although not specified in the chart below, accessory uses, which are considered allowed uses, include those items that are customarily incidental and secondary to the principal use of the land. Such items include but are not limited to signs, fences, trash receptacles and enclosures, and off-street parking areas.

Land Use Category	Stockdale Farms Uses
(c) Residential	
(1) Detached single-family dwelling in a cluster setting	P
(2) Attached single-family dwelling in a cluster setting	P
(3) Minor home occupation	P
(d) Recreational/Open Space	
(1) Park, playground	P
(2) Non-commercial recreation facility (including homeowner association controlled facilities)	P

- b. **Density & Mix of Dwelling Unit Type.** The overall Sub-Area B densities and mixes of dwelling unit types shall not exceed that approved on the Preliminary Development Plan.

- c. **Lot Standards.** The minimum lot sizes and frontages shall be that depicted on the Preliminary Subdivision Plat.
- d. **Building Setback Standards.** The following standards shall apply for minimum principal building setbacks (including accessory structures attached to the principal structure) based on the type of dwelling unit.

Minimum Building Setbacks*	Stockdale Farms
(a) Setback from public rights-of-way (excluding interior streets)	30 ft.
(b) Setback from interior streets and private streets edge of pavement or back of curb (whichever is greater)	20 ft.
(c) Setback from parkland and reserves	10 ft.
(d) Building separation end wall to end wall (side of building to side of building)	10 ft.
(e) Building separation from any main wall (front or rear of building)	20 ft.
(f) Perimeter site setback	30 ft.

*Side and rear yard setbacks shall not apply to minor architectural projections such as eaves, chimneys and bay windows.

- e. **Floor Area Requirements.** Each dwelling unit shall provide for the following minimum floor area, exclusive of basements unless (walk-out units), unfinished attic spaces, garages, and any attached or detached accessory buildings.

(1) Minimum floor area t

- A. One bedroom – 1,200 sq. ft.
- B. Two or more bedroom unit – 1,400 sq. ft. plus an additional 200 sq. ft. for each bedroom in excess of two.

- f. **Maximum Building Height.** The maximum height of any principal building or structure shall be 35 feet as measured from the average elevation of the finished grade at the front of the building to the highest point of the roof.

- g. **Building Design.** Unless otherwise modified within this Development Text, all dwellings shall meet the building design requirements of Chapter 1171, R-5 and R-6 District standards for detached single-family dwellings and R-5 and R-6 District multi-family standards for attached single-family dwellings.

(1) To create a cohesive and unified design throughout the entire development yet provide a diversity of housing types each building shall be consistent in overall

design, color, material, and architectural pattern and include a similar and/or repeating pattern of design elements such as architectural styles, roof and building massing, window proportion, or other elements as determined through the Final Development Plan review process.

(2) All home elevations (all sides) shall be reviewed and approved by the Planning Commission as part of the Final Development Plan. Minor variations thereafter shall be potentially administratively approvable as written in this Development Text.

(3) Exterior Material and Trim Standards.

- A. At least 50% of the front elevation of all homes constructed on the Property will consist of brick, stone, cultured stone, wood siding, SmartSide, fibrous cement siding, or other approved material excluding foundations, garage doors, entry doors, roofs, gutters, downspouts and windows.
- B. All vinyl siding products used on homes constructed on the Property shall be architectural grade, Vinyl Siding – Higher End, as defined in Chapter 1171.08 (c) (19) on all elevations.
- C. Trim board around all corners, windows, and doors shall be a minimum of 4 inches all around.
- D. Minimum 8 inch overhand and rakes.
- E. Standing seam metal roofs are encouraged on select architectural elements of front elevations, such as porches or front entrance features.
- F. EIFS or similar products are prohibited as an exterior material.
- G. All exposed foundation walls shall be faced with brick, stone or stucco.
- H. Frieze trim a minimum of 4 inches wide is required under all overhangs and gables.
- I. All home elevations shall be reviewed and approved by the Director of Planning & Community Development to establish compliance with the Building Design requirements of this Development Text.
- J. All homes will have, at a minimum, dimensional shingles.

(5) Design Standards

- A. Exterior Materials on each building shall be varied to provide variety throughout the community.
- B. All homes will have not less than a 1 car attached garage.
- C. The principal roof structure on all homes will have a roof pitch of not less than 6/12.
- D. Lintels and sills in masonry walls shall be brick soldier course, limestone, or sandstone, along with other manufactured stone products.
- E. Although porch railing and column details are encouraged to vary from home to home, porch columns shall have a minimum 6 x 6 inch cross section or diameter.
- F. Treated lumber shall be painted or stained, except when used on exterior decks.
- G. Where wood burning fireplaces are utilized the exposed chimney shall be faced with brick or stone at a minimum. All direct vent fireplaces shall be located in a side or rear yard and screened from view when visible from a public street.

- H. All homes shall provide an identifiable entry with entry coverings and stoops being a minimum of 3 feet deep or the minimum necessary for building code regulations, which ever is greater. Any porch shall be a minimum depth of 4 feet.
 - I. Front elevations shall be designed to de-emphasize the visual impact of the garage. All garage doors facing a public street shall be architecturally upgraded to include design elements consistent with the design of the home and development including matching the door color to the predominant color of the main structure, incorporate a glass course, add trim packages to give the appearance of stable doors, man doors, hinged swing doors, and other similar architectural elements. In the event garage doors facing a public street are not architecturally upgraded as provided in the preceding sentence, detached single-family garages facing a public street shall be setback a minimum of 2 feet from the primary wall of the home facing the public street and garages of front loaded attached single-family dwelling units shall not extend closer to the street than the primary wall facing the street.
 - J. Side elevations shall include multiple windows and design elements that provide visual interest as well as allow light into the unit.
 - K. Rear elevations facing a public right-of-way shall have a minimum of two windows.
- h. **Accessory Structures.** Fences (other than decorative fencing along front entrance paths and front porches) are prohibited in any front yard. Privacy fences, except those immediately adjacent to a deck or patio and shown on an approved Final Development Plan, are prohibited. Attached decks may extend up to five (5) feet into a required rear setback provided that encroachment does not adversely impact any easement. All other accessory structures shall meet the requirements of the current Zoning Code.
- i. **Landscaping and Screening.** All landscaping shall meet the requirements of the then current Zoning Code and the Gateways & Corridors Plan unless modified herein.
- (1) All street tree plantings shall meet the requirements and approval process of the Zoning Code unless modified in this Development Text.
 - (2) A dense landscape buffer shall be provided along the eastern property line adjacent to the large lot single family residences and shall be submitted and approved with the Final Development Plan.
 - (3) Street trees shall be a minimum of 1.75 caliper inches as measured at breast height at the time of installation or per City Arborist.
 - (4) A typical landscaping plan for each condominium regime shall be submitted and approved with the Final Development Plan. This typical landscaping shall set forth the minimum amount of required landscaping for each unit at the time of building of each structure prior to the issuance of a Certificate of Occupancy. Landscaping species may be varied on a permit by permit basis.
 - (5) Ground mounted equipment shall be screened from view using plant materials providing 100% year round opacity. Air conditioning units shall be located in manner that minimizes the view from the public right-of-way.
 - (6) For the purposes of aesthetics and aquatic health, all ponds shall have a fountain.

- j. **Pedestrian Connectivity.** Pedestrian connectivity shall be provided throughout the Sub-Area with stub connections to other sub-areas and future development. Concrete sidewalks in width, shall be provided on both sides of all public streets and as appropriate and necessary on private streets and multi-use paths of appropriate width and material shall be provided as shown on approved Final Development Plan per engineering requirements.
- k. **Open Spaces.** Open spaces shall be landscaped and designed in a manner consistent with the overall development. Landscaping and design plans for all open spaces shall be submitted and approved with the Final Development Plan and include, at a minimum, the following:
- (1) Sidewalks or multi-use paths shall be provided throughout the open space to link the amenities of the open space to the adjacent public sidewalk and provide active recreation throughout.
 - (2) Crosswalks leading to open spaces and public parkland shall be acceptable to the City Engineer.
 - (3) Amenities such as benches, gazebos, or other such features are encouraged in the open spaces.
 - (4) All open spaces shall be constructed with the public infrastructure with the respective phase in which the open space is located. Landscaping shall be installed at the first time of year in which it is appropriate to install such plant material provided the acceptance of public improvements occurs during an inappropriate time for planting and the incomplete landscaping is bonded with the City.
 - (5) For the purposes of aesthetics and aquatic health, all ponds shall have a fountain.
- l. **Entry Features and Signs.** With the Final Development Plan, a comprehensive entry feature and signage plan shall be submitted. All signs shall be designed and located in a manner that is appropriate and consistent with the overall design of the sub-area. Internally illuminated signs are prohibited but signage with backlight lettering is permitted.
- m. **Cluster Housing Association.** Sub-Area B all units and property developed within each shall be governed by a homeowners association as reviewed and approved by the City. By majority vote of the property owners, the association shall be transferred to the homeowners when 75% of the units have received a certificate of occupancy, unless the Developer establishes to the satisfaction of the Director of Planning and Community Development that less than 75% of the units have been sold to third party buyers, in which event such transfer shall be deferred at the election of the Developer until such time as 75% of the units have been sold to third party buyers.
- n. **Private Street Width.** All private streets shall have a width (including gutters) of 28 feet unless parking is restricted to one side of street, in which event, such width is reduced to 24 feet or as approved on the final development plan per engineering requirements..

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EXHIBIT C

PROPOSED CURRENT DEVELOPMENT PROGRAM

A. Proposed New Community Development Program

(i) Site Description

The District is located in the City. As proposed, the District will encompass approximately 471.42 acres located in the Central Ohio metropolitan area, as depicted and more particularly described in Exhibits A-1 and A-2, respectively.

(ii) The New Community Development Program

The Developer's objective is to develop residential housing in the City of Delaware. The Developer's development philosophy is to produce real estate products of the high quality by devoting attention to planning, design and construction. The District will provide residents with high-quality development projects and uses and supporting amenities. In connection with the approval of this Petition, the Developer will file a Declaration of Covenants, Restrictions and Agreements for Terra Alta New Community Authority with the Delaware County Recorder ("Declaration").

The current plan presents an arrangement of land uses meeting the applicable zoning regulations of the City (see Exhibit B).

B. Proposed Land Acquisition and Land Development Activities

The Developer owns all the approximately 471.42 acres of the land within the proposed District as described in Exhibits A-1 and A-2 to this Petition. The land assembled is completely contiguous and the developments and neighborhoods of the community will be unified by identifiable motifs, such as entry features, harmonious design guidelines, and hiking and bike trails, and amenities.

C. Proposed Land Development (including Community Facilities) and Services

A New Community Authority created pursuant to Chapter 349 of the Revised Code may be authorized to acquire and develop all the categories of "land development" (including the construction of "community facilities") set forth in Sections 349.01(H) and (I) of the Revised Code. The "community facilities" and "land development" that are to be financed or otherwise paid for by the Authority include but are not limited to installing or construction water distribution systems, sewers, sewage collection systems, gas and electric lines, roads streets, curbs, gutters, sidewalks, storm drainage facilities, and other installations or work, whether within or without the new community district, and the process of clearing and grading land therefore, and all real property, buildings, structures or other facilities, including related fixtures, equipment, and furnishings, to be owned, operated, financed, constructed, and maintained by the Authority in furtherance of "community activities" (as defined in Section 349.01(N)), including

community buildings, centers and plazas, telecommunications facilities, recreational facilities, natural resource facilities including parks and other open space land, lakes and streams, community streets and parking facilities, pathway and bikeway systems, pedestrian underpasses and overpasses, lighting facilities, design amenities or other community facilities, and buildings needed in connection with water supply or sewage disposal installations, or energy facilities including those for renewable or sustainable energy sources, and gas or electric lines or installation. The Authority may also provide such other land development or community facilities and services permitted under Chapter 349 of the Revised Code as are determined by the Authority.

The Authority will provide any necessary maintenance of land development or community facilities, unless and until that land development or those community facilities become the maintenance responsibility of others. Maintenance services will be provided by contracting for those services or employing staff paid by the Authority.

D. Proposed Method of Financing the Community Facilities and Services

The financing for the Land Development and Community Facilities and payment of their operation and maintenance costs is expected to be provided pursuant to the terms of agreements by and among the Developer and the Authority.

The Land Development and Community Facilities and related maintenance and services expected to be financed or paid for from a Community Development Charge based on the assessed valuation of each parcel in the maximum amount not to exceed 7.5 mills (the "Community Development Charge"), as provided for in the Declaration as the same may be amended or supplemented in accordance with its terms.

Further discussion of the financial plan for the District is included in Exhibit D to this Petition.

E. Projected Total Residential Population of the New Community

It is estimated that 2250 residents are expected to reside within the District at full build-out. The only employees expected to work within the District at full build-out are those individuals engaged in performing operation and maintenance of community facilities or residential amenities.

EXHIBIT D

PRELIMINARY ECONOMIC FEASIBILITY ANALYSIS

A. Area Development Pattern and Demand

The City of Delaware grew 13% from 2010 to 2017 to a population of 39,267. This is consistent with the growth rate in Delaware County over the last decade to an estimated population of 200,464 in 2017 according to the United States Bureau of the Census. Delaware County is the fastest growing county in Ohio, with its growth rate of 15.1% from 2010 to 2017 far outpacing the State which saw a 1% growth rate for the same period. The Delaware City School District in 2013 had a population of 36,181.

All of this growth in the City and County of Delaware is consistent with demographic patterns in the larger Columbus Metropolitan Statistical Area (the "Columbus MSA"). In contrast to stagnant or declining populations throughout much of the Northeast and Midwest regions of the United States, the Columbus Chamber of Commerce reported a 10.6% growth in population for the Columbus and central Ohio area between 2000 and 2010. Growth projections developed by the Mid-Ohio Regional Planning Commission show a continuing population increase, with an additional 600,000 residents in the region expected by the year 2050.

Development in the District will help meet the housing needs occasioned by this growth.

B. Location and Proposed New Community District Size

The Developer has assembled approximately 471.42 acres of land in the City of Delaware that will be included in the District. The location of this property is shown on the map attached to this Petition as Exhibit A-1.

C. Present and Future Socio-Economic Conditions

(i) Demographic and Economic Patterns

According to the U.S. Census, the average price for a single family residential home in the City between 2012 through 2016 was \$161,100 and the average household income during that time span was \$58,472. Approximately 94% of the City's population over the age of 25 has earned a high school degree or higher.

According to the Ohio Department of Job and Family Services, Bureau of Labor Market Information, Ohio is projected to see job growth of 5.3% between 2014 through 2024 and the Columbus MSA is projected to see job growth of 6.1% during the same time span.

(ii) Area Assets and Amenities

Recreation. Delaware State Park, a 1,300-acre reservoir containing dense woodlands and expansive meadows, is located approximately 6 miles north of the District and provides recreational camping, boating, and fishing opportunities. Four golf courses are also located in the City.

Also located in the County is the Columbus Zoo and Aquarium which draws visitors from around the nation, and the City of Delaware annually hosts the Little Brown Jug, one of three races in harness racing's Triple Crown which draws more than 55,000 people to the City.

Higher Education. The City of Delaware is home to Ohio Wesleyan University, a private four-year liberal arts institution as well as a campus of the Columbus State Community College. Also in the county there is the Delaware Campus of The Ohio State University. And within commuting distance of the City of Delaware there are several other institutions of higher education including; the main campus of The Ohio State University, Ohio Dominican College, Capital University, Denison University, Otterbein University, and Franklin University.

Downtown Delaware. The City of Delaware features a beautiful and historic downtown including an historic business district which features several buildings on the National Register of Historic Places. The downtown area is anchored by Ohio Wesleyan University and features a bevy of retail and commercial businesses as well as an ever growing number of restaurants, bars, and microbreweries. First floor occupancy in downtown buildings currently sits at 96%. The Ohio Wesleyan University's Shelby Stadium is a significant attraction in the downtown area and is the home of Ohio's only professional lacrosse team, the Ohio Machine, a member organization of Major League Lacrosse whose games average more than 3,000 fans in attendance per game. The downtown area is supported by Main Street Delaware which hosts events throughout the year including First Friday, The Main Street Farmers Market, Santa House, Carriage Rides, and the March for Art, among many others.

Shopping. Polaris Centers of Commerce, a large mixed-use development with over 5 million square feet of office and 4 million square feet of retail, is located approximately 10 miles south of the District. The Center has a two-level shopping mall, recreation and entertainment opportunities, growing restaurant and hotel businesses, and stations more than 180 companies.

The Tanger Outlets, a 350,000 square foot retail facility opened in 2017 and jointly developed by Simon Property Group and Tanger Outlets features 75 different retail stores and is within a few minutes drive of the District.

D. Public Services Provision

(i) Safety Services

(ii) Police and fire and related safety services will be provided to the District by the City of Delaware.

(iii) Transportation Access

As detailed on the map attached as Exhibit D, the assemblage begins at Pollock Road, extending east to Berlin Station Road. Currently, most traffic enters the area on U.S. Highway 23 which connects to the Interstate System at I-270 on the north side of Columbus.

The John Glenn Columbus International Airport is located to the south and within a 35-minute drive from the District and the Delaware Municipal Airport which is located within the

City of Delaware was recently upgraded to accommodate small jet aircraft through a project funded by the Federal Aviation Administration.

(iv) Zoning and Other Accommodations

The Developer has or will obtain the rezoning and other accommodations required for its planned development of the District. The zoning of the property is described in Exhibit B.

(v) Schools

The District's property lies in the Delaware City School District (approximately 244.90 acres) and the Olentangy Local School District (approximately 226.52 acres).

According to the State of Ohio Department of Education, in its Fiscal Year 2016-17 the Delaware City School District had an average daily enrollment of approximately 5,279 students and an adjusted per pupil expenditures of \$8,402.

According to the State of Ohio Department of Education, in its Fiscal Year 2016-17 the Olentangy Local School District had an average daily enrollment of approximately 19,916 students and an adjusted per pupil expenditures of \$9,062.

The Development is expected to have a positive financial impact on the Delaware City School District. The Delaware City School District annual budget for Fiscal Year 2016-17 was approximately \$57.1 million, and the Developer has projected that, at the District's current tax rates, at full build-out the portion of the Development in that District will generate approximately \$1,720,645 of property tax revenues per year for the District. The development of the District will also provide so-called "move-up housing" within the School District for families desiring to move into a new home but stay within the School District.

(vi) Utilities

Sewer and Water. Sewer and water services are currently expected to be provided to the District by the City of Delaware.

Electric, Gas. Gas will be provided to the District by Columbia Gas or Suburban Natural Gas. Electric service will be provided to the District by American Electric Power or Consolidated Electric Cooperative, Inc.

Cable/Internet Service. Cable and internet service will be provided by Spectrum or "WOW!".

E. Financial Plan

(i) Charge Covenant Filing

A Declaration prepared by the Developer will be filed with the Delaware County Recorder in connection with the approval of this Petition for the purpose of creating covenants running with the land to establish the obligation of current and future landowners to pay the Authority's Community Development Charge once the Authority is formed and that Charge is

implemented by the Authority's Board of Trustees. The Community Development Charge is based on the Assessed valuation of real property and the Declaration has been filed on all Property in the District.

(ii) Maximum Amount of Community Development Charge

The maximum amount of the Community Development Charge for each parcel of Property in the District established by the Declaration is 7.5 mills multiplied by the assessed valuation of the parcel (7.5 mills is 75 cents for each one thousand dollars (\$1,000) of assessed valuation). Assessed valuation is approximately 35% of the true value of the property assessed on the tax duplicate of the Delaware County Auditor, but it shall have the meaning ascribed to it in the Declaration.

The Community Development Charge can be reduced by annual action of the Board of Trustees.

(iii) Projected Community Development Charge Revenues

Revenues from the Community Development Charge have been projected by the Developer based on anticipated development plans and expected property values that are expected to be created as those plans are implemented. The estimated annual revenues from the Community Development Charge are currently projected to reach approximately \$820,000 annually at full build-out and aggregating more than \$30,000,000 by 2061.

(iv) Apportioning Community Development Charge Revenues

Community Development Charge revenues will be apportioned by the Board of Trustees of the Authority to costs of Land Development and Community Facilities including but not limited to all costs referred to in Section 133.15(B) of the Ohio Revised Code, associated operating and maintenance costs, third-party consultant fees and expenses, and legal and financial advisory fees and expenses, and costs of administering the Authority. It is contemplated that, after the payment in full of the bonds and notes referred to in (vi) below, Community Development Charge will be apportioned to operating and maintenance costs and the costs of administering the Authority.

(v) Charge Collection

Collection of the Community Development Charge will be administered under the direction of the Board of Trustees of the Authority. The Charge is payable annually or semiannually on due dates to be determined by the Authority. The Authority will have a first lien on each parcel subject to the Community Development Charge.

As permitted by Section 349.07 of the Ohio Revised Code, the Authority may certify the Community Development Charge to the Delaware County Auditor, who will enter that Charge on the tax list and duplicate of real property and certify it to the Delaware County Treasurer for collection on real property tax bills. Delinquent payments of the Community Development Charge may also be collected in the same manner provided for the collection of delinquent real property taxes.

(vi) Issuance of Community Authority Bonds and Notes.

The Authority may issue bonds or notes under Section 349.08 of the Revised Code to pay not to exceed \$7,000,000 (exclusive of any amounts for a reserve fund for or costs of issuance of those bonds or notes) of the costs of Land Acquisition, Land Development or the acquisition or construction of Community Facilities or parts thereof, with those bonds or notes payable from the Community Development Charge.

F. Developer's Management Capability

The Developer is an Ohio limited liability company formed in 2017 for the residential development of the approximately 471.42 acres included in the District that are now owned or controlled by the Developer. The Developer's current business address is 207 North Fourth Street Columbus, Ohio 43215. Members of the Developer include Vincent Romanelli, a founder and principal in central Ohio builder Romanelli and Hughes Building Company, and Martin L. Savko, Sr. and Stephen N. Savko, principals in central Ohio excavation and land development company Nickolas Savko & Sons.

Romanelli & Hughes was founded in 1970 and for nearly 50 years, the name Romanelli & Hughes has been synonymous with luxury, craftsmanship and excellence in building new custom homes in Central Ohio. Romanelli & Hughes provides development and architectural services as well as design and energy efficiency solutions to meet the specific needs of a variety of customers. With over 100 years of combined construction experience Romanelli & Hughes have built a talented team of designers, architects and energy-efficiency experts. All of this expertise under one roof gives customers both value and convenience. Romanelli & Hughes and its affiliates have been developer for many communities over its history including: Harvest Wind, Verona, Coffman Park, Cortona, Liberty Bluff, London Crossing, Marisol, Monterra, and Nelson Farms.

Nickolas Savko & Sons was founded in 1946. Today, the Savko family celebrates its third generation joining the company. It has all the resources, including the experienced manpower combined with the right machinery, to handle any size site development project. Nickolas Savko & Sons has been directly involved in homebuilding and development for more than 70 years, and has built infrastructure for an average of 2000 housing lots annually. The company has been the main contractor on more than ten (10) "Parade of Homes" developments in the past 30 years and is the development contractor for Jerome Village, The New Albany Company, and other developments in Central Ohio.



FACT SHEET

AGENDA ITEM NO: 18

DATE: 08/27/2018

ORDINANCE NO:

RESOLUTION NO: 18-49

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/City Engineer
Darren M. Shulman, Esq., City Attorney

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

A RESOLUTION DECLARING THE INTENT OF THE CITY OF DELAWARE TO APPROPRIATE A FEE SIMPLE INTEREST IN AND A TEMPORARY CONSTRUCTION EASEMENT IN AND TO A PORTION OF THE PARCEL OF REAL ESTATE LOCATED AT 250 EAST WILLIAM STREET IN THE CITY OF DELAWARE AND A TEMPORARY CONSTRUCTION EASEMENT IN AND TO A PARCEL OF REAL ESTATE LOCATED AT 241 EAST WILLIAM STREET IN THE CITY OF DELAWARE.

BACKGROUND:

In June of 2017 the City was authorized by FHWA and ODOT to begin the Right-of-Way acquisition process. There were 61 parcels impacted with this project. The majority of the impacts were the need of temporary construction easements. There were also several small Right-of-Way acquisitions needed. The City was able to come to an agreement on 60 of the parcels. The City was unable to settle with 1 parcel. The parcel located at 241 East William Street. The negotiating team was unable to establish contact with the owner. Efforts to reach out to the owner included several mailings of Certified Letters and numerous visits to the property at various times of the day and evening. The outreach efforts are detailed in the attached Appropriation Packet.

The size of the Temporary Construction Easement needed at 241 East William Street is approximately 392 square feet (0.009 acres). The Temporary easement

is a narrow strip (+/- 3 feet wide) along the back of the new sidewalk that needs to be graded to tie the lawn and sidewalk together and backfill the over-dig of the sidewalk.

REASON WHY LEGISLATION IS NEEDED:

A temporary construction easement is needed for construction of the East William road improvement project. Agreements have been reached with all but one of the property owners. This resolution is the first step required to start the appropriations process. Because this is a road improvement project, if the parties do not reach a resolution, the City would employ a quick take procedure to permit the project to move forward according to the required schedule. In this case, the City would get the easement and then the parties would litigate the value of the easement.

COMMITTEE RECOMMENDATION:

None

FISCAL IMPACT(S):

In addition to the \$300, which would be deposited with the Court, the court process would require staff time.

POLICY CHANGES:

None. It is consistent with City policy to attempt to negotiate with landowners prior to initiating eminent domain procedures.

PRESENTER(S):

Darren M. Shulman, Esq., City Attorney
William L. Ferrigno, P.E., Director of Public Works/City Engineer

RECOMMENDATION:

Approval

ATTACHMENT(S)

Exhibit B for 241 East William Street

RESOLUTION NO. 18-49

A RESOLUTION DECLARING THE INTENT OF THE CITY OF DELAWARE TO APPROPRIATE A FEE SIMPLE INTEREST IN AND A TEMPORARY CONSTRUCTION EASEMENT IN AND TO A PORTION OF THE PARCEL OF REAL ESTATE LOCATED AT 250 EAST WILLIAM STREET IN THE CITY OF DELAWARE AND A TEMPORARY CONSTRUCTION EASEMENT IN AND TO A PARCEL OF REAL ESTATE LOCATED AT 241 EAST WILLIAM STREET IN THE CITY OF DELAWARE.

WHEREAS, it is necessary for the City of Delaware to appropriate property for anticipated road improvements and increased vehicular traffic in the area of East William Street in the City of Delaware; and

WHEREAS, the infrastructure improvements herein above described is considered to be a priority need for the community; and

WHEREAS, the City of Delaware has determined the appropriation is necessary for the stated purpose, and the City intends to obtain immediate possession of the property.

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

SECTION 1. A temporary construction easement in and to the parcel of real estate located at 241 East William Street owned by Genevieve M. Bolen, and as described in Exhibit B is appropriated for municipal purposes specifically, the Widening of E William Street pursuant to the Constitution and laws of the State of Ohio.

SECTION 2. This Council finds that the appropriation is necessary for the stated public purpose, and that the City has been unable to agree with the owners of the property.

SECTION 3. That the City Manager is hereby directed to cause written notice of the passage of this Resolution to be given to the owners and any other persons having an interest of record in the above described premises or to their authorized agents. Such notices shall be served and return made in the manner provided for the service and return of summons in civil actions. If such owner, persons or agents cannot be found, notice shall be given by publication once each week for three consecutive weeks in the Delaware Gazette.

**NOTICE OF INTENT TO ACQUIRE
AND
GOOD FAITH OFFER**

January 22, 2018

Genevieve M. Bolen
241 E. Williams Street
Delaware, OH 43015

Re: DEL-36-10.59
Parcel Number: 29
Interest Acquired: 29-T (Temporary Construction Easement)

THE NOTICE OF INTENT TO ACQUIRE

TO: Genevieve M. Bolen

The City of Delaware, Ohio needs your property for a highway project identified as DEL-36-10.59 and will need to acquire the following from you:

29-T is used as an identifier for an agreement to provide necessary working area for the contractor where permanent right of way is not desired for temporary construction.

Ohio law authorizes City of Delaware, Ohio to obtain 29-T from your property for the public purpose of a highway project. The legal description of your property that City of Delaware, Ohio needs for the highway project is set out in the Good Faith Offer that is included with this Notice of Intent to Acquire, that legal description is referred to as **Exhibit A** in the Good Faith Offer.

The Good Faith Offer included with this Notice of Intent to Acquire is City of Delaware, Ohio determination of the fair market value of your property. This fair market value (FMV) is what a willing buyer who is under no compulsion to buy and a willing seller who is under no compulsion to sell would value your property on the open market.

You will have a minimum of 30 days from the time you receive the Good Faith Offer included with this Notice of Intent to Acquire to accept or reject the offer. We are

available to discuss the offer with you at any time. If you reject the offer or we are unable to come to an agreement, we may have to exercise our eminent domain authority to appropriate your property. This will require a court procedure. In a court proceeding, you may disagree with whether our offer reflects the fair market value of the property.

HERE IS A BRIEF SUMMARY OF YOUR OPTIONS AND LEGALLY PROTECTED RIGHTS:

1. By law, City of Delaware, Ohio is required to make a good faith effort to purchase 29-T.
2. We are to provide you with a written offer and the appraisal or valuation upon which we base that offer. The amount offered to you will not be less than the approved fair market value estimate of the property needed for the project. This compensation is based on the valuation of your property by qualified real estate personnel who have analyzed current market data. Their valuation work has been reviewed by a preapproved review appraiser prior to City of Delaware, Ohio establishing its fair market value estimate for your property needed for the project.
3. **You do not have to accept this offer** and City of Delaware, Ohio is not required to agree to your demands.
4. You are to be provided a copy of the valuation document during the first negotiation visit by an agent of City of Delaware, Ohio.
5. You are to be provided with pertinent parts of the highway plans which are:

Summary Sheet, Topo Sheet, Plan Sheet, Boundary Sheet
6. The Plan Letter Attachment included with the Good Faith Offer attached to this "Notice Of Intent To Acquire" describes the interest in the real property that is to be acquired from you; the description and location of the real property to be acquired; and any improvements such as buildings or structures situated on the property to be acquired, if any.
7. You will be provided with a booklet entitled "When ODOT Needs Your Property". This booklet briefly explains the acquisition process and your rights in this process.
8. You have the right to seek the advice of an attorney, real estate appraiser, or any other person of your choice in this matter
9. You have the right to object to City of Delaware, Ohio decision to acquire your property by writing, within ten business days of receiving this notice, to:

R. Thomas Homan
City Manager
1 South Sandusky Street
Delaware, OH 43015

The City Manager has the discretion to veto this project, and if he does, it will not proceed.

10. If you do not accept this offer, and we cannot come to an agreement on the acquisition of 29-T, City of Delaware, Ohio has the right to file suit to acquire 29-T by eminent domain in the county in which the property is located. This action, referred to as an “appropriation proceeding” ensures your rights will be fully protected while at the same time allowing the construction of the highway project to proceed for the benefit of all.
11. When filing the appropriation, the City Manager will deposit the value of the property sought to be acquired with the court. At that time, City of Delaware, Ohio gains the right to enter upon and use the property acquired subject to Section 163.06 (B) of the Ohio Revised Code. If you agree to accept the deposited money as full payment, the appropriation case will be closed.
12. If you are not satisfied with the amount of the deposit, you must file an answer with the court in the manner and within the time specified in the summons which is served upon you by the court. Once the answer is filed, you may apply to the court to withdraw the deposited money, subject to the rights of any other parties having an interest in the property. Withdrawing your share of the deposit does not interfere with your right to have a jury determine the FMV of your property. Interest will not accrue on any money deposited under this procedure. If the money withdrawn under this procedure should exceed the final award, the owner will be required to return the excess payment.
13. As part of your answer you may request a trial by jury. After a trial, a jury will decide the amount you are to be awarded for your property that is acquired, for the damage that is caused by the acquisition, if applicable, and for other damages permitted by law, which could either exceed or be less than our offer. At the trial you may testify and present evidence as to the value of your property
14. If your property qualifies as an “Agricultural Use” as defined under ORC 163.21 (C)(2), and a jury awards you an amount that is more than 150% of City of Delaware, Ohio final offer as determined by law, you may be entitled to recover attorney fees and other litigation costs.
15. You also have the right to request that the issue of the value of your property be submitted to nonbinding mediation. You **must** submit your written request for mediation to the court within ten business days after you file your answer. If a settlement is not reached at mediation, the matter will proceed to a jury valuation trial.

THE GOOD FAITH OFFER

The amount offered to you in good faith as just compensation for the acquisition of Parcel 29, 29-T (Temporary Construction Easement), of Project DEL-36-10.59 is:

Temporary Construction Easement \$170.00
Total Good Faith Offer \$300.00

Tenant-owned improvements, if any, are to be identified in this Good Faith Offer, and if there are any such improvements, the amount offered to you does not include compensation for these improvements. There are no tenant owned improvements.

Your property may be encumbered with a mortgage lien as security for a loan. It is possible that City of Delaware, Ohio may conclude this acquisition of property without obtaining a partial release of such mortgage lien from your lender. In that event, you as the borrower and grantor of the mortgage lien should consult your loan and mortgage documents concerning possible requirements to apply proceeds from a public acquisition to your outstanding loan balance, or contact your lender about responsibilities and obligations when part of your property is acquired for public use.

While City of Delaware, Ohio may not provide legal advice, we will make all efforts to answer questions you have concerning this process and provide any copies of the law or our records that you may need to fully understand your rights, the project, and the process. If you have any questions concerning this matter, you may contact us at:

City of Delaware, Ohio
1 South Sandusky Street
Delaware, OH 43015



Debra M. Beck
Legal Services Specialist and
Right of Way Acquisition Agent
DLZ Ohio, Inc., Agent of the City of Delaware, OH
Ph. 614-987-0233
dbeck@dlz.com

**ACKNOWLEDGMENT OF RECEIPT
OF
NOTICE OF INTENT TO ACQUIRE AND GOOD FAITH OFFER**

Re: DEL-36-10.59
Parcel Number: 29
Interest Acquired: 29-T (Temporary Construction Easement)

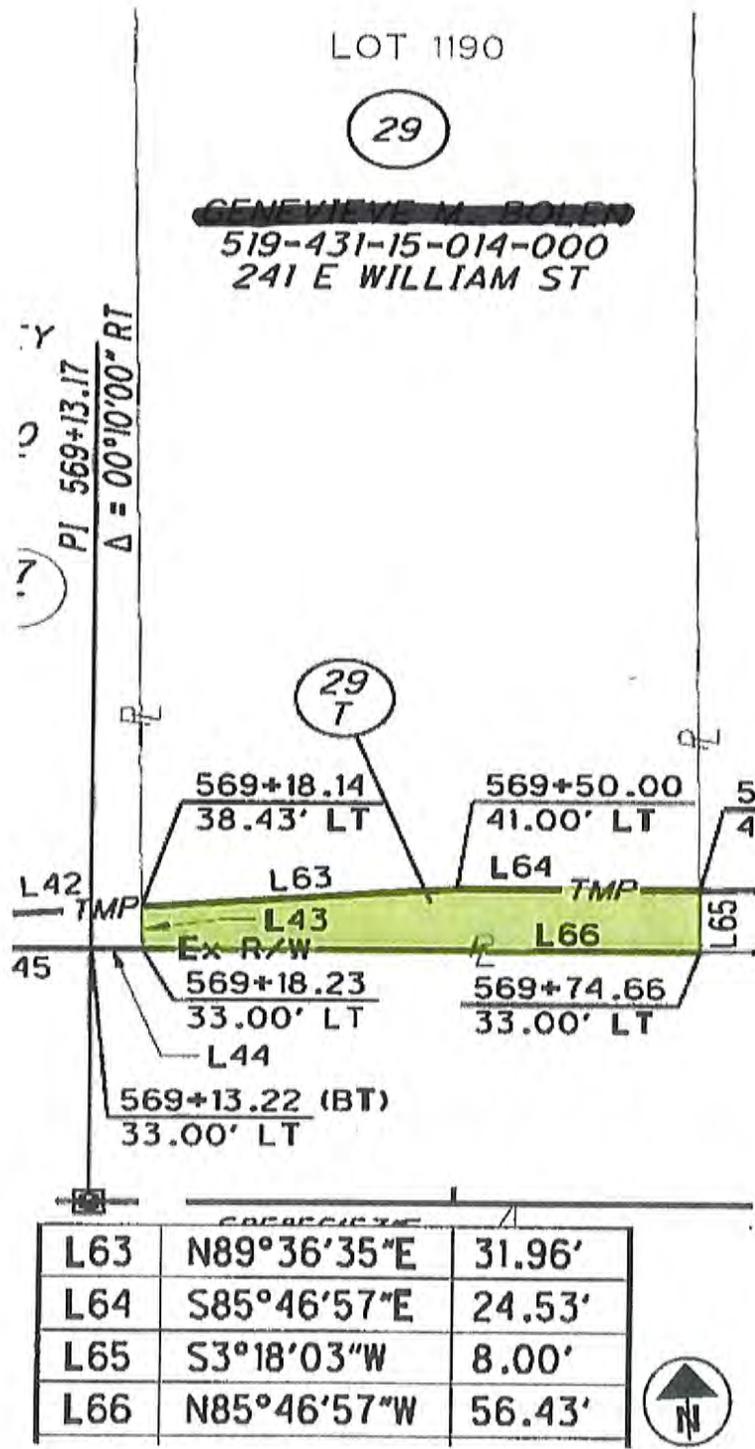
Each of the undersigned acknowledges that a copy of the foregoing Notice of Intent to Acquire and Good Faith Offer was delivered to the undersigned by City of Delaware, Ohio. This Acknowledgment of Receipt of Notice of Intent to Acquire and Good Faith Offer does NOT indicate or imply in any way that the undersigned has waived or will waive any objections the undersigned might have, to City of Delaware, Ohio's efforts to acquire the undersigned's property. Furthermore, the undersigned's signature on this Acknowledgment of Receipt of Notice of Intent to Acquire and Good Faith Offer does NOT indicate or imply in any way that the undersigned has accepted or will accept any of the terms, provision or conditions set out in this Good Faith Offer.

(Owner's signature)

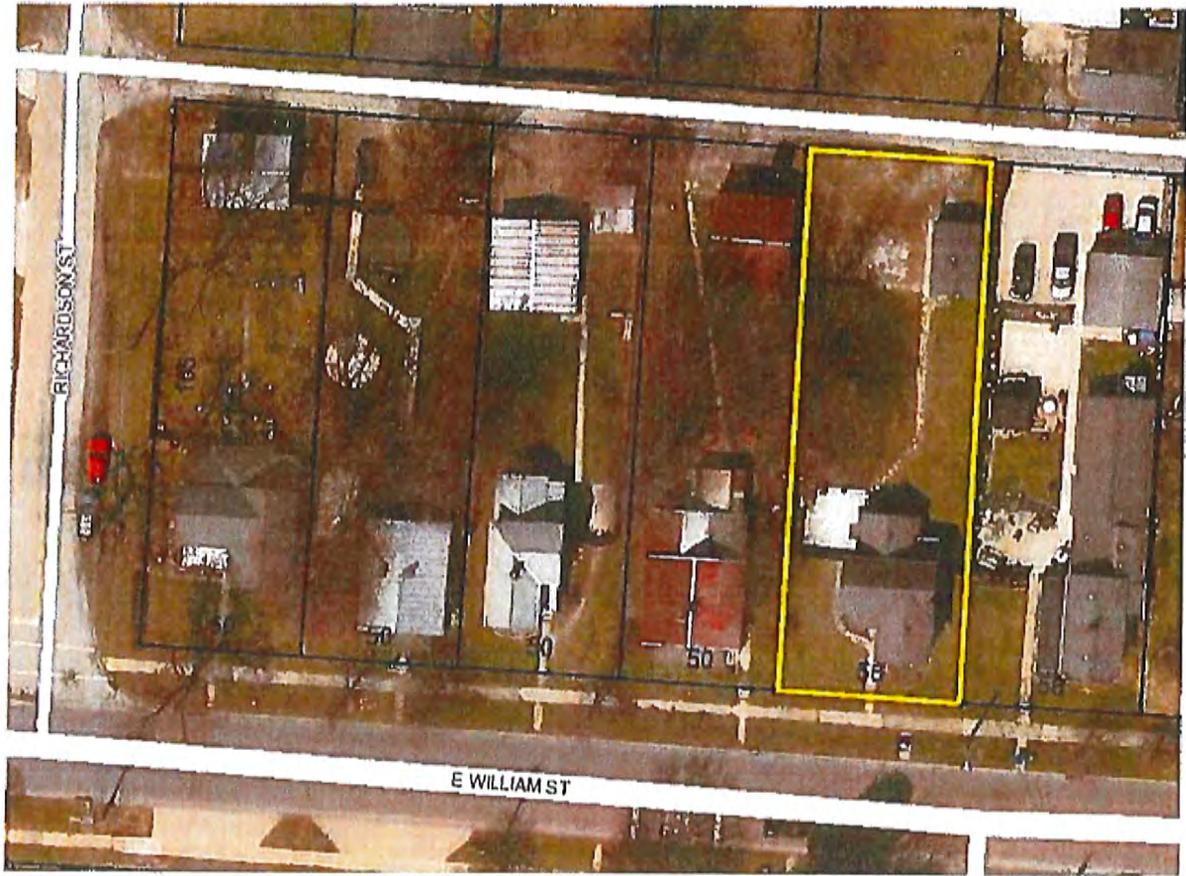
(Date)

(Print owner's name)

EXHIBIT B



MAP OF LARGER PARCEL



Aerial photo downloaded from the Delaware County Auditor's web page





FACT SHEET

AGENDA ITEM NO: 19

DATE: 08/27/2018

ORDINANCE NO:

RESOLUTION NO: 18-50

READING: FIRST

PUBLIC HEARING: NO

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA:

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

A RESOLUTION ADOPTING THE 2019-2023 FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM (CIP).

BACKGROUND:

A work session to discuss the CIP has been scheduled for Thursday, September 6 and Monday, October 1.

REASON WHY LEGISLATION IS NEEDED:

Pursuant to Section 79 of the Charter, the CIP is to be submitted to City Council by August 15 and adopted no later than October 15. Adoption is scheduled for Council's October 8 meeting.

COMMITTEE RECOMMENDATION:

N/A

FISCAL IMPACT(S):

POLICY CHANGES:

N/A

PRESENTER(S):

R. Thomas Homan, City Manager
Dean Stelzer, Finance Director

RECOMMENDATION:

ATTACHMENT(S)

CIP

RESOLUTION 18-50

A RESOLUTION ADOPTING THE 2019-2023 FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM (CIP).

WHEREAS, a revised Five-Year Capital Improvements Program was prepared and submitted to City Council in accordance with Article XVII, Section 79 of the City Charter; and

WHEREAS, City Council has considered the proposed plan and has determined that it shall be the future public improvement plan for the City of Delaware; and

WHEREAS, Article XVII, Section 80 of the City Charter requires that City Council adopt, by resolution, the Five-Year Capital Improvements Program on or before October 15; and

WHEREAS, City Council will review the 2019-2023 CIP at Work Sessions before October 8.

WHEREAS, Council discussed possible amendments to the plan which may be considered as part of the adopted 2019 budget.

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

SECTION 1. That the 2019-2023 Five-Year Capital Improvements Program for the General Fund, Airport, Fire, Police, Public Works, Parks, Equipment Replacement, Technology, Building Maintenance, Water, Sewer, Storm Sewer, Refuse, Parks Impact, Police Impact, and Fire Impact attached hereto as 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 immediately after its passage.

PASSED: _____, 2018

YEAS ____ NAYS ____
ABSTAIN ____

ATTEST: _____
CITY CLERK

MAYOR

CITY MANAGER'S PROPOSAL 2019-2023 CAPITAL IMPROVEMENT PLAN



**PROPOSED PEDESTRIAN BRIDGE OVER
E. WILLIAM ST. AT LAKE ST.**



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**CITY OF DELAWARE
CAPITAL IMPROVEMENT PLAN
GENERAL FUND SUMMARY
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCE FORWARD	729,649	(400,434)	(680,907)	(595,613)	(486,054)
REVENUES:					
INCOME TAX	1,929,375	2,025,844	2,127,136	2,233,493	2,345,167
CITY HALL ANNEX RENT	78,000	78,000	78,000	78,000	78,000
ADVANCE GENERAL RESERVE FUND	59,285	59,285	59,285	59,285	
BALANCE PLUS REVENUE	2,737,024	1,703,410	1,524,229	1,715,879	1,937,114
EXPENDITURES:					
DEBT SERVICE					
2012 Streetscape (\$2,542,516 through 2022)	282,635	269,904	261,067	263,538	0
2019 City Hall/Annex/Parking Lot (through 2034)	137,285	137,285	137,285	137,285	137,285
Advance from Reserve Fund Payback					59,285
TOTAL DEBT SERVICE	419,920	407,189	398,352	400,823	196,570
AMOUNT AVAILABLE FOR CAPITAL IMPROVEMENTS AFTER DEBT	2,317,104	1,296,221	1,125,877	1,315,056	1,740,544
OTHER EXPENDITURES					
AIRPORT IMPROVEMENTS (pg. 4)	157,703	18,500	35,250	72,000	100,000
STREET IMPROVEMENTS (pg. 7)	1,066,135	660,828	401,440	471,310	866,407
PARK IMPROVEMENTS (pg.17)	85,900	54,000	40,000	30,000	0
EQUIPMENT REPLACEMENT (pg.20)	650,000	650,000	650,000	650,000	650,000
TECHNOLOGY IMPROVEMENTS (pg. 23)	275,300	335,300	365,300	345,300	345,300
BUILDING MAINTENANCE (pg.29)	311,000	171,000	115,000	145,000	300,000
SIDEWALK MAINTENANCE (pg.33)	87,500	87,500	87,500	87,500	87,500
DEVELOPER TRUST	84,000	0	27,000	0	0
TOTAL OTHER EXPENDITURES	2,717,538	1,977,128	1,721,490	1,801,110	2,349,207
ENDING BALANCE	(400,434)	(680,907)	(595,613)	(486,054)	(608,663)

**CAPITAL IMPROVEMENT PLAN
AIRPORT IMPROVEMENT FUND
2019 - 2023**

	2019	2020	2021	2022	2023
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)	150,000		150,000		150,000
FAA Apportionment			334,500		
ODOT - Apron A Expansion			35,250		
ODOT - Apron B Expansion		351,500			
ODOT - Hangar A - F	450,705				
TIF Revenue	135,000			78,000	
<i>CIP Allocation (pg. 1)</i>	157,703	18,500	35,250	72,000	100,000
TOTAL REVENUES	1,043,408	520,000	705,000	300,000	400,000
EXPENDITURES:					
<i>City Non-Grant</i>					
Corporate Parking Lot Access Drive	182,000			150,000	
<i>Grant Improvements</i>					
T/H Pavement Areas Resurfacing A - F	861,408				
T/H Pavement Areas Resurfacing G - I					400,000
Apron A Expansion			705,000		
Apron B Rehabilitation		370,000			
TOTAL EXPENDITURES	1,043,408	370,000	705,000	150,000	400,000
AIRPORT IMPR. FUND BALANCE	0	0	0	0	0

Entitlement Balance	-	150,000	-	150,000	-
TIF Balance	-	26,000	52,000	-	26,000

AUGUST 15, 2018

AIRPORT CORPORATE PARKING LOT ACCESS DRIVE

INFORMATION AT A GLANCE

COST
\$ 182,000

FUNDING

TIF
\$132,000
LOCAL
\$ 50,000

PROJECTED SCHEDULE

Prelim. Design	2018
Final Design	2019
Construction	2019

CITY LEAD
Public Works

DESIGN CONSULTANT
TBD

CONTRACTOR
TBD

Purpose

Delaware Municipal Airport Jim Moore Field is a leading Central Ohio general aviation facility. It is home to approximately 100 aircraft and handles an estimated 40,000 operations per year. To encourage additional growth opportunities, City is partnering to construct an access drive for a new corporate hanger facility proposed for construction north of the Jet Steam hanger. This corporate expansion is consistent with the City's 10-year Airport Capital Improvement Plan. The hanger owners will be responsible to construct desired parking areas off the new drive. There will be a mowable ditch for drainage on either side of the proposed access drive that will drain to the south, outletting into the existing runway ditch. This ditch will be sized to carry the runoff from both the roadway and new parking lots. The airport fence will need adjusted to separate the parking areas from the runway, ramp and apron areas.

Financing

The project is anticipated to cost \$182,000 funded through a combination of Airport TIF and local funds. The TIF funds are generated from property taxes paid on the existing corporate hanger and the private t-hangers constructed at the airport. TIF proceeds must be used for public improvements at the Airport as identified when the TIF was originally established in 2004.

Status

The project is in early stages of development. When constructed, the drive will be 26-ft. wide and extend to the mid-point of the existing hanger. A potential construction scenario would involve construction by the proposed hanger developer with associated payment by the City to the Developer.



AUGUST 15, 2018

AIRPORT RAMP A/B RECONSTRUCTION

INFORMATION AT A GLANCE

COST
\$ 861,408

FUNDING

FAA	\$ 300 K
ODOT	\$ 451 K
FAA Match	\$ 43 K
LOCAL	\$ 67 K

PROJECTED SCHEDULE

Prelim. Design	2018
Final Design	2019
Construction	2019

CITY LEAD
Public Works

DESIGN CONSULTANT
CHA

CONTRACTOR
TBD

Purpose

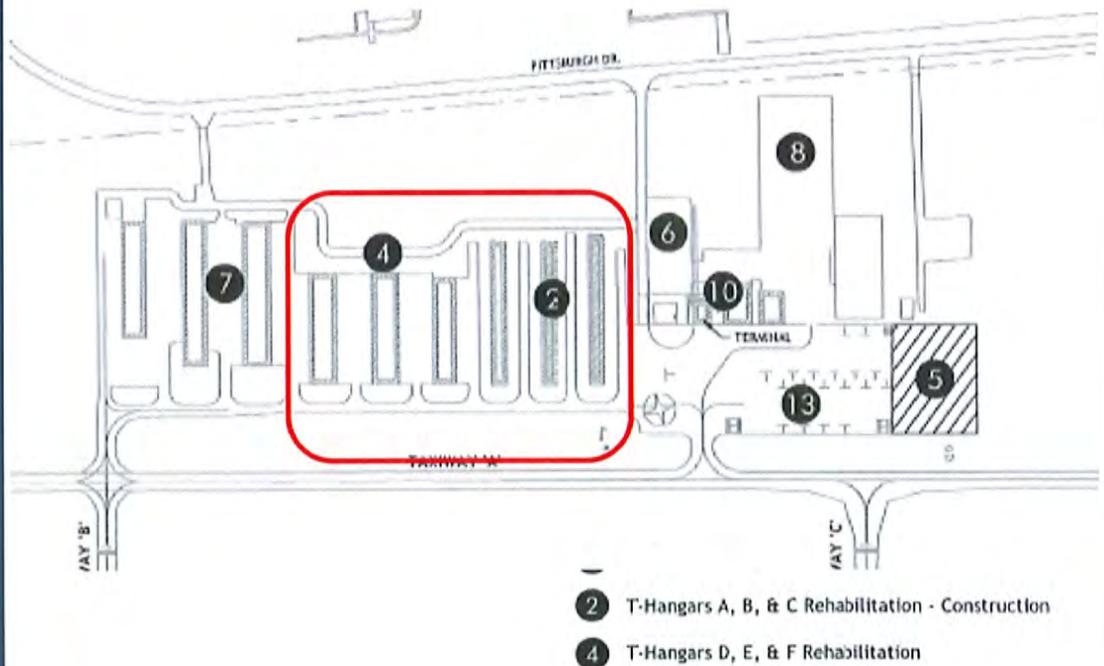
2019 T-hangers (A-F) Pavement Reconstruction. The latest pavement rating was completed in November 2016 and revealed that the pavement is in poor condition. Originally constructed in 1987, the pavement is over 25 years old and in need of rehabilitation.

Financing

The project is anticipated to cost \$861,408. This project will be funded through a combination of FAA Entitlement Funds, ODOT grant funds, and Local funds. Of the local funds approximately \$43,000 is required as FAA Grant Matching funds and an additional \$67,000 is required for non-eligible pavement repairs. The pavement between the drive aisles and the hangers are not eligible for grant funds as they are defined by the FAA as privately maintained with exclusive use by the hanger tenant. If the ODOT grant application is not successful, only the portion around T-hanger "A" (#2 in map below) will be completed under this initiative.

Status

The project is currently in the Grant Application phase.



**CAPITAL IMPROVEMENT PLAN
STREET IMPROVEMENTS
2019 - 2023**

	2019	2020	2021	2022	2023
REVENUES:					
PERMISSIVE TAX (License Fee Fund)	416,242	420,404	424,608	428,854	433,143
STATE LICENSE FEES	18,211	18,393	18,577	18,763	18,950
STATE GASOLINE TAXES	85,000	85,000	85,000	85,000	85,000
CIP Allocation	1,066,135	660,828	401,440	471,310	866,407
TOTAL REVENUE	1,585,587	1,184,625	929,625	1,003,927	1,403,500
EXPENDITURES:					
DEBT SERVICE					
Bonds - S. Houk Road (through 2022)	31,023	29,625	29,625	28,927	0
TOTAL DEBT SERVICE	31,023	29,625	29,625	28,927	0
STREET RESURFACING					
City Grant Match Street Resurfacing	405,000	155,000	325,000	305,000	653,500
ODOT URP Street Resurfacing City Match		175,000		120,000	200,000
City Street Resurfacing -					
Local Streets	150,000	150,000	150,000	150,000	150,000
Administrative/Inspection	50,000	50,000	50,000	50,000	50,000
TOTAL STREET RESURFACING	605,000	530,000	525,000	625,000	1,053,500
TRANSPORTATION IMPROVEMENTS					
City Grant Match Transportation Improvements	572,564	75,000	25,000		
Point Project City Funds	250,000	250,000	250,000	250,000	250,000
US 23 Bin Wall Improvement		50,000			
Curtis St. Turn Lane	27,000				
Bridge Improvements	50,000	50,000	50,000	50,000	50,000
Signal Improvements (APS/Safety/RRFB)	25,000	25,000	25,000	25,000	25,000
Springfield Branch Bridge Repair		150,000			
Sidewalk Improvements (Complete Streets)	25,000	25,000	25,000	25,000	25,000
TOTAL TRANSPORTATION IMPROVEMENTS	949,564	625,000	375,000	350,000	350,000
TOTAL EXPENDITURES	1,585,587	1,184,625	929,625	1,003,927	1,403,500

AUGUST 15, 2018

US23/US36 EXIT BIN WALL IMPROVEMENT

(PID 98141 - DEL-23-11.89)

INFORMATION AT A GLANCE

COST
TBD

FUNDING

ODOT
TBD

LOCAL
\$50,000

PROJECTED SCHEDULE

Design 2018-2019
Construction 2020

PROJECT LEAD
ODOT

CITY LEAD
Public Works

DESIGN CONSULTANT
2LMN

CONTRACTOR
TBD

Purpose

ODOT District Six is leading a project to address the deteriorated metal retaining wall (Bin Wall) along the west edge of the off ramp from US 23 North to US 36 (William Street). Along with this work ODOT will patch the tops of the concrete parapets and back of the walls, replace the overlay on the approach slab and decks for the ramp bridge and repair the concrete slope protection along Delaware Run that passes under the area.

Financing

ODOT will fund 100% of the bridge and retaining wall work necessary to complete the project. The City is requesting a decorative finish to the concrete be included as part of the project. The City of Delaware will be asked to participate and fund these aesthetic improvements to the wall face. ODOT will develop the plans with this in mind, and will isolate the costs of the aesthetic treatments. We are anticipating a cost of roughly \$50,000 for this work.

Status

The project is currently in the survey and preliminary design phase. Construction is anticipated in 2020. Public Works, Parks and Planning are working closely with ODOT and their consultant on aesthetics and Maintenance of Traffic (MOT). The project will necessitate a ramp closure and major detour of US42, US36 and SR37. We are proposing a night time closure with one ramp lane open to traffic during the day. The times of night closure are to be 8:00 pm to 6:00 am.



AUGUST 15, 2018

SPRINGFIELD BRANCH US 23 BRIDGE PIER REPAIR

INFORMATION AT A GLANCE

COST
\$150,000

FUNDING

LOCAL
\$150,000

PROJECTED SCHEDULE

Design 2019
Construction 2020

CITY LEAD
Public Works

DESIGN CONSULTANT
CT Consultants

CONTRACTOR
TBD

Purpose

This structure carries pedestrian traffic over US 23, the Olentangy River, and River Street. This bridge is a plate girder structure with a timber deck and asphalt overlay. This structure was recently inspected as a joint effort from E.P. Ferris and Burgess and Niple in May 2017 and was found to be in fair condition with a general rating of a 5. The most pressing need regarding the bridge is to address the two (2) deteriorated concrete piers within the footprint of US 23. Repairs are required to prevent both further deterioration and from spalled concrete from falling onto the adjacent highway pavement.

Financing

\$50,000 budgeted for 2018 Bridge Maintenance is being utilized to develop plans, specifications, and an estimate for rehabilitating the two piers within US 23. A \$150,000 expenditure proposed in 2020 reflects an order of magnitude estimate for repairing the two piers based on similar efforts by ODOT in other locations. More accurate estimates will be available in early 2019. As part of the consultant work, it is being proposed to complete an engineering analysis to compare the cost of long term maintenance of the existing structure versus replacement with a new lightweight pedestrian structure similar to the pedestrian structure recently constructed over US 23 in Orange Township south of the City.



Status

Design work is anticipated to commence this year and be completed in 2019. Construction is proposed for 2020.

**CAPITAL IMPROVEMENT PLAN
GRANT PROJECTS
2019 - 2023**

	2019	2020	2021	2022	2023
REVENUES:					
Grant Funds:					
ODOT Earmark E. William St.	2,551,000				
MORPC - STP Funds -US36/E. William	779,186				
MORPC - Signal Improvements			2,500,000		
MORPC - Houk Rd.					609,000
OPWC - Street Rehabilitation	497,250	495,000	475,000	495,000	495,000
County OPWC Project	125,000	50,000	50,000	50,000	50,000
RLF Fund	30,000		30,000		30,000
CDBG Rehabilitation	120,000		120,000		120,000
US 36/E. William St. Water Fund Transfer	300,000				
City Match Transportation Improvements Total	572,564	75,000	25,000		
City Match Street Resurfacing	405,000	155,000	325,000	305,000	653,500
TOTAL REVENUE	5,380,000	775,000	3,525,000	850,000	1,957,500
EXPENDITURES:					
Transportation Improvements					
US 36/E. William St. Improvements (Design)	4,250,000				
Signal Improvement Phase I		75,000	2,500,000		
Street Resurfacing					
OPWC Projects					
- Houk B+D, Union St.	975,000				
- Belle Ave, Pittsburgh Drive		700,000			
- Hawthorn & Liberty			850,000		
- Glenn (Ohio Health - Sycamore)				850,000	
- Pennsylvania/Lincoln					912,500
MORPC Grant					
- Houk A+C					870,000
CDBG Grant					
- Birch, Wade, English & Pumphrey Terrace	155,000				
- Flax and Rheem Streets			175,000		
- Todd/Delta/Parsons					175,000
TOTAL EXPENDITURES	5,380,000	775,000	3,525,000	850,000	1,957,500



AUGUST 15, 2018

EAST WILLIAM STREET IMPROVEMENTS

**INFORMATION AT
A GLANCE**

REMAINING COST
\$ 4.25M

FUNDING

FEDERAL	\$2.55M
MORPC	\$800,000
UTILITY	\$300,000
LOCAL	\$600,000

SCHEDULE

Final Design	2018
Land Acquisition	2018
Utility Relocates	2018
Construction	2019

CITY LEAD
Public Works

DESIGN CONSULTANT
DLZ

CONTRACTOR
TBD

Purpose

Project consists of widening E. William Street by adding a center turn lane from Potter Street to just east of Foley Street, and enlarging the intersection of William and Lake to better accommodate truck turning movements. Enlarging this intersection entails replacing the existing pedestrian bridge over William Street. The project will include street lighting, new sidewalks, enhanced landscaping and aesthetic improvements at the William and Lake intersection, and installation of a new mast arm traffic signal at Cheshire road replacing the existing signal at Ann St.

Financing

The project construction cost is currently estimated at \$4.25 million and is funded primarily through federal earmark and federal-aid Surface Transportation Program (STP) funds. The local share is currently \$900,000, of which \$300,000 will be covered through Utility Funds for water line and storm sewer work. The remaining balance of \$600,000 will be covered through general revenues, though staff continues to work with state agencies in identifying additional funds to reduce the local commitment. The final cost estimate is anticipated later in 2018 and may increase subject to the inclusion of additional landscape enhancements and decorative retaining walls at the Lake Street pedestrian bridge.

Status

Design of the project will be complete in August of 2018. Land acquisition for the project consists of roughly 60 small strips of property adjacent existing sidewalks. This phase of the project is also scheduled to be complete in August of 2018, at which point private utility companies are scheduled to start relocating power poles and underground lines. Private utilities must be relocated by the beginning of 2019 to make way for full construction starting in the Spring of 2019. The project will take only one construction season to complete. The City will be responsible for project bidding, award, and construction administration.

**INFORMATION AT A
GLANCE**

COST
\$3.0 M

FUNDING

MORPC \$2.5M
LOCAL \$500,000

PROJECTED SCHEDULE

Prelim. Design 2018
Environmental 2018
Final Design 2019
Land Acquisition 2020
(If Needed)
Construction 2021

CITY LEAD
Public Works

DESIGN CONSULTANT
HDR, INC

CONTRACTOR
TBD

Purpose

The project consists of upgrading signal systems along US-36 (William St), SR-37 (Central Ave), Sandusky St and London Rd, which includes 37 signalized intersections. The project will improve safety and reduce emissions by improving average travel speed and reducing delay at each signalized intersection. The upgrades include optimizing traffic signal timing for each corridor and at each intersection, system level improvements including a central software system & CCTV IP-camera system, signal equipment upgrades including cabinets/controllers, communication (fiber or spread spectrum radios), vehicle detection, emergency vehicle pre-emption, uninterruptible power supply and insuring the equipment is expandable for peripherals & future technology (i.e. wireless pavement temperature sensors, cameras, DSRC, Connected Vehicles, etc.), and pedestrian upgrades such as curb ramps and pedestrian pedestal & pushbutton replacements to meet ADA standards. Additional upgrades may include upgrading signal heads with back-plates if it is determined that existing signal poles are adequately designed to structurally support such.

Financing

The project is anticipated to cost roughly \$3.0M. The City has been awarded funding through MORPC for \$2.5M to cover 100% of the construction of the project. The City's local contribution will be \$0.5M, which will consist of approximately \$325,000 to cover preliminary and final design, ROW acquisition, and utility relocations (if needed), and \$175,000 of in-house services to cover the construction management, and inspection during construction.



Status

The project is currently in part one of the design, which includes traffic data collection, survey and preliminary design work. The remainder of 2018 will consist of analyzing the traffic data collected to develop updated optimized signal timing plans to coordinate the traffic signals along each corridor throughout each day of the week, determining needed equipment improvements required at each signalized



intersection, developing a project webpage to keep the public informed of the progress of the project and developing preliminary design plans.

AUGUST 15, 2018

OVER HEIGHT VEHICLE DETECTION SYSTEM

INFORMATION AT A GLANCE

COST
\$165,000

FUNDING

State Safety Funds
\$165,000

PROJECTED SCHEDULE

Prelim. Design	2015
Environmental	2015
Final Design	2015
Land Acquisition	N/A
Permitting	2018
Construction	2018

CITY LEAD
Public Works

DESIGN CONSULTANT
City In-house Services

CONTRACTOR
Perram Electric, Inc &
City of Delaware

Purpose

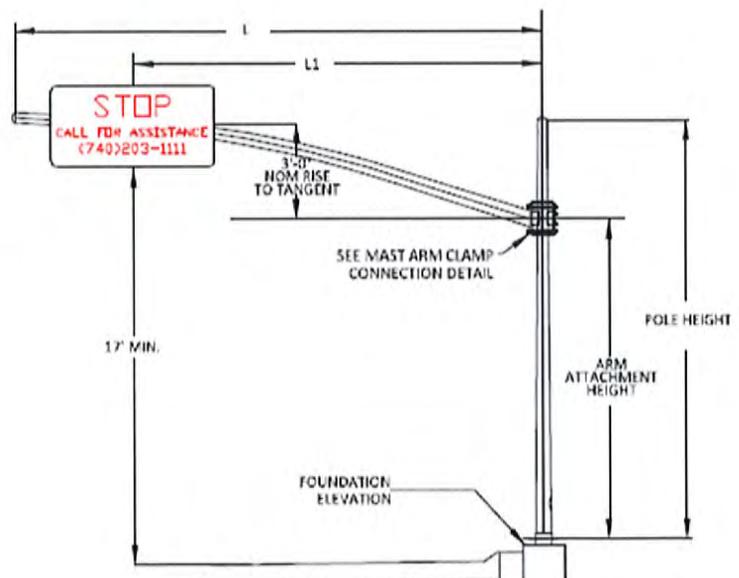
The project consists installing an over height vehicle detection system in advance of the W. Central Avenue low-clearance railroad bridge located between Morning Street and Euclid Avenue, known locally as the Delaware Can Opener. The project will improve safety by reducing the risk of over height vehicles colliding with the low clearance bridge. Over height vehicles will be detected by dual infrared beam sensors located at either W. Central Avenue & Grady Access Drive or at W. Central Avenue & Euclid Avenue, depending on its direction of travel, which will then activate message signs in advance of the bridge directing them to "stop" and call the Police Department for assistance in turning around. The project also consists of updating and replacing the "Truck Route" signage to direct over-height vehicles to other routes around the low clearance bridge.

Financing

The project is anticipated to cost roughly \$165,000. The City has been awarded funding through an ODOT Safety Grant to cover 100% of the cost of materials. The City's local contribution has consisted of the design/preparation of the engineering plans for the project and in-house staff will assist with a portion of the installation of static truck route signage and the over height vehicle detector units and associated wiring.

Status

The project is currently under construction, and will be completed by the end of July of 2018.



**CAPITAL IMPROVEMENT PLAN
POINT RAILROAD BRIDGE REPLACEMENT
2019 - 2027**

	2019	2020	2021	2022	2023	2024	2025	2026	2027
BALANCE FORWARD	3,553,889	1,611,153	1,481,750	290,697	246,481	46,189	122,309	149,862	178,868
REVENUES:									
TRAC Grant (75/25)		1,500,000							
MORPC Grant (80/20)				13,279,467					
Berkshire JEDD Income Tax Receipts	85,000	90,000	91,350	92,720	94,111	95,523	96,956	98,410	99,886
Outlet Center NCA (1.5 mills)	55,597	55,597	55,597	55,597	55,597	55,597	55,597	55,597	55,597
City Funds	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
Note Issue Proceeds			18,400,000	5,000,000	4,500,000				
Bond Issue Proceeds						4,250,000			
TOTAL REVENUES	390,597	1,895,597	18,796,947	18,677,784	4,899,708	4,651,120	402,553	404,007	405,483
EXPENDITURES:									
DEBT SERVICE									
Note Principal & Interest									
Bond Principal & Interest (\$4.25M, 15 yrs, 3.75%)				18,722,000	5,100,000	4,575,000			
IMPROVEMENT COSTS							375,000	375,000	375,000
Final Engineering (PE DD)	2,333,333								
Railroad Force Account		25,000	1,500,000						
ROW		2,000,000							
Construction			17,638,000						
Construction Engineering			750,000						
Private Utilities			100,000						
TOTAL EXPENDITURES	2,333,333	2,025,000	19,988,000	18,722,000	5,100,000	4,575,000	375,000	375,000	375,000
ENDING BALANCE	1,611,153	1,481,750	290,697	246,481	46,189	122,309	149,862	178,868	209,352

**INFORMATION AT
A GLANCE**

COST
\$ 25.2M

FUNDING

MORPC	\$13.3M
TRAC	\$ 1.5M
SAFETY	\$ 3.0M
JEDD/NCA	\$1.0M
LOCAL	\$6.4M

PROJECTED SCHEDULE

Prelim. Design	2018
Environmental	2019
Final Design	2020
Land Acquisition	2021
Permitting	2021-22
Construction	2022-24

CITY LEAD
Public Works

DESIGN CONSULTANT
Gannett Fleming

CONTRACTOR
TBD

Purpose

The project will relieve congestion and increase safety along US 36 and SR 37 by increasing the number of vehicular lanes beneath the Norfolk Southern Railroad bridge. The western project limit on SR 37 is Channing Street. The western project limit on US 36 is Foley Street. The project will include extensive multi-use path improvements, as well. This project is one of several key improvement projects on the east side of the City designed to address traffic concerns specifically during peak traffic hours.

Financing

The project is anticipated to cost \$25.2M. The City has secured both State and Federal funding sources, outside of local general funds, to cover 75% of the total project cost. City staff will continue to pursue additional grant and funding opportunities as the project progresses, in an effort to reduce the estimated \$6.4M local funding contribution necessary for the project to advance through construction.

Status

The project is currently in the survey phase of both the roadway and railway above. Also, soil exploration is being performed. The remainder of 2018 will include advancement of preliminary design, alternatives analysis, stakeholder meetings, and public involvement. Public involvement will utilize several different media platforms and will culminate in an open house/public hearing, most likely in late 2018.



**CAPITAL IMPROVEMENT PLAN
PARKS IMPROVEMENT FUND
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCE FORWARD	138,000	0	0	0	0
REVENUES:					
Neighborhood Park Exaction Fees	5,000	5,000	5,000	5,000	5,000
Park Improvement Grants		25,000	20,000	20,000	
<i>CIP Allocation (pg. 1)</i>	85,900	54,000	40,000	30,000	0
TOTAL REVENUES	90,900	84,000	65,000	55,000	5,000
EXPENDITURES:					
COMMUNITY PARKS					
- Mingo		20,000			
- Smith Park		15,000			
- Blue Limestone		15,000			
Roof Replacement	30,900	34,000	10,000		
NEIGHBORHOOD PARK IMPROVEMENTS					
- Cheshire			25,000	25,000	
- Eastside	30,000				
- Lexington Glen	10,000				
- Nottingham	20,000				
- Oakhurst			30,000	30,000	
- Willowbrook Park	138,000				
TOTAL EXPENDITURES	228,900	84,000	65,000	55,000	0
ENDING FUND BALANCE	0	0	0	0	5,000



AUGUST 15, 2018

FACILITY REHABILITATION

INFORMATION AT A GLANCE

COST

2019- \$30,900

2020- \$34,000

2021- \$10,000

FUNDING

Park Improvement Fund
\$74,900

CITY LEAD

JP Linkous

(740)-203-1402
jlinkous@delawareohio.net

Project Title: Roof Replacement

Project Justification: The existing shingle roofs have aged to the point of needing replaced. The recommendation is to replace with metal roofs that will extend the life to 40-50 years.

Financing

The projects are anticipated to cost roughly \$30,900 for two shelter roofs. The City has identified the parks improvement funds to replace the equipment.

Year: 2019

Smith Park

Estimated Project Cost: \$30,900.00

Project Description –replace Smith Park shelter roofs, north and south, with metal roofs.

Status: Bids will be requested spring 2019 with construction in the summer of 2019.

Year: 2020

Bennett Park

Estimated Project Cost: \$17,000.00

Project Description –replace shelter roof with metal roof. The Bennett Park Shelter roof has shown aging signs and has increasingly required staff time to fix leaks. The proposed metal roof will have a longer life span.

Status: Bids will be requested spring/summer 2020 with construction in the fall of 2020.

Mingo Park

Estimated Project Cost: \$17,000.00

Project Description –replace Rotary Shelter roof with metal roof. The Rotary Shelter roof has shown aging signs and has increasingly required staff time to fix leaks. The proposed metal roof will have a longer life span.

Status: Bids will be requested spring/summer 2020 with construction in the fall of 2020.

Year: 2021

Mingo Park

Estimated Project Cost: \$10,000.00

Project Description -replace dugout roofs with metal roof.

Status

Bids will be requested spring 2021 with construction in the summer of 2021.

**CAPITAL IMPROVEMENT PLAN
EQUIPMENT REPLACEMENT FUND
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCES FORWARD	163,635	34,212	28,939	14,089	12,060
REVENUES:					
<i>CIP Allocation (pg. 1)</i>	650,000	650,000	650,000	650,000	650,000
TOTAL REVENUE	650,000	650,000	650,000	650,000	650,000
EXPENDITURES:					
PUBLIC WORKS					
Pickup Trucks		31,000	31,000		50,000
Bucket Truck	130,000				
Tandem Axle Dump Truck			192,000		
Single Axle Dump Truck	170,000	170,000	170,000	170,000	170,000
Backhoe		90,000			
Skid Steer	53,100				
Asphalt Hotbox Unit	80,000				
Asphalt Paver				185,000	
Utility Van		25,000			
TOTAL PUBLIC WORKS	433,100	316,000	393,000	355,000	220,000
PARKS AND RECREATION					
Pickup Trucks	35,668	37,451			
Skid Steer			45,373		
Park Mowers	29,355	30,822	31,747	32,699	33,750
Flail/Rotary/Woods Mower	42,000	15,000			
Hillside Mower	35,000				
Bucket Truck		80,000			
Chipper/Stump Grinder				65,330	
TOTAL PARKS AND RECREATION	142,023	163,273	77,120	98,029	33,750
AIRPORT					
Mower	16,000			18,000	
TOTAL AIRPORT	16,000	0	0	18,000	0
POLICE DEPARTMENT					
Police Cruiser Replacements (3/yr.)	143,000	145,000	147,000	149,000	149,000
Detective/Administration Vehicle	31,000	31,000	32,000	32,000	32,000
TOTAL POLICE	174,000	176,000	179,000	181,000	181,000
CEMETERY					
Mower Replacement	14,300		15,730		
TOTAL CEMETERY	14,300	0	15,730	0	0
TOTAL EXPENDITURES	779,423	655,273	664,850	652,029	434,750
CARRY OVER BALANCE	34,212	28,939	14,089	12,060	227,310



AUGUST 15, 2018

STREET MAINTENANCE AND REPAIR EQUIPMENT REPLACEMENT

INFORMATION AT A GLANCE

5 YEAR TOTAL COST
\$1,723,600

PROJECTED SCHEDULE

2019 - \$359,600

2020 - \$316,000

2021 - \$393,000

2022 - \$435,000

2023 - \$220,000

Purpose

The Public Works Street Division operates over 70 different types of equipment and trucks during different times of the year ranging from dump trucks, pickup trucks, backhoes, skid steers, rollers, trailers, and plate compactors. All have a useful life expectancy and are replaced at the final determination of the fleet supervisor in consideration of general condition, maintenance costs and safety.

Asphalt Hot Box: The Public Works Street Division operates the Asphalt Hot Box primarily during winter-time operation to haul hot asphalt for pavement repairs. This unit works in conjunction with the asphalt recycler, which allows us to make asphalt to fill potholes and small asphalt repairs. This unit can also be utilized in the summer when a large dump truck would be too large. Replacement is anticipated in 2022 at a cost of \$80,000.

Skid Steer: Replacement of two skid steers #399 Case 2002 model and #429 Case 2004 model with a single new unit. New unit will be compatible with existing skid steer remaining in fleet regarding operation, attachments, service and repairs. Total cost for one new unit less trade in of the two skid steers is estimated replacement cost: \$53,100.

Backhoe: The Public Works Street Division operates the backhoe for asphalt projects ranging from base repair work, total roadway paving projects, parking lot paving, bike path installation, concrete work - ADA installation and sidewalk. This unit also assists in Emergency responses - tree removal during major storms. This unit was purchased in 2005 and is currently due to be replaced in 2020 at a cost of \$90,000 assuming a \$22,000 trade-in value.

Single Axle Dump Trucks: The Public Works Street Division operates multiple dump trucks for daily operations including road maintenance, concrete repairs, and winter snow and ice management. Trucks have a useful service life of 10 years. Five trucks will be rotated out of service over the next five years including #484 (2019); #485 (2020); #517 (2021); #551 (2022) and #635 (2023). New trucks are each equipped with a 120-inch plow, salt spreader, controls; lighting/radio at a cost of \$170,000 each.

Tandem Axle Dump Trucks: The Public Works Street Division operates tandem axle trucks with carrying capacity up to 18 tons. These trucks can facilitate street maintenance work and highway plowing with larger blades on state routes. Trucks have a useful service life of 10-years. Truck #605, a

2011 tandem truck will be replaced with the new truck, including a 132-inch blade, salt spreader with controls; lighting/radio at a cost of \$192,000.

Asphalt Paver: The Public Works Street Division operates the street paver for asphalt projects ranging from base repair work, total roadway paving projects, parking lot paving, and bike path installation. This unit was purchased in 1999 and currently due to be replaced in 2022 at an estimated cost of \$185,000.

Tack Machine: The Public Works Street Division operates the 2003 Marathon tack machine primarily during summertime operation to tack existing asphalt area to allow new asphalt to bond with new. This unit works in conjunction with the asphalt recycler and paver. Purchase in 2019 at a cost of \$6,500.

½ Ton Pickup Trucks: The Public Works Engineering Division utilizes compact pickup trucks for daily assignments in the provision of construction inspections throughout the city. The useful life of these vehicles can be as long as 20 years. Trucks being replaced: #336 (2020) and #341 (2021); Both 2000 Dodge Dakotas. Replacement cost is \$31,000 each, including bed cover, tool box, and warning lights.

¾ Ton Pickup Truck: The Public Works Streets and Traffic Divisions use commercial duty full-size pickup trucks for daily work, including carrying staff, supplies and equipment to various job locations. Trucks are also used for winter snow and ice maintenance operations and accordingly are equipped with 84-inch plows. The useful life of these vehicles is typically 15-years. Truck being replaced: #520, 2008 F250 (2023). Replacement cost is \$50,000 each and includes plow blades, controls and warning lighting.

Bucket Truck: The Public Works Traffic Division operates bucket trucks to service the traffic signals, lighting and other overhead appurtenances, often requiring two vehicles for many maintenance and replacement operations. The 2008 F550 Bucket Truck is proposed for replacement in 2019 based on age and safety. Cost of replacement estimated at \$130,000.

Service Van: The Public Works Facilities Division performs daily tasks in several public facility locations throughout the community, traveling with tools, equipment, and supplies in service vans. Proposed for replacement in 2020 is #326, a 2000 Chevy full-size van, at an estimated cost of \$25,000.

**CAPITAL IMPROVEMENT PLAN
TECHNOLOGY IMPROVEMENTS
2019 - 2023**

	2019	2020	2021	2022	2023
REVENUES:					
<i>CIP Allocation (pg. 1)</i>	275,300	335,300	365,300	345,300	345,300
TOTAL REVENUE	275,300	335,300	365,300	345,300	345,300
EXPENDITURES:					
Equipment Acquisition					
PC Replacement	30,000	30,000	30,000	30,000	30,000
Copier Replacement	20,000	20,000	20,000	20,000	20,000
Internal Network Acquisition					
Network Switch and Firewall Replacements	10,800	20,800	10,800	10,800	10,800
Data Storage Acquisition			40,000	20,000	20,000
External Nework Infrastructure					
Fiber System Expansion		50,000	50,000	50,000	50,000
Software Application Acquisition/Retention					
Finance ERP System (\$770k, 5 yrs.)	165,000	165,000	165,000	165,000	165,000
Document Management (\$230k, 5 yrs.)	49,500	49,500	49,500	49,500	49,500
TOTAL EXPENDITURES	275,300	335,300	365,300	345,300	345,300

Cost: \$30,000 annually
2019-2023

PC Replacement

This project allows for the City to refresh our desktop and laptop computers on a rotating annual basis. By cycling out the oldest computers each year we are able to keep the technology current and working efficiently for City employees. The life expectancy today for a traditional desktop or laptop computer is 5 years.

Cost: \$20,000 annually
2019-2023

Copier/Scanner Replacement

The City continues to replace the oldest multi-function copiers in service. This project will continue annually rotating out machines to keep functioning equipment available for City employees.

Cost: \$20,000 2020
\$10,000 2021

City Hall Data Center – Cooling and Generator Replacements

The increased utilization of technology and the need for it to be highly available, requires a more reliable data center within City Hall. The City Hall data center acts as the hub for server and storage communications for the City's network and will continue to do so for the long term. To ensure the data center in City Hall will provide this service to City employees it is necessary to address both cooling and backup power needs. The current air conditioning unit is reaching its end of life and could realize a prolonged life by adding a second unit that would allow for load balancing between the two units. That addition is planned for 2020. The backup generator would then follow in 2021 to replace the current unit that is aging and potentially less reliable. The new unit would be better suited for our environment and would have the capability to remotely monitor its operation.

Cost: \$10,000 2020

Firewall Replacement

The firewall replacement project is anticipated to occur in 2020. The current City Hall firewall will have reached its capacity in 2 years. The growing need for bandwidth and external access to City resources would be limited by the current equipment. The current firewall does not allow for any increase in speed or resources.

Switch Replacement

Cost: \$10,800 annually
2019-2023

In 2017 a network switch replacement project began allowing for the IT department to replace core network switches within City Hall and the Justice Center. Beginning in 2018 and moving through the next several years this project will continue to replace switches in our 'edge' facilities that were not included in the initial purchase. Moving forward the replacement cycle for these switches will be based on several factors including but not limited to operational capacity, availability of support and updates. The core switches will begin the review process after 4 years in service with the potential to be replaced after 5 years depending on the outcome of the review. The edge switches will be reviewed after 5 years with the potential to be replaced after 6 years in service.

Virtual Service Acquisition

In moving towards a more redundant and highly available environment, this project will allow us to provide both an offsite location to failover to in the event of a disaster as well as a secondary location for server load balancing. The initial purchase in 2019 will provide for server capacity at an off-site location near Columbus. This secondary location allows for both short term and long term failover for critical systems in the event of failure at either City Hall or the Justice Center. The second purchase in 2020 will further improve our capabilities at the off-site location for all critical and non-critical services. Having this capability reduces the risk of any lengthy downtime and potential disruption of City services.

Cost: \$18,000
2019-2020

Data Storage Acquisition

In addition to server needs for redundancy and high availability, additional storage will also be required. Not only is data continually growing, requiring additional storage to be purchased, it also needs to be backed-up at an off-site location. The equivalent amount storage will be necessary in our off site, secondary location to provide the same level of service for City employees in the event of failure or load balancing efforts. The IT department will continue to assess the storage needs to be sure requirements are met for City applications. Both cloud and in house options will be assessed on a case by case basis to ensure the most efficient, cost effective systems are implemented.

Cost: \$40,000 2021
\$20,000 2022
\$20,000 2023

WatchGuard System Renewal/Replacement

The WatchGuard system which provides in-vehicle recording capabilities for both our Police and Fire departments is set to go out of warranty and its contracted support will expire in March of 2020. It is recommended that the system be reviewed in 2019 for the potential purchase of replacement equipment and/or renewal of software support in 2020.

Cost: \$27,000 2020

Telephone Hardware Replacement

Cost: \$25,000
2020-2023

The City's current phone system is 11+ years old, as is the hardware including phones and switches. The need to replace this aging equipment will begin to be addressed in 2020 and continue through at least the next 3-4 years after.

Fiber System Expansion

In the previously mentioned efforts to provide a redundant and highly available server infrastructure, the network itself cannot be overlooked. Currently in many City locations there is one connection or 'backbone' leading to our main hub in City Hall. In other locations we have outlying buildings that do not have fiber connections at all, they are reliant on wireless connections that are not as reliable. To protect the network from issues such as fiber cuts or other outages it is necessary to implement, where possible, redundant connections to our primary location in City Hall. Having multiple paths to City Hall allows for network traffic to be rerouted with minimal impact and downtime for City applications.

Cost: \$50,000
2019-2023

Desktop Software Upgrades

Both the Windows Operating system as well as Microsoft Office serve as critical applications used through the City on desktops and laptops. These applications have an 'end of life' date at which point Microsoft will no longer provide critical security updates to the software. The majority of City workstations are running Windows 7 and either Microsoft Office 2013, 2010 or in some cases older versions of the software. In January 2020 support and security updates for Windows 7 will not be provided, making it necessary to have all workstations upgraded to the current version of Windows 10. This will be done through a combination of our PC Replacement plan, already available upgrade licenses or through the purchase of new upgrade licenses. This will need to be completed by the end of 2019. In October of 2020 support and security updates will not be provided for any Microsoft Office version 2013 or older. This will require purchases of new Office 2016 licenses that can potentially be split between 2019 and the earlier months of 2020 to meet the end of life date of October 2020. Keeping a consistent platform across all City workstations allows for ease of support by IT staff as well as data compatibility between City employees. This also reduces the risk for security vulnerabilities on our workstations.

Cost: \$24,000 2019
\$20,000 2020

Exchange (email System) Software Upgrade

The end of support for our Exchange 2010 email system occurs in January 2020. It will be a significant risk to the City email system if it is not upgraded in 2019 to a more current platform. There are currently two main upgrade options moving forward for our email application. Microsoft offers both a cloud version Office 365 as well as their Exchange 2016 on

Cost: \$85,000 2019

premise option. IT will evaluate both options and work to choose the best option for the City's needs moving forward.

Microsoft Server 2016

The end of support for our Windows Server 2008 software occurs in January 2020. It will be a significant risk to the City servers running this version of the operating system if it is not upgraded in 2019 to a more current platform before end of support.

Document Management

At the end of 2017, beginning of 2018 a document management team was formed with representation from most departments in the City. The team met on several occasions gathering information both internally as well as from neighboring cities to decide whether or not a document management system was an initiative the City should take on. The concluding recommendation from the team was to continue the process of developing a plan for purchasing (RFP) and then implementing a document management system. An RFP would be developed in 2019 with first phase purchase and implementation scheduled for 2020. Additional modules to be add thru 2023.

Cost: \$8,000 2019

Cost: \$100,000 2020
\$50,000 2021
\$40,000 2022-2023

**CAPITAL IMPROVEMENT PLAN
BUILDING MAINTENANCE IMPROVEMENTS
2019 - 2023**

	2019	2020	2021	2022	2023
REVENUES:					
<i>CIP Allocation (pg. 1)</i>	311,000	171,000	115,000	145,000	300,000
TOTAL REVENUE	311,000	171,000	115,000	145,000	300,000
EXPENDITURES:					
Carpet Replacement	35,000	25,000	25,000	25,000	25,000
Justice Center HVAC/Other Building Improvements	175,000	25,000	25,000	25,000	25,000
Roof Repairs City Hall, Justice Center				70,000	35,000
Justice Center Interior Painting		25,000	25,000	25,000	
City Hall Interior Painting					25,000
EM Backup Generators - Justice, City Hall	61,000	61,000			150,000
Public Works Building					
- Exterior Wall Repair		35,000			
- Fire Suppression System	40,000		40,000		40,000
TOTAL EXPENDITURES	311,000	171,000	115,000	145,000	300,000



AUGUST 15, 2018

FACILITIES MAINTENANCE, REPAIR AND REPLACEMENT

INFORMATION AT A GLANCE

5 YEAR TOTAL COST
\$1,047,000

PROJECTED EXPENSES

2019 - \$315,000

2020 - \$171,000

2021 - \$116,000

2022 - \$145,000

2023 - \$300,000

Purpose

The Public Works Facilities Division maintains the buildings and systems for several City facilities, including Public Works, Justice Center, City Hall, 10 & 20 E William Street, and a condominium building on W. Central Avenue. The projects listed below are identified building and equipment improvements necessary for the ongoing upkeep and maintenance of these facilities.

Financing

All repairs to the facilities managed through the Public Works Department are funded through general revenues.

Status

Justice Center Emergency Backup Generators: The Justice Center is supported by two emergency backup generators, one for the Courts facilities and one dedicated to Police operations. Both units are original to the construction of the facility in 1992 and have exceeded their respective 15 to 20 year service life. Units will be replaced over the next two years (2019 & 2020) with new Kohler 180 kw diesel fuel operated units at a cost of \$61,000 each.

City Hall Emergency Backup Generators: City Hall is not currently supported by emergency power. To better prepare for future emergency situations requiring the continued operation of vital local government operations, the installation of an emergency generator is being proposed in 2023. The installation would include the unit, power transfer switch and all necessary electrical circuit upgrades necessary for the installation to be complete. The estimated cost of the total installation is \$150,000

Fire Suppression Systems: All public buildings are outfitted with fire suppression systems that require periodic maintenance, repair, and at times replacement of key components. The Public Works Facility requires replacement of main distribution piping original to the construction of the facility 60 years ago. As the pipes age, they develop leaks that allow pressurized air to escape, setting off the system in areas with old piping, charging the system with water, which then leaks out of these holes. There are four remaining building areas with piping that requires replacement including Streets, Parks & Natural Resources, Fleet Maintenance, and Traffic, \$40k for three years (2019, 2021, and 2023).

Justice Center HVAC Improvements: The Justice Center is outfitted with an HVAC system that includes 57 individual heat pumps to control the environment in individual areas throughout the facility. The anticipated service life of these units is 10-15 years, with replacement becoming necessary to maintain appropriate internal building climate. Heat pump units are replaced on a schedule that includes five units per year at an average installed cost of \$5,000 per unit (\$25,000 annually).

The CIP also includes \$150,000 for the replacement and upgrade of the HVAC control system in 2019. The system includes operating software and hardware that interfaces between all system components, heat pumps and cooling tower to control the interior environment in all areas. Currently, 20% of the control units original to the building no longer function, reducing system efficiency and response. Additionally, the proprietary nature of the current operating system requires repairs be addressed by multiple contractors, each limited to service only their respective components. Replacing the 25-year-old system with updated non-proprietary controls and software will re-establish efficient and fully functional operations, while reducing maintenance issues and service costs.

Carpet Replacement: Carpeting in the Justice Center and City Hall is subject to replacement when the flooring in areas reaches the end of its service life. For carpeting this is a function of location, foot traffic and appearance. The Justice Center has 107 distinct carpeted areas while City Hall has a total of 37 areas. In total, there is 3570 SY of carpeting in the two facilities with a replacement cost estimated at \$178,500. Carpeting is replaced by area, and with carpet tile squares popular within modern public facilities due to quality, appearance, and ease of spot replacement from damage, staining or wear. For budgeting purposes a \$50/SY replacement cost is established to include the cost of flooring replacement and all associated improvements such as base cove replacement, floor repairs, seams, transitions etc. An annual budget of \$25,000 provides funding to address all carpet maintenance on a 10-year program cycle.

Interior Painting: The CIP includes funding to repaint all interior walls of both the Justice Center and City Hall over a five-year program. The Justice center will be painted over three years on a floor by floor basis. City Hall will be painted in two years, with the basement and first floor levels in one year, followed by the second floor the following year. The amount of \$25,000/year has been budgeted for each floor with the Justice Center to be painted in 2020-2022 and City Hall in 2023 and 2024.

Roof Repair: The useful life of the shingled portions of both City Hall and the Justice Center are approaching the end of their 30-year service life. The CIP includes \$70,000 in 2022 for replacement of the Justice Center roofing and \$35,000 in 2023 for City Hall. Alternative roofing materials, such as standing seam metal roofing is being considered to substantially increase the useful life to 50 years or more, though initial installation costs could be substantially higher.

Exterior Wall Repairs: The original concrete masonry unit walls of the Public Works Facility are, in places, highly deteriorated and in need of proper maintenance and repair to prevent further damage. In places, the cracking has allowed individual masonry units to come loose and/or joints deteriorate, especially during winter when water penetrates the cracks, yielding to additional damage to adjacent blocks. The walls need to be properly repaired by tuck pointing and sealing at a cost of \$35,000.



Image #1
Emergency Backup
Generator



Image #2
Typical Ceiling Mount
Heat Pump Unit

Image #3
Example of Fire
Suppression
Distribution Piping



Image #4
Public Works Facility
Masonry Walls
Requiring Repair



Image #5
Typical Damaged
Masonry Wall Section



**CAPITAL IMPROVEMENT PLAN
SAFEWALK SIDEWALK PROGRAM
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCES FORWARD	0	48,410	69,840	42,470	16,800
REVENUES:					
Property Tax Assessments					
Prior Years					
2014	3,980				
2015	25,600	25,600	300		
2016	11,660	11,660	11,660	11,660	
2017	9,670	9,670	9,670	9,670	9,670
Note Issue	400,000	325,000	225,000	125,000	90,000
CIP Allocation Safewalk	87,500	87,500	87,500	87,500	87,500
Total CIP Allocation (pg. 1)	87,500	87,500	87,500	87,500	87,500
TOTAL REVENUE	538,410	459,430	334,130	233,830	187,170
EXPENDITURES:					
RESIDENT REPAIR RESPONSIBILITY					
Invoice	10,000	10,000	10,000	10,000	10,000
Assessment	10,000	10,000	10,000	10,000	10,000
CITY REPAIR RESPONSIBILITY					
City Invoice	10,000	10,000	10,000	10,000	10,000
DEBT SERVICE	460,000	408,000	331,500	229,500	127,500
Total Safewalk Expenditures	490,000	438,000	361,500	259,500	157,500
ENDING FUND BALANCE	48,410	69,840	42,470	16,800	46,470

**CAPITAL IMPROVEMENT PLAN
PARK IMPACT FEE IMPROVEMENT FUND
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCE FORWARD	600,878	343,878	618,878	(106,122)	(1,111,122)
REVENUES:					
Impact Fees	225,000	225,000	225,000	225,000	225,000
Trail Improvement Grants		50,000		400,000	100,000
TOTAL REVENUES	225,000	275,000	225,000	625,000	325,000
EXPENDITURES:					
COMMUNITY PARK IMPROVEMENTS					
Ross St. Parkland Expansion (bldg. demo)	100,000				
Ross St. Park Improvement	75,000				
South Community Park Land Acquisition				500,000	500,000
COMMUNITY TRAIL IMPROVEMENTS					
SR 37 (Westfield-Trotters)					
SR 37 (Buehlers-Lexington)					
SR 37 (Lexington-Houk)	250,000				
Liberty Road (London-Belle)					
William St. (east of Applegate to Houk)					
London Road				330,000	330,000
Bruce Road Trail Connector			650,000		
Stratford Rd (Olentangy Ave-Meeker Way)				800,000	
Stratford/Olentangy Trail (Meeker-Chapman)	57,000		300,000		
Olentangy River Trail (Pollock Rd)					100,000
TOTAL IMPACT FEE EXPENDITURES	482,000	0	950,000	1,630,000	830,000
IMPACT FEE BALANCE	343,878	618,878	(106,122)	(1,111,122)	(1,616,122)

Debt Balance Outstanding

0

0

0

0

0

AUGUST 15, 2018

ACQUISITION AND DEVELOPMENT

INFORMATION AT
A GLANCE

COST

Ross St \$75,000

FUNDING

Park Impact Fee
Improvement Fund
\$75,000

PROJECTED SCHEDULE

Construction 2019

DESIGN CONSULTANT

CITY LEAD

JP Linkous

(740)-203-1402
jlinkous@delawareohio.net

Project Title: Ross St Park Expansion

Year: 2019

Estimated Project Cost: \$175,000.00

Project Description -The Parks and Natural Resource Department maintenance staff will relocate to Public Works & Parks facility leaving the additional park area for expanding the existing Ross St Park. The project will remove existing buildings on the site to make way for additional park land.

Project Justification: The Ross St. park expansion will provide additional programming space for a park that has outgrown its existing amenities. The Community Coalition and SWCI will be active partners in future programming of the park. In addition, a public survey and public meetings have taken place to help guide the master plan for the park.

Impact on Operating Expenses: The impact of future maintenance will add to staff duties due to additional mowing and landscaping. The operating costs will increase as the park attracts more users.

Financing

The project is anticipated to cost roughly \$75,000. The City has identified the park impact fee improvement funds to develop the expansion.

Status

Bids will be requested spring 2019 with construction in the summer of 2019.

**INFORMATION AT
A GLANCE**

COST

Ross St \$25,000

FUNDING

Park Impact Fee
Improvement Fund
\$25,000

PROJECTED SCHEDULE

Construction 2019

DESIGN CONSULTANT

CITY LEAD

Chad Green

(740)-203-1402
cgreen@delawareohio.net

**Project Title: Bruce Road Trail Connector
(Bruce Road- Pennsylvania Ave)**

Year: 2021

Estimated Project Cost: \$650,000.00

Project Description – The project would propose a connection between Bruce Road and Pennsylvania Ave. The final alignment would need to be determined but would begin at Oakhurst Park to the north and travel south through a utility easement, Pinecrest Subdivision and the Delaware County Fairgrounds. The project is commonly referred to in the community as the Bruce Road-Oakhurst-Pennsylvania Avenue Travel Home Safely or BROPATHS.

Project Justification: The project has gained a lot of public support and is ranked as the #10 bike and pedestrian connection in the Master Plan. The completion of this project would connect northern communities with the local schools and downtown and provide a safe active transportation route for residents walking and biking along the U.S. 23 corridor.

Impact on Operating Expenses: The impact of future maintenance will add 1 mile of trail to maintain.

Financing

The project is anticipated to cost roughly \$650,000. The City has identified the park impact fee improvement funds to develop the expansion.

Status

Planning stages.





AUGUST 15, 2018

ACQUISITION AND DEVELOPMENT

INFORMATION AT A GLANCE

COST

South Community Park
\$1,000,000

FUNDING

Park Impact Fee
Improvement Fund
\$1,000,000

PROJECTED SCHEDULE

Acquisition 2020

DESIGN CONSULTANT

CITY LEAD

Ted Miller

(740)-203-1452
tmiller@delawareohio.net

Project Title: South Community Park

Year: 2020-2022

Estimated Project Cost: \$1,000,000.00

Project Description -The City will need to expand recreational services to fill in the southeast section near the new Glen Parkway. Identifying a potential seller and city to secure a community park site and discuss potential recreation partners.

Project Justification: The Park Index completed in 2016 has identified gaps in recreation in the southeast section of the city. Residents in the southeast part of the city currently have to drive 1.5 miles to reach Mingo Park, the closest community park. The goal would be to locate a community park within 1 mile of all residents. The proposed community park would fulfill the need for athletic fields, sport courts, leisure activities and outdoor recreation. To accommodate the city would ideally identify a site that was 25-30 acres.

Impact on Operating Expenses: The impact of a south community park will significantly increase future maintenance costs introducing a need for additional full time and seasonal staff. Operating costs will also increase significantly. Projecting the increases will be possible once the design is complete. In addition, site development costs will need to be allocated and secured.

Financing

The project is anticipated to cost roughly \$1,000,000. The City has identified the improvement funds to develop the expansion.

Status

Negotiations should be started immediately with final purchase agreement by 2020

**INFORMATION AT
A GLANCE**

COST

Ross St \$25,000

FUNDING

Park Impact Fee
Improvement Fund
\$25,000

PROJECTED SCHEDULE

Construction 2019

DESIGN CONSULTANT

CITY LEAD

Chad Green

(740)-203-1402
cgreen@delawareohio.net

**Project Title: Stratford Road/Olentangy River Trail
(Meeker Way-Chapman Road)**

Year: 2021

Estimated Project Cost: \$300,000.00

Project Description – The project would involve a segment of the Olentangy River Trail from the south edge of the City into Liberty Township. The trail would begin at Stratford Road and extend across the Olentangy River on the existing encased sanitary line, adding railings to the existing surface. The trail would continue under the U.S. 23 bridge and travel south along existing ODOT right of way between U.S. 23 and the Olentangy River. At Chapman Road the trail would transition to a shared road trail.

Project Justification: The regional context of this trail is extremely significant as it would begin to link the city to a primary greenway that is part of the Central Ohio Greenways (COG) network.

Impact on Operating Expenses: The impact of future maintenance will be minimal as the proposed segment in the City is not significant.

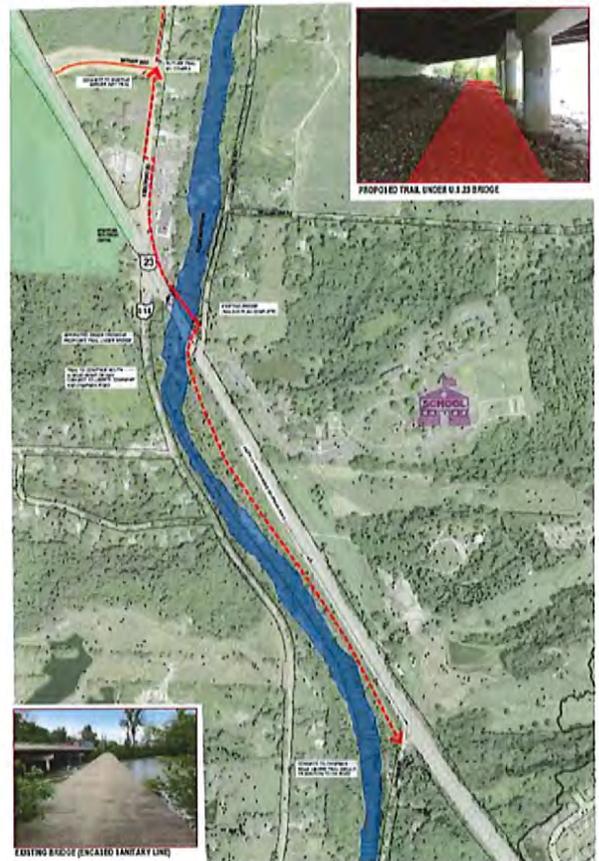
Financing

The project is anticipated to cost roughly \$300,000. The City has identified the park impact fee improvement funds to develop the expansion.

Status

Grant applications would be completed June 2020. Bids will be requested spring 2021.

**STRATFORD ROAD
TRAIL CONCEPT**



INFORMATION AT A GLANCE

COST

Ross St \$25,000

FUNDING

Park Impact Fee Improvement Fund
\$25,000

PROJECTED SCHEDULE

Construction 2019

DESIGN CONSULTANT

CITY LEAD

Chad Green

(740)-203-1402

cgreen@delawareohio.net

**Project Title: Stratford Road
(Olentangy Ave- Meeker Way)**

Year: 2022

Estimated Project Cost: \$800,000.00

project Description – The project would propose a connection between Meeker Way and Olentangy Ave, a heavily traveled pedestrian corridor. A segment of this corridor will be constructed in the newly developed Coughlin Crossing project.

Project Justification: Stratford Road has several multi-family developments and produces a high volume of pedestrian/bike traffic. There are currently no sidewalks along the road and connecting this area with existing active transportation routes will provide a much safer corridor. The project was identified in the Bike and Pedestrian Master Plan and ranked #70 but with safety concerns and additional developer driven segments this project has gained importance.

Impact on Operating Expenses: The impact of future maintenance will add 1.3 miles of trail to maintain.

Financing

The project is anticipated to cost roughly \$800,000. The City has identified the park impact fee improvement funds to develop the expansion.

Status

Planning stages.



**CAPITAL IMPROVEMENT PLAN
POLICE IMPACT FEE FUND
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCES FORWARD	362,380	363,170	363,960	364,750	365,540
REVENUES					
Police Impact Fees	60,000	60,000	60,000	60,000	60,000
TOTAL REVENUE	60,000	60,000	60,000	60,000	60,000
IMPACT FEE EXPENDITURES					
DEBT SERVICE					
Justice Center (\$890,000, 19yrs 2.94%, 2032)	59,210	59,210	59,210	59,210	59,210
TOTAL IMPACT FEE EXPENDITURES	59,210	59,210	59,210	59,210	59,210
IMPACT FEE BALANCE	363,170	363,960	364,750	365,540	366,330

Debt Balance Outstanding	574,928	530,891	486,854	442,816	396,333
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**CAPITAL IMPROVEMENT PLAN
FIRE IMPACT FEE FUND
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCES FORWARD	323,982	313,982	303,982	293,982	283,982
REVENUES:					
Fire Impact Fees	90,000	90,000	90,000	90,000	90,000
TOTAL REVENUE	90,000	90,000	90,000	90,000	90,000
IMPACT FEE EXPENDITURES:					
DEBT SERVICE					
Station 303/304	100,000	100,000	100,000	100,000	100,000
TOTAL IMPACT FEE EXPENDITURES:	100,000	100,000	100,000	100,000	100,000
IMPACT FEE BALANCE	313,982	303,982	293,982	283,982	273,982

**CAPITAL IMPROVEMENT PLAN
MUNICIPAL SERVICES IMPACT FEE FUND
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCE FORWARD	207,296	32,661	38,026	43,391	48,756
REVENUES:					
Impact Fees	110,000	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	175,000	175,000	175,000	175,000	175,000
EXPENDITURES:					
DEBT SERVICE					
Public Works Facility (\$1,060,000 19yrs, 2.94%, 2031)	72,094	72,094	72,094	72,094	72,094
Justice Center (\$900,000, 19yrs 2.94%, 2032)	62,541	62,541	62,541	62,541	62,541
City Hall/City Hall Annex/Parking Lot 2018	35,000	35,000	35,000	35,000	35,000
MUNICIPAL FACILITY IMPROVEMENTS					
Public Works Facility - Land Acquisition (3 acres)	180,000				
TOTAL EXPENDITURES	349,635	169,635	169,635	169,635	169,635
IMPACT FEE BALANCE	32,661	38,026	43,391	48,756	54,121

Debt Outstanding - PW Fac/Justice Center	1,295,072	1,170,891	1,093,146	992,184	888,667
- Gazette Bldg.	1,957,738	1,843,333	1,725,471	1,604,046	1,478,951

AUGUST 15, 2018

PUBLIC WORKS & PARKS FACILITY PROPERTY ACQUISITION

**INFORMATION AT
A GLANCE**

COST
\$ 180,000

FUNDING

LOCAL \$180,000

PROJECTED SCHEDULE

2019 Purchase

CITY LEAD
Public Works

DESIGN CONSULTANT
TBD

CONTRACTOR
TBD

Purpose

The proposed acquisition of the 3-acre parcel adjacent to and north of the current Public Works Facility is a protective purchase to provide for the future expansion of the Public Works and Parks and Natural Resources Departments on the same site. This provides for expansion of either department on site without having to purchase property and relocate facilities to an alternative location. With the recently completed expansion of the Refuse operation, and relocation of Parks & Natural Resources to 440 E. William, space for additional parking, laydown areas or building expansion is particularly limited. The additional acreage can accommodate and additional 30,000 SF of building area with parking, and is conformance with originally reviewed facility improvement plans presented to City Council in May 2014.

Financing

The purchase could be funded from both general fund revenues, Park Impact Fees and Municipal Impact Fees.

Status

Proposed purchase to be in 2019



440 E William

Information contained within this map may be used to generally locate, identify and inventory land parcels within Delaware County. Delaware County cannot warrant or guarantee the information contained herein, including, but not limited to, its accuracy or completeness. The map portion shows the approximate and this information cannot be considered or used as a "legal description" of a parcel. Please refer to the deed and other records in the Delaware County Auditor's office at 440 E. William, Delaware, Ohio 43001. Please report any errors in same items to the Delaware County Auditor's office at 440 E. William, Delaware, Ohio. Prepared by: Delaware County Auditor's GIS Office

Delaware County Auditor
George Wallace

**CAPITAL IMPROVEMENT PLAN
FIRE/EMS FUND
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCES FORWARD	321,373	450,240	90,931	277,742	805,412
REVENUES:					
Fire/EMS Income Tax	1,100,000	1,380,000	1,100,000	1,100,000	1,200,000
Fire Impact Fee Funds	100,000	100,000	100,000	100,000	100,000
TOTAL REVENUE	1,200,000	1,480,000	1,200,000	1,200,000	1,300,000
EXPENDITURES:					
DEBT SERVICE					
Station 302 (\$573,416, 10 yrs, 1.502%, 2022)	63,743	60,872	60,872	60,872	
Station 303 (\$2,755,000, 2.94%, 2032)	176,518	174,569	174,569	174,569	174,569
Station 304 (\$3,500,000, 15 yrs, 2031)	371,250	280,950	285,550	284,850	284,850
Ladder Truck Lease (1,090,176, 1.83%, 7yrs, 2019)	41,573				
EMS Vehicles (3) - (800,000, 10 yrs. 2024)	90,750	94,150	94,150	94,150	94,150
APPARATUS/VEHICLES					
Engine/Pumper Truck		823,401			899,752
Paramedic Units		392,699			
Staff/Utility Vehicles	12,299	12,668	13,048	57,889	174,622
EQUIPMENT					
Traffic Pre-Emption	315,000		385,000		
Defibrillators/Cardiac Monitors					355,000
Technology					101,483
TOTAL EXPENDITURES:	1,071,133	1,839,309	1,013,189	672,330	2,084,426
ENDING BALANCE	450,240	90,931	277,742	805,412	20,986

Debt Balance Outstanding	5,587,726	5,185,300	4,783,718	4,653,718	4,523,718
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AUGUST 15, 2018

FIRE DEPARTMENT FIRE TECHNOLOGY REPLACEMENT

INFORMATION AT A GLANCE

COST
\$145,307

FUNDING
LOCAL \$ TBD

2019 -\$37,354

2020 - \$0

2021 - \$0

2022 - \$6,470

2023 - \$101,483

PROJECTED SCHEDULE

Prelim. Design	TBD
Environmental	TBD
Final Design	TBD
Land Acquisition	TBD
Permitting	TBD
Construction	TBD

CITY LEAD
Fire Department

DESIGN CONSULTANT
TBD

CONTRACTOR
TBD

Purpose

Provide for the replacement of computers, mobile data terminals, mobile wireless interfaces and copiers.

Financing

The replacement of the computers, mobile data terminals, mobile wireless are anticipated to cost roughly \$145,307. This project will be funded utilizing the Fire Fund as part of the General Revenue Income Tax. The Fire Department will be looking for alternative funding sources for this equipment.

Status

In 2019, the existing computers are needing replacement due to the operating system they are operating on will no longer be supported. The Department replaced the mobile data computers located in all the medical apparatus in 2018. In 2019, the Department will also replace the remainder of the Mobile Data Computers.



AUGUST 15, 2018

FIRE DEPARTMENT TECHNOLOGY REPLACEMENT

IMAGE #1

Mobile Data Computers

Mobile Data Computers provide access to dispatch information, access to information in existing databases, researching hazardous materials and the uploading of medical reports to the hospital. These are replaced every 5-years.



IMAGE #2

Scanner/Copiers/Printers

These devices are connected to the network. They serve as document scanners, printers and copiers. Each Station has one of these and the Administrative office has a larger copier.





AUGUST 15, 2018

FIRE DEPARTMENT

EMERGENCY VEHICLE PREEMPTION

INFORMATION AT A GLANCE

COST
\$700,000

FUNDING

LOCAL \$700,000
2019 - \$315,000
2020 - \$0
2021 - \$385,000
2022 - \$0
2023 - \$0

PROJECTED SCHEDULE

Prelim. Design 2018
Environmental N/A
Final Design 2018
Land Acquisition N/A
Permitting 2019
Construction 2019-2020

CITY LEAD
Public Works

DESIGN CONSULTANT
City In-house Services

CONTRACTOR
TBD

Purpose

Emergency Vehicle Preemption is an important piece of technology deployed at signalized intersections where normal traffic operations impede emergency vehicles and where traffic conditions create a potential for conflicts between emergency and non-emergency vehicles. Emergency Vehicle Preemption can reduce emergency vehicle response times and is especially useful along corridors that emergency vehicles use to travel longer distances. It also can provide both a safety and operational benefit on roadways where emergency vehicles need to enter the intersection from the minor road. This project, planned for 2019, consists of installing Emergency Vehicle Preemption at 20 signalized intersections. Emergency Vehicle Preemption will be installed at the 31 remaining signalized intersections, which are being improved as part of the Citywide Signal Update Phase 1 Project, planned for construction in 2020-21. All City Fire and EMS vehicles have already been equipped with the GPS transmitters that activate the preemption at each signalized intersection.

Financing

The project is anticipated to cost roughly \$700,000, which will be covered 100% utilizing the Fire Fund as part of the General Income Tax. City Traffic & Engineering Division in-house staff will design, bid, and oversee the construction and inspection of the project.

Status

The project is currently in the preliminary planning stages and scheduled to have the final plans and bidding documentation completed by the end of 2018. Construction is scheduled for 2019-2020.

AUGUST 15, 2018

FIRE DEPARTMENT EMERGENCY VEHICLE PREEMPTION

IMAGE #1

Overall visual of how this system works between emergency vehicle and signalized intersection



IMAGE #2

Confirmation light which gives indication to emergency vehicle that they have been detected by signal pre-emption system



IMAGE #3

This signal pre-emption devices that receives GPS signal from emergency vehicle



AUGUST 15, 2018

FIRE DEPARTMENT STAFF VEHICLES

INFORMATION AT A GLANCE

COST
\$ 270,526

FUNDING

LOCAL \$270,526
2019 - \$12,299
2020 - \$12,668
2021 - \$13,048
2022 - \$57,889
2023 - 174,622

PROJECTED SCHEDULE

Prelim. Design 2018
Environmental N/A
Final Design 2018
Land Acquisition N/A
Permitting N/A
Construction 2018

CITY LEAD
Fire Department

DESIGN CONSULTANT
Not Applicable

CONTRACTOR
TBD

Purpose

The Fire Department utilizes staff vehicles for emergency response of command officers, for fire inspectors conducting fire inspections and for various non-emergent transportation. The emergency response vehicles are purchased new and remain in the fleet for 10-years. The fire inspection and station cars are retired police cruisers that are wrapped with reflective and used for an additional 5-years at the Fire Department.

Financing

The replacement of the staff vehicles are anticipated to cost \$270,526. This project will be funded utilizing the Fire Fund as part of the General Revenue Income Tax. The Fire Department will be looking for alternative funding sources for this equipment.

Status

The Fire Department has been utilizing the Police cruisers for six years. These have proven to be efficient and cost-effective for their purpose. The Command vehicles have been in the fleet and are continuing to work well for their operations.



AUGUST 15, 2018

FIRE DEPARTMENT STAFF VEHICLES

IMAGE #1

Fire Inspector Vehicles

Used Police Vehicles are utilized for an additional 5-years for fire inspections and station vehicles.



IMAGE #2 & #3

Command Vehicles are used for the management of emergency incidents. Incident management needs to be conducted in a controlled environment to allow for communication, planning and documentation, away from the scene elements.



**INFORMATION AT
A GLANCE**

COST
\$ 1,723,153

FUNDING
LOCAL \$ 1,723,153

2019 - \$0
2020 - \$823,401
2021 - \$0
2022 - \$0
2023 - \$899,752

PROJECTED SCHEDULE

Prelim. Design 2019
Environmental N/A
Final Design 2019
Land Acquisition N/A
Permitting N/A
Construction 2020

CITY LEAD
Fire Department

DESIGN CONSULTANT
Not Applicable

CONTRACTOR
TBD

Purpose

The Fire Department has established a long-term replacement schedule for the fire apparatus. In 2020, the Department will be replacing the 1989 Emergency One fire engine and in 2023 will be replacing the 1997 Pierce fire engine.

Financing

The replacement of the fire apparatus are anticipated to cost roughly \$1,723,153. This project will be funded utilizing the Fire Fund as part of the General Revenue Income Tax. The Fire Department will be looking for alternative funding sources for this equipment.

Status

Since the passage of the 2010 Fire Levy, the Fire Department has replaced the majority of its front line fleet. A replacement schedule has been established for a replacement of fire apparatus at 20-years. Fire apparatus include fire engines, ladder truck, quint/engine and the heavy rescue/hazmat unit. The department will continue to evaluate the mileage and use of this apparatus to prolong the longevity and efficient use of these vehicles.



AUGUST 15, 2018

FIRE DEPARTMENT FIRE APPARATUS

IMAGE #1 & 2

Fire Engine and Quint/Engine

The Primary usage of the fire engine is for the rapid extinguishment of fire. Rapid extinguishment of a fire supports the rescue of trapped patients and increases the safety of firefighters.



IMAGE #3 & 4

Ladder Truck & Heavy Rescue

The Department operates a ladder truck with a primary function of search and rescue, forcible entry and ventilation and salvage operations. The heavy rescue is responsible for the rescue of patients trapped and for hazardous material responses.



**INFORMATION AT
A GLANCE**

COST
\$ 392,699

FUNDING

LOCAL \$392,699
2019 - \$0
2020 - \$392,699
2021 - \$0
2022 - \$0
2023 - \$0

PROJECTED SCHEDULE

Prelim. Design 2019
Environmental N/A
Final Design 2019
Land Acquisition N/A
Permitting N/A
Construction 2020

CITY LEAD
Fire Department

DESIGN CONSULTANT
Not Applicable

CONTRACTOR
TBD

Purpose

With the opening of St 304 and the projected growth of the City, it is anticipated that an additional transport unit may be needed. This will also allow a back-up unit to be in the fleet. The existing 4 units will be operational with the 4 Station configuration.

Financing

The replacement of the medical apparatus are anticipated to cost roughly \$392,699. This project will be funded utilizing the Fire Fund as part of the General Revenue Income Tax. The Fire Department will be looking for alternative funding sources for this equipment.

Status

Since the passage of the 2010 Fire Levy, the Fire Department has replaced its entire EMS fleet of ambulances. With the addition of the 4th Fire Station and an EMS transport unit operating from the Station, a reserve vehicle will be needed. The Department will also be evaluating the possibility of using an additional Quick Response Vehicle in lieu of this additional transport unit. This concept would dispatch a Quick Response Vehicle on the low acuity/low transport operations in lieu of an ambulance.



AUGUST 15, 2018

FIRE DEPARTMENT MEDICAL APPARATUS

IMAGE #1

Interior of an Ambulance

The inside of an ambulance is essentially an Emergency Room on wheels. Paramedics are capable of continuing the care and treatment of patients while enroute to a hospital.



IMAGE #2

Quick Response Vehicle

The Department is continuing to research the implementation of programs to decrease the transport of patients unnecessarily to hospitals. One alternative is the use of Community Paramedics and also the use of on-line physicians.



AUGUST 15, 2018

FIRE DEPARTMENT CARDIAC MONITORS/DEFIBRILLATORS

INFORMATION AT A GLANCE

COST
\$ 355,000

FUNDING

LOCAL \$355,000
2019 - \$0
2020 - \$0
2021 - \$0
2022 - \$0
2023 - \$355,000

PROJECTED SCHEDULE

Prelim. Design 2022
Environmental N/A
Final Design 2022
Land Acquisition N/A
Permitting N/A
Construction 2023

CITY LEAD
Fire Department

DESIGN CONSULTANT
Not Applicable

CONTRACTOR
TBD

Purpose

The Department's cardiac monitors will be aging and will be reaching their life expectancy. This is one of the primary pieces of medical equipment that is used on all medical calls. This piece of equipment includes the capability of monitoring blood pressure, oxygen saturation, breathing wave forms, cardiac electrical activity including 12 lead capability, CPR feedback, provides cardiac defibrillation and pacing. The life expectancy of this equipment is 5-years for the 12-Lead Monitor/Defibrillator and 10-years for the Automatic Defibrillators.

Financing

The cardiac monitors and defibrillators are anticipated to cost \$355,000. This project will be funded utilizing the Fire Fund as part of the General Revenue Income Tax. The Fire Department will also be looking for alternative funding sources for this equipment.

Status

The Fire Department replaced their 12-Lead Cardiac Monitors and Defibrillators in 2018. In 2023 we will be replacing these devices on all medic units and replacing the AED/Blood Pressure machines on all fire apparatus



Because CPR Is a Focus for Cardiac Arrest

**CAPITAL IMPROVEMENT PROGRAM
WATER FUND CAPACITY PROJECTS
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCES FORWARD	3,661,852	3,570,541	3,237,073	2,699,805	2,195,817
REVENUES:					
Water Capacity Fees	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
Water Debt Meter Fee Allocation	255,000	260,100	265,302	270,608	276,020
TOTAL REVENUES	1,455,000	1,460,100	1,465,302	1,470,608	1,476,020
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)	213,971	211,228	210,230	212,256	210,978
Plant Expansion (\$9,600,000, 25yrs., 3.23%, 2039)	562,614	562,614	562,614	562,614	562,614
TOTAL DEBT SERVICE	976,311	973,568	972,570	974,596	973,318
WATER SYSTEM IMPROVMENTS					
Water Master Plan			100,000		
DISTRIBUTION CAPACITY PROJECTS					
Panhandle to US 42 Water Main	120,000	570,000	570,000		
Braumiller Rd. 16" Water Main			160,000	800,000	800,000
New Line Oversizing/Extension	450,000	250,000	200,000	200,000	200,000
TOTAL WATER CAPACITY PROJECTS	570,000	820,000	1,030,000	1,000,000	1,000,000
ENDING FUND BALANCE	3,570,541	3,237,073	2,699,805	2,195,817	1,698,519



2018

PANHANDLE TO US 42/BRAUMILLER RD WATER MAIN

INFORMATION AT A GLANCE

COST
\$ 3.02M

PROJECTED SCHEDULE

Phase I Design - 2019
Phase I Construction
2020-2021
Phase II Design - 2021
Phase II Construction
2022-2023

CITY LEAD
Public Utilities

DESIGN CONSULTANT
TBD

CONTRACTOR
TBD

Purpose

Currently, the areas of the City that are South of Pollock Road only have 1 main source of water feeding from the distribution network. Should a shutdown or break occur between the S.E. Water Tank and the primary distribution network, we have no reliable way to keep pace with long term water demand of the area. These projects will give the City 2 main feed sources to our S.E. water tank, and provide the areas citizens with the proper level of service which should be provided.

Financing

Phase I of the project will cost \$1.26M, to be broken up between 3 years:

2019 - \$120,000 for design services

2020 - \$570,000 for construction

2021 - \$570,000 for construction

Phase II of the project will cost \$1.76M, to be broken up between 3 years:

2021 - \$160,000 for design services

2022 - \$800,000 for construction

2023 - \$800,000 for construction

Status

This project is a part of the recommendations from the 2009 water master plan, and is a highly recommended project to bring the S.E. service area up to proper service redundancy levels.

**CAPITAL IMPROVEMENT PROGRAM
WATER FUND MAINTENANCE PROJECTS
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCES FORWARD	1,429,216	724,082	766,100	615,714	253,376
REVENUES:					
Transfer from Water Fund	800,000	800,000	800,000	800,000	800,000
Water Debt Meter Fee Allocation	1,107,631	1,129,783	1,152,379	1,175,427	1,198,935
TOTAL REVENUES	1,907,631	1,929,783	1,952,379	1,975,427	1,998,935
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					
Plant Maintenance	100,000	100,000	75,000	75,000	75,000
Well Cleaning	40,000				25,000
Nano and Ultra Filtration Membrane Replacement				675,000	
South Intake New VFD Pump	85,000				
Instrumentation Replacement		25,000			
WATER DISTRIBUTION PROJECTS					
West Water Tank Painting	550,000				
Water Tank Maintenance	40,000				
Large Meter Replacement		25,000			25,000
<i>Water Line Improvements:</i>					
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
S. Washington St. Waterline					90,000
Pennsylvania Ave. Waterline			525,000		
Lincoln Ave. Waterline		300,000			
E. William St Road Project	300,000				
S. Franklin St.					190,000
Equipment Replacement	60,000		65,000	150,000	30,000
TOTAL WATER REPAIR AND MAINT.	2,612,765	1,887,765	2,102,765	2,337,765	1,872,765
ENDING FUND BALANCE	724,082	766,100	615,714	253,376	379,546



AUGUST 15, 2018

WATER PLANT MAINTENANCE

INFORMATION AT A GLANCE

COST
\$ 100,000

PROJECTED SCHEDULE

Unforeseen Yearly Needs

CITY LEAD
Public Utilities

DESIGN CONSULTANT
TBD

CONTRACTORS
TBD

Purpose

The project will help fund unforeseen equipment or plant structural failures in order to protect the City's investments and to be able to continually provide safe potable water, at the required capacity, to the citizens of Delaware.

Financing

The project is will be \$100,000.

Status

This funding helps the treatment facility comply with required Ohio EPA Asset management practices by having the funding available for equipment repair or replacement as well as any structural repair in order to maintain the equipment and facilities to be able to constantly provide a safe potable water supply for the Citizens of Delaware.



AUGUST 15, 2018

NANO-FILTRATION MEMBRANE REPLACEMENT

INFORMATION AT A GLANCE

COST
\$ 675,000

PROJECTED SCHEDULE

Calendar year 2021

CITY LEAD
Public Utilities

DESIGN CONSULTANT
TBD

CONTRACTORS
TBD

Purpose

The NF membrane flows deteriorate over time which steadily increases operating pressure to the point where the NF feed pumps cannot push water thru the membranes. The conservative estimates for life of these NF membranes are 5-7 years. With the plant beginning operation in 2015, the NF membranes will be 6 years old at this point, and should be planned to be replaced. At the end of the NF life the high pressure conditions can begin to increase rapidly so having the funds available to replace these NF membranes will be essential, although the work being done can continue to push until actual membrane pressures dictate necessity.

Financing

The project is will be roughly \$675,000.

Status

We currently clean these NF Membranes every 3 months when operating pressures increase to the point of losing design flow. At the end of the life of the NF membranes the cleaning frequency will increase substantially. Having this funding available when necessary will ensure the ability to provide the required volume of water for the daily needs of our customers.



AUGUST 15, 2018

SOUTH INTAKE VFD PUMP REPLACEMENT

INFORMATION AT A GLANCE

COST
\$ 85,000

PROJECTED SCHEDULE

Calendar year 2019

CITY LEAD
Public Utilities

CONTRACTORS
TBD

Purpose

When the plant was constructed only (1) of the (2) original raw surface water intake pumps, at the South pump station, was replaced. The existing intake pumps were a constant flow-rate pump, whereas the new intake pumps installed were variable frequency. The way that the new treatment plant process is operated, these raw water intake pumps have been found to need to be variable frequency, necessitating replacement of the last remaining original intake pump.

Financing

The project is will be \$85,000.

Status

We currently run (1) 2.5MGD VFD pump from each of the (2) raw surface water intake pump stations. This means the (1) VFD pump at the south intake runs all of the time and if it fails we may not be able to pull in enough raw surface water necessary to produce enough water to supply the utility rate payers from the City of Delaware. This project is necessary to have a backup pump for this raw water pump station.



AUGUST 15, 2018

2028 EAST 1MG WATER TANK PAINTING

INFORMATION AT A GLANCE

COST
\$ 550,000

PROJECTED SCHEDULE

Spring/Summer 2028

CITY LEAD
Public Utilities

DESIGN CONSULTANT
TBD

CONTRACTORS
TBD

Purpose

The project will maintain the structural integrity of the water tank. The water tank paint normally lasts 15- 20 years. When needed the exterior and interior surfaces need sandblasted and painted. Normally the City will use an engineering firm to help with the bidding of the job and to look over the entire tank resurfacing project. This also helps the utility department provide the highest quality of finished water to the rate payers of the City of Delaware.

Financing

The project is anticipated to cost roughly \$550,000

Status

In 2006 this water tank was sandblasted and painted. In 2028 the East 1MG water tank surfaces will be 22 years old and will be in need of resurfacing to protect the City's investment.

AUGUST 15, 2018

PENNSYLVANIA AVENUE WATERLINE REPLACEMENT

INFORMATION AT A GLANCE

COST
\$ 475,000

FUNDING

Utility Fund

PROJECTED SCHEDULE

Replacement in 2019

CITY LEAD
Public Utilities

Purpose

The project will replace the 6" water main along Pennsylvania avenue. Waterlines are considered to be in "failed" condition when they have experienced 3 or more breaks. At such time they are planned and scheduled for replacement, as is the case for this waterline.

Financing

The project is anticipated to cost roughly \$475,000. Water line rehabilitation is an anticipated part of an infrastructure's life-cycle, and is an included factor when calculating user rate schedules.

Status

The project is currently planned to take place in calendar year 2019, to be self-performed by the Public Utilities' Water Distribution department.



**INFORMATION AT
A GLANCE**

COST
\$ 425,000

FUNDING

Water Maintenance
Fund

PROJECTED SCHEDULE

Summer of 2020

CITY LEAD
Public Utilities

Purpose

The project will replace the 6" water main along Pennsylvania avenue. Waterlines are considered to be in "failed" condition when they have experienced 3 or more breaks. At such time they are planned and scheduled for replacement, as is the case for this waterline.

Financing

The project is anticipated to cost roughly \$425,000. Water line rehabilitation is an anticipated part of an infrastructure's life-cycle, and is an included factor when calculating user rate schedules.

Status

The project is currently planned to take place in calendar year 2020, to be self-performed by the Public Utilities' Water Distribution department.



2018

SE HIGHLAND 2MG & EAST 1MG WATER TANK REPAIRS

INFORMATION AT A GLANCE

COST
\$ 40,000

PROJECTED SCHEDULE

Spring/Summer 2019

CITY LEAD
Public Utilities

DESIGN CONSULTANT
Burgess & Niple

CONTRACTORS
TBD

Purpose

The project will maintain the structural integrity of these water tanks. In 2016 both of these water tanks were drained and cleaned as part of the utility department's preventative maintenance program to maintain the elevated water storage tanks. Every 5 years the water tanks are drained, cleaned and inspected by a qualified engineering consultant to make certain that the structural integrity is maintained. Using this outside engineering firm also provides the City an unbiased evaluation of any deficiencies that these water tanks may have so these deficiencies can be corrected in order to maintain and protect the City's investment and to ensure the highest quality of water delivered to our customers.

Financing

The project is anticipated to cost roughly \$39,750.

Status

In 2016 Burgess & Niple noted the deficiencies below.

East 1MG Water Tank:

- Tanks needs washed to remove mildew which will help maintain the exterior paint surfaces and extend the paint surface protection from erosion. This will require the use of a large man lift in order to complete this task.
- Concrete base and overhead door base need to be grouted to restore and protect these concrete areas from deterioration.
- Painting and priming also need completed around the entire perimeter base of the tank and overhead door to protect these surfaces from deterioration.
- The concrete approach and asphalt driveway are in disrepair and need completely resurfaced.
- Insulation on the riser pipe needs repaired, this will require a man lift.

SE Highland 2MG Water Tank;

- Concrete base needs to be grouted to restore and protect this concrete area from deterioration.
- Painting and priming also need completed around the entire perimeter base of the tank and overhead door to protect these surfaces from deterioration.
- Ceiling tiles need to be replaced, this will require man lift to repair.

2018

PENRY WELL CLEANING

INFORMATION AT A GLANCE

COST
\$ 40,000

PROJECTED SCHEDULE

Calendar years

2019

2024

CITY LEAD
Public Utilities

CONTRACTOR
TBD

Purpose

The project will help maintain proper flows to each of the (3) raw groundwater wells at the Penry well field. Over time the well flows gradually start deteriorating. This is mostly due to iron and other minerals getting hard and plugging the caverns and voids in the lime stone which block groundwater flow to the well pumps. If this iron and other minerals are not cleaned every five years or so the well flow will not ever be restored to original well flow and the necessary volume of groundwater.

Financing

The project is anticipated to cost roughly \$40,000.

Status

This is a required preventative maintenance item to keep in a 5-year cycle, ensuring that the wells maintain their original flows so that we can produce enough finished water for our customers.

2018

RIVERVIEW WELL CLEANING

INFORMATION AT
A GLANCE

COST
\$ 28,000

PROJECTED SCHEDULE

Calendar year 2023

CITY LEAD
Public Utilities

CONTRACTORS
TBD

Purpose

The project will help maintain proper flows to each of the (2) raw groundwater wells at the Riverview well field. Over time the well flows gradually start deteriorating. This is mostly due to iron and other minerals getting hard and plugging the caverns and voids in the lime stone which block groundwater flow to the well pumps. If this iron and other minerals are not cleaned every five years, buildup can become permanent, and the well flow will never be able to be restored.

Financing

The project is anticipated to cost roughly \$28,000.

Status

This is good a preventative maintenance plan to ensure that the wells maintain their original flows, so we can produce enough finished water for our customers.



AUGUST 15, 2018

2020 PLANT SCADA INSTRUMENTATION REPLACEMENT

INFORMATION AT A GLANCE

COST
\$ 25,000

PROJECTED SCHEDULE

Calendar year 2020

CITY LEAD
Public Utilities

DESIGN CONSULTANT
TBD

CONTRACTORS
TBD

Purpose

Replacement of the (2) plant SCADA computers may be necessary for the optimum operation of the plant process. This also includes the; new software, new server, (2) computers, (8) monitors, and any integration assistance.

Financing

The project is will be roughly \$25,000.

Status

In 2020 these (2) plant SCADA computers will be 5 years old. IT has suggested that we have this money allocated to be proactive instead of reactive so we do not have any failures. The SCADA is necessary for the operation of the complex plant processes.

**CAPITAL IMPROVEMENT PROGRAM
SEWER FUND CAPACITY PROJECTS
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCES FORWARD	746,573	342,014	(11,855)	(79,806)	(115,909)
REVENUES:					
Sewer Capacity Fees	1,150,000	1,150,000	1,150,000	1,150,000	1,150,000
SE Highland Sewer ERU Fees	200,000	200,000	200,000	200,000	200,000
Sewer Fees Transfer - 2007,2008,2009	1,663,640	1,696,913	1,730,851	1,765,468	1,800,778
TOTAL REVENUES	3,013,640	3,046,913	3,080,851	3,115,468	3,150,778
EXPENDITURES:					
DEBT SERVICE					
Land Armstrong Rd. (\$2,915,000 10 yrs. 1.49%, 2022)	328,500	302,400	301,700	300,900	
23 North Sewer (\$1,000,000, 25 yrs, 4.51%), 2031	60,166	59,395	59,115	59,684	59,325
SE Highland Sewer (\$15,000,000, 25 yrs, 4.49%, 2037)	995,772	997,609	996,609	999,609	999,609
SE Highland Sewer (\$2,750,000, 20 yrs, 3.59%, 2026)	188,418	189,305	189,305	189,305	189,305
Plant Expansion (\$20,882,000, 20 yrs, 3.59%, 2026)	1,430,343	1,437,073	1,437,073	1,437,073	1,437,073
TOTAL DEBT SERVICE	3,003,199	2,985,782	2,983,802	2,986,571	2,685,312
SEWER SYSTEM IMPROVEMENTS					
COLLECTION CAPACITY PROJECTS					
Sewer Oversizing/Extension	100,000	100,000	100,000	100,000	100,000
Riverby Sewer Extension	250,000				
Spring Street Sewer Upsizing		250,000			
Reimbursement for Cherry St. Maint. Facility	65,000	65,000	65,000	65,000	65,000
TOTAL SEWER CAPACITY PROJECTS	415,000	415,000	165,000	165,000	165,000
ENDING FUND BALANCE	342,014	(11,855)	(79,806)	(115,909)	184,557

**CAPITAL IMPROVEMENT PROGRAM
SEWER FUND MAINTENANCE PROJECTS
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCES FORWARD	1,473,172	1,713,227	1,696,517	1,849,342	2,582,292
REVENUES:					
Transfer from Sewer Fund	1,447,750	1,476,705	1,506,239	1,536,364	1,567,091
TOTAL REVENUES	1,447,750	1,476,705	1,506,239	1,536,364	1,567,091
EXPENDITURES:					
DEBT SERVICE					
Plant Rehabilitation (\$2,230,000 20 yrs. 3.59%, 2026)	152,695	153,414	153,414	153,414	153,414
TOTAL DEBT SERVICE	152,695	153,414	153,414	153,414	153,414
WASTEWATER TREATMENT PROJECTS					
Aeration Tank Diffuser Replacement		100,000	100,000		
Belt Filter Press			500,000		
Plant Maintenance	125,000	125,000	125,000	125,000	125,000
Influent Pump Replacement		150,000		150,000	
Settling Tank Upgrades		250,000			
Concrete EQ Basin Repairs	300,000				
Site Concrete Repairs		50,000		50,000	
Influent VFD Upgrade	50,000	50,000	50,000		
PLC Upgrades	50,000				100,000
WASTEWATER COLLECTION PROJECTS					
Large Meter Replacement		25,000		25,000	
Inflow/Infiltration Remediation	175,000	175,000	175,000	175,000	175,000
Sanitary Sewer Replacement	75,000	75,000	100,000	100,000	100,000
Wesleyan Woods Sewer Rehab			150,000		
Hayes Colony Sewer Rehab	200,000				
Pump Station Repair/Upgrade		25,000		25,000	
West William St CIPP Lining		150,000			
Shelbourne forest CIPP Lining					280,000
Stratford Pedestrian Bridge/Sewer Repair		35,000			
Equipment Replacement	80,000	130,000			45,000
TOTAL SEWER REPAIR/MAINTENANCE	1,207,695	1,493,414	1,353,414	803,414	978,414
ENDING FUND BALANCE	1,713,227	1,696,517	1,849,342	2,582,292	3,170,969



2018

WASTEWATER PLANT BELT FILTER PRESS

INFORMATION AT A GLANCE

COST
\$500,000

PROJECTED SCHEDULE

Calendar Year 2021

CITY LEAD
Public Utilities

CONTRACTOR
TBD

Purpose

The project will replace the belt filter press which has exceeded its life expectancy. Replacement parts are becoming obsolete, and becoming very difficult to find. The Plant's belt filter press has been refurbished at least once in the past to prolong its lifespan, but that is no longer an option as current generation parts are no longer compatible with the existing unit.

Financing

Cost: \$500,000.

Status

The belt filter press is currently being maintained by finding reconditioned/used parts as needed. Replacing the existing belt filter press will allow for manufacturer support of equipment when repairs are needed.



2018

WASTEWATER PLANT SITE CONCRETE REPAIRS

INFORMATION AT A GLANCE

COST
\$50,000

PROJECTED SCHEDULE

Calendar Years
2020
2022

CITY LEAD
Public Utilities

CONTRACTOR
TBD

Purpose

The project will repair concrete tanks and structure around the facility. With portions of the plant going on 50 years old, areas of concrete are starting to crumble, and are becoming unsafe for the employees to walk on or around.

Financing

Cost: \$50,000.

Status

Plant staff currently repair and maintain concrete surfaces in many ways, including grouting, patching and painting. These repairs are meant to address areas in which these methods are no longer enough to maintain what is present.

2018

WASTEWATER PLANT AERATION TANK DIFFUSERS

INFORMATION AT A GLANCE

COST
\$100,000

PROJECTED SCHEDULE

Calendar Years
2020
2021

CITY LEAD
Public Utilities

CONTRACTOR
TBD

Purpose

The project will replace out of date diffusers in our aeration system. These diffusers have exceeded their life expectancy, and should be replaced to increase the efficiency of the new High Speed Turbo Blowers that were installed in 2017. Which in turn may lower our utility bills.

Financing

Cost: \$100,000.

Status

As diffusers age, they become less efficient, allowing less air to be released into and absorbed within the treatment system. This requires the plant blowers to run at a higher speed to achieve needed dissolved oxygen levels. Current diffusers are reaching this point, and should be replaced as such.



2018

WASTEWATER PLANT EQUALIZATION BASIN

INFORMATION AT A GLANCE

COST
\$300,000

PROJECTED SCHEDULE

Calendar Year 2019

CITY LEAD
Public Utilities

CONTRACTOR
TBD

Purpose

The project will repair the concrete structure called the equalization basin. The basin was modified during the 2007 plant expansion, the concrete has since settled and needs major rehab work. The concrete ballast supporting the airlines in the tank are in disrepair.

Financing

Cost: \$300,000.

Status

The project is currently in the process of getting updated quotes to repair the equalization basin.



2018

WASTEWATER PLANT INFLUENT PUMP REPLACEMENT

INFORMATION AT A GLANCE

COST
\$150,000

PROJECTED SCHEDULE

Calendar years
2020
2022
2024

CITY LEAD
Public Utilities

CONTRACTOR
TBD

Purpose

The project will replace an influent pump at each of the budgeted times. The pumps were installed during the 2007 plant expansion, and have begun to require semi-regular major repairs. Each pump has been repaired at least once during its life span, some multiple times. A typical repair ranges from \$25,000 to \$35,000, and are becoming more expensive and difficult to get rebuilt as they continue to age.

Financing

Cost: \$150,000.

Status

Influent pumps are currently being disconnected and transported to the Cincinnati area for repair as needed. As these repairs have begun happening in more frequent intervals, a phased replacement of pumps has become the best solution to ensure stable plant operation.



2018

WASTEWATER PLANT MAINTENANCE

INFORMATION AT A GLANCE

COST
\$125,000

PROJECTED SCHEDULE

Unforeseen Yearly Needs

CITY LEAD
Public Utilities

CONTRACTOR
TBD

Purpose

The project will help fund unforeseen equipment or plant structural failures in order to protect the City's investments and to be able to continually provide safe effluent for discharge into the Olentangy River.

Financing

The project is will be \$125,000.

Status

This funding helps the treatment facility by having the funding available for equipment repair or replacement as well as any structural repair in order to maintain the equipment and facilities to be able to constantly provide a safe effluent for discharge into the Olentangy River.

2018

PLC UPGRADES

**INFORMATION AT
A GLANCE**

COST
\$50,000

PROJECTED SCHEDULE

Calendar Year 2019

CITY LEAD
Public Utilities

CONTRACTOR
TBD

Purpose

This project will begin the process of upgrading the PLC's at the wastewater plant. The PLC's were installed during the 2007 plant expansion and are nearing the end of their life expectancy, according to the manufacturer. Plant PLC and communications with the SCADA system is in need of major retrofitting in the near future, as we are currently using software that will soon be obsolete and no longer supported.

Financing

Cost: \$50,000.

Status

The project is currently in the process of getting updated quotes from equipment manufacturers.



2018

WASTEWATER 2023 PLC UPGRADES

INFORMATION AT A GLANCE

COST
\$100,000

PROJECTED SCHEDULE

Calendar Year 2023

CITY LEAD
Public Utilities

CONTRACTOR
TBD

Purpose

This stage of PLC upgrades is intended to continue the work started in 2019, bringing plant processes up to current standards, and allowing for easier upkeep and maintenance when needed.

Financing

Cost: \$100,000.

Status

The project is currently in the process of getting updated quotes for upgrading the PLC's.



2018

WASTEWATER SETTLING TANK UPGRADES

INFORMATION AT A GLANCE

COST
\$250,000

PROJECTED SCHEDULE

Calendar Year 2020

CITY LEAD
Public Utilities

CONTRACTOR
TBD

Purpose

The project is aimed to repair or replace the rotating mechanism within the settling tanks. Some of these tanks are going on 50 years old, the structure is starting to crumble and is becoming unsafe for the employees to walk on or around. Concurrently, the treatment technology of these tanks is out of date and inefficient.

Financing

Cost: \$250,000.

Status

The project is currently in the process of getting updated quotes for repairs and/or replacement.



2018

WASTEWATER INFLUENT VFD REPLACEMENT

INFORMATION AT A GLANCE

COST
\$50,000

PROJECTED SCHEDULE

Phased Replacements in

2019

2020

2021

CITY LEAD
Public Utilities

CONTRACTOR
TBD

Purpose

The project will replace the variable frequency drives for the influent pumps at the wastewater plant. The VFD's were installed during the 2007 plant expansion and are nearing the end of their life expectancy, according to the manufacturer. The current VFD's are obsolete, and have become hard to find repair parts for.

Financing

Cost: \$50,000.

Status

Through conversations with the existing VFD's manufacturer, the City has been notified that this equipment is no longer supported, and new replacement parts are no longer in production. Currently as repairs are needed, the plant maintenance staff has been able to scavenge parts from other pieces of equipment on-site. This method will soon no longer be an option, and new VFD's are required.

**CAPITAL IMPROVEMENT PLAN
STORM WATER FUND
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCES FORWARD	822,039	394,653	269,521	386,785	196,595
REVENUES:					
Storm Water Fees	362,615	369,867	377,264	384,810	392,506
TOTAL REVENUE	362,615	369,867	377,264	384,810	392,506
EXPENDITURES:					
Storm Water Repair	125,000	125,000	125,000	125,000	125,000
Storm Water I&I Remediation		100,000		100,000	
Bernard Avenue (Sandusky to Liberty St.)	400,000				
Montrose/Columbus/Toledo		200,000			
Vernon Ave.			135,000		
Birch Terrace	225,000				
Chamberlain/Channing St.				350,000	
Pittsburgh Drive					200,000
100 Pincrest Slope Remediation	20,000				
Equipment Replacement	20,000	70,000			20,000
TOTAL EXPENDITURES	790,000	495,000	260,000	575,000	345,000
ENDING FUND BALANCE	394,653	269,521	386,785	196,595	244,101

**CAPITAL IMPROVEMENT PLAN
UTILITY EQUIPMENT REPLACEMENT FUND
2019 - 2023**

	2019	2020	2021	2022	2023
REVENUES:					
Water Fund Allocation	60,000		65,000	150,000	30,000
Sewer Fund Allocation	80,000	130,000			45,000
Storm Water Fund Allocation	20,000	70,000			20,000
TOTAL REVENUE	160,000	200,000	65,000	150,000	95,000
EXPENDITURES:					
One Ton Dump Truck			65,000		65,000
Two Ton Dump Truck		130,000			
Backhoe	100,000				
One-ton Service Truck		70,000			
Utility Truck - Water				150,000	
Pickup Truck - Water	60,000				30,000
TOTAL PUBLIC UTILITIES EQUIPMENT	160,000	200,000	65,000	150,000	95,000

**CAPITAL IMPROVEMENT PLAN
REFUSE FUND
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCES FORWARD	165,437	292,677	485,917	595,642	506,367
REVENUES:					
Refuse Fees	624,240	624,240	636,725	636,725	649,459
Bond Revenue					
TOTAL REVENUE	624,240	624,240	636,725	636,725	649,459
EXPENDITURES:					
Equipment					
Rear Load 20-Yard Packer - Commercial		179,000		184,000	
Side Load Truck	245,000	252,000	260,000	267,000	275,000
Recycling Vehicle - Recycling	252,000		267,000	275,000	283,000
TOTAL EXPENDITURES	497,000	431,000	527,000	726,000	558,000
ENDING FUND BALANCE	292,677	485,917	595,642	506,367	597,826

**CAPITAL IMPROVEMENT PLAN
DEVELOPER TRUST FUND
2019 - 2023**

	2019	2020	2021	2022	2023
BALANCES FORWARD	536,221	582,721	499,221	333,721	341,221
REVENUES:					
Assessments	7,500	7,500	7,500	7,500	7,500
Grant Revenue		100,000			
City Contribution	84,000		27,000		
TOTAL REVENUE	91,500	107,500	34,500	7,500	7,500
EXPENDITURES:					
Equipment					
Stratford Pedestrian Bridge		165,000			
Hills Miller Sidewalk	45,000				
Curtis St Turn Lane		26,000	200,000		
TOTAL EXPENDITURES	45,000	191,000	200,000	0	0
ENDING FUND BALANCE	582,721	499,221	333,721	341,221	348,721



AUGUST 15, 2018

STRATFORD PEDESTRIAN BRIDGE IMPROVEMENTS

INFORMATION AT A GLANCE

COST
\$200,000

FUNDING

Sanitary \$35,000
Developer \$108,310
LOCAL \$57,000

PROJECTED SCHEDULE

Construction 2019

CITY LEAD
Public Works

DESIGN CONSULTANT
Pomeroy & Associates

CONTRACTOR
TBD

Purpose

The City's South Central Sanitary Trunk Sewer crosses the Olentangy River suspended beneath a bridge structure located near the intersection of Stratford Road and US 23. The structure provides protection to the sewer and will serve to carry pedestrian traffic over the river. This structure is comprised of two (2) concrete box beams, with the sewer suspended between the beams, below a concrete slab poured over the top. The bridge was recently inspected and found to be in fair condition, though there is notable concrete cracking at the south bridge abutment that must be repaired. The purpose of this project is to improve the bridge to:

- Make necessary repairs to the south abutment
- Installing railing along the entire span of the bridge
- Connect both ends of the bridge to adjacent roadway.

Not included in the scope of this project is a 1500 LF multi-use path extension that would connect the north end of the bridge to the proposed Stratford Road and Meeker Way path system.

Finance

Various funding sources could be tapped to cover the construction costs for this project, currently estimated to be \$175,000-\$200,000 (depending on contingency items performed). The proposed strategy to fund this project is to combine sanitary sewer maintenance funds (structural repairs) with past developer contributions (pedestrian pathway component). Additional local dollars will be required to fill the gap.

The City is owed a developer contribution from the car dealership in the amount of \$117,364 if the second phase of its 2014 Development Plan is executed. If received, these monies could help fund the 1500 LF offsite path extension to Meeker Way.

Status

Design plans for the structural repairs, railing improvements, and the short path to Pollock Road are complete. The 2018 Budget included an appropriation of sanitary maintenance funds that will need to be moved to 2019, increased to account for contingency items, and combined with developer contributions - in order to execute this project.

Image #1

Existing Bridge Structure crossing the Olentangy River at US23/SR315/Stratford Road

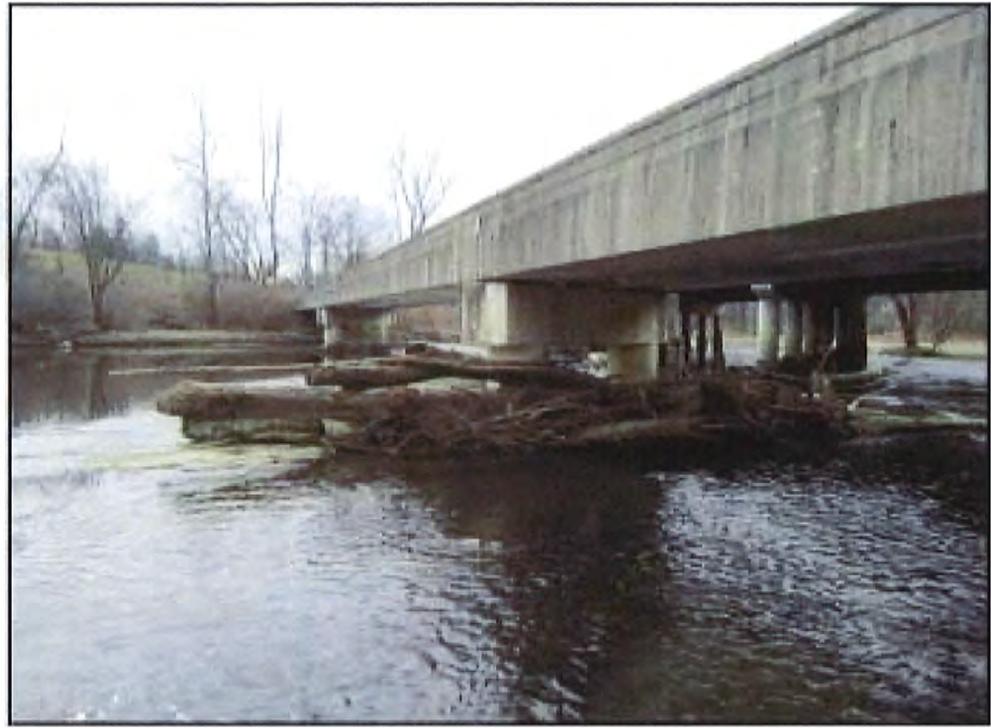
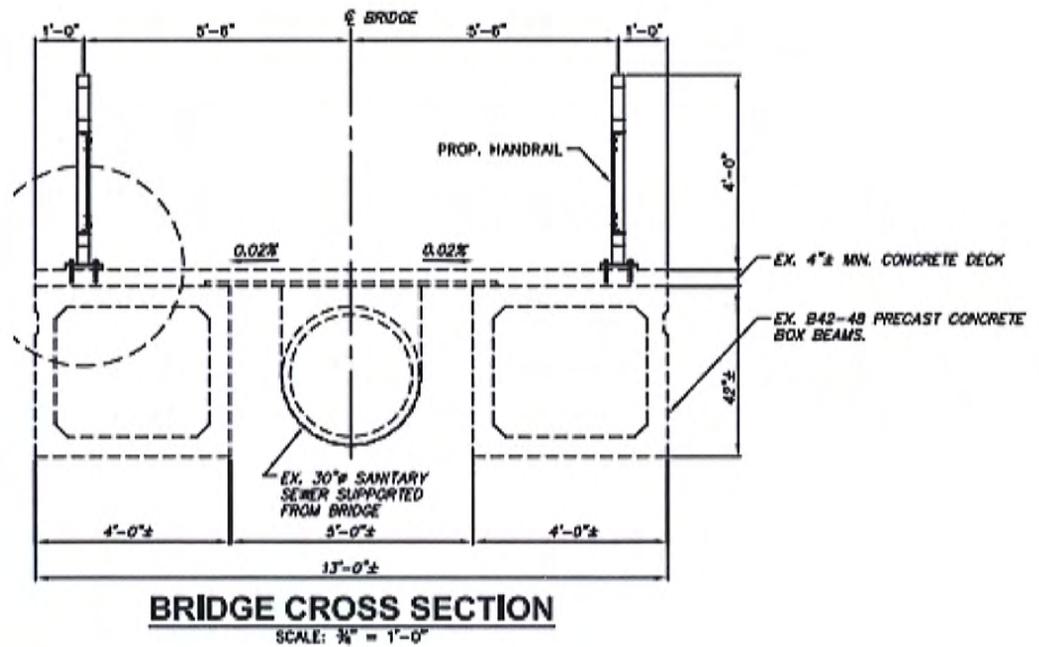


Image #2

Cross-Section of Existing Bridge Showing Proposed Addition of Rail Improvements



AUGUST 15, 2018

HILLS MILLER ROAD SIDEWALK EXTENSION

INFORMATION AT A GLANCE

COST
\$ 25,000

FUNDING

Trust Fund \$25,000

PROJECTED SCHEDULE

Prelim. Design	2018
Final Design	2019
Permitting	2019
Construction	2019

CITY LEAD
Public Works

DESIGN CONSULTANT
TBD

CONTRACTOR
TBD

Purpose

200 LF Extension of a 5'-0 concrete sidewalk along the north side of Hills Miller Road from the current terminus at the southwest corner of the Speedway property to a point opposite Bruce Road. Project will included construction of required ADA ramps on both sides of Hills Miller Road.

Financing

The project is anticipated to cost roughly \$25,000. The Trust Fund has \$46,375 in developer contributions available for sidewalk improvements along the US 23/Hills Miller corridor.

Status

The project is currently in the concept phase to determine the level of survey and design effort required to advance the initiative through to construction.



AUGUST 15, 2018

CURTIS STREET & FIRESTONE DRIVE INTERSECTION IMPROVEMENTS

INFORMATION AT A GLANCE

PROJECT
COST
\$226,000

FUNDING

TRUST FUND
\$80,000

ASSESSMENTS
\$119,000

LOCAL
\$27,000

PROJECTED SCHEDULE

Design 2019

Construction 2020

CITY LEAD
Public Works

DESIGN CONSULTANT
TBD

CONTRACTOR
TBD

IMAGE #1

Project
Location Map

Purpose

This project will add a left turn lane for northbound traffic on Curtis Street turning left onto Firestone Drive to travel westbound. Currently, during periods of heavy traffic, there is a need to separate turning vehicles from vehicles continuing to travel northbound. Curtis Street and Firestone Drives are both Collector Streets that provide routes for high volumes of traffic. The project will also include improvements to the existing railroad grade crossing. These improvements will fulfill a portion of the Curtis Street Realignment Project identified in the City's 2016 Priority Roadway Improvements and Expansion Projects document.

Financing

The project is anticipated to cost approximately \$226,000. The City's Transportation Trust Fund/Assessments will cover \$199,000 assuming the Del-Mor project proposed for the northwest corner of the intersection advances. The amount includes the anticipation final collection of \$119,000 through property assessment contributions in the Curtis Farms subdivision.

Status

The project is in the conceptual design stage and will advance to full design in 2019 if funds for design are appropriated in the 2019 Budget. As additional development is proposed at the northwest corner of this intersection, it is important to construct this project in a timely manner. Also, the completion of Boulder Drive to the west will increase the utilization of Firestone Drive as an alternate path to travel to Veteran's Park and the YMCA.





FACT SHEET

AGENDA ITEM NO: 20

DATE: 08/27/2018

ORDINANCE NO: 18-79

RESOLUTION NO:

READING: FIRST

PUBLIC HEARING: NO

TO: Mayor and Members of City Council

FROM: R. Thomas Homan, City Manager

VIA: William L. Ferrigno, Public Works Director/City Engineer

TITLE OF PROPOSED ORDINANCE/RESOLUTION:

AN ORDINANCE SUPPLEMENTING THE 2018 APPROPRIATIONS ORDINANCE TO INCREASE FUNDING FOR THE PURCHASE OF FUEL, AND DECLARING AN EMERGENCY.

BACKGROUND:

The amount budgeted for fuel purchase shown in individual departmental accounts is based on three year average fuel usage/costs. Variations in both fuel price and usage can result in the need for additional funding being required. During the first quarter of 2018 for example, the Street Division of Public Works utilized significantly more fuel than the historical average as a result of multiple snow and ice events. Also the average cost per gallon for regular unleaded gasoline is 12% higher for the first half of 2018 over 2017 costs. Similarly the cost of on-road diesel is up 19% over the same time period last year. The combined impact of increased usage and purchase cost has resulted in the anticipated need for additional funding to cover fuel purchase through the end of the year.

REASON WHY LEGISLATION IS NEEDED:

A supplemental appropriation in the amount of \$74,000.00 is being proposed that will cover the cost of purchasing regular unleaded and diesel fuel through the end of 2018.

COMMITTEE RECOMMENDATION:

N/A

FISCAL IMPACT(S):

The supplemental appropriation will reduce the unencumbered balances of the following funds: General, Street Maintenance and Repair, Parks & Recreation, Refuse, and Cemetery.

POLICY CHANGES:

N/A

PRESENTER(S):

William L. Ferrigno, P.E. – Public Works Director/City Engineer

RECOMMENDATION:

Approval at first reading.

ATTACHMENT(S)

Fuel Usage History

ORDINANCE NO. 18-79

AN ORDINANCE SUPPLEMENTING THE 2018
APPROPRIATIONS ORDINANCE TO INCREASE
FUNDING FOR THE PURCHASE OF FUEL, AND
DECLARING AN EMERGENCY.

WHEREAS, the City purchases an estimated 160,000 gallons of combined unleaded gasoline and diesel fuel annually for the operation of the fleet vehicles; and

WHEREAS, the City estimates the cost of fuel to be purchased based on average usage and projected cost per gallon; and

WHEREAS, fluctuations in actual fuel usage and purchase cost result in the need for additional funding to cover actual fuel costs to the City; and

WHEREAS, the anticipated end of year costs for fuel for several City departments and divisions will exceed amounts budgeted in the 2018 appropriations; and

WHEREAS, a supplemental appropriation is required to provide funding to cover the anticipated end-of-year cost for fuel purchase.

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

SECTION 1. There is hereby appropriated from the unencumbered balance of the General Fund \$26,000 in the following accounts:

Police Fuel Supply (101-0041-5345)	\$ 22,000
Planning Fuel Supply (101-0061-5345)	\$ 2,500
Engineering Fuel Supply (101-0041-5345)	\$ 1,000
Building Fuel Supply (101-0071-5345)	\$ 500

SECTION 2. There is hereby appropriated from the unencumbered balance of the Street Maintenance and Repair Fund \$21,000 in the following accounts:

Street Fuel Supply (200-2020-5345)	\$ 17,500
Planning Lube Supply (200-2030-5345)	\$ 3,500

SECTION 3. There is hereby appropriated from the unencumbered balance of the Parks and Recreation \$6,000 in the following account:

Fuel Supply (210-2110-5345) \$ 6,000

SECTION 4. There is hereby appropriated from the unencumbered balance of the Refuse Fund \$19,000 in the following accounts:

Refuse Fuel Supply (550-5520-5345) \$ 14,000
Recycle Fuel Supply (550-5530-5345) \$ 5,000

SECTION 5. There is hereby appropriated from the unencumbered balance of the Cemetery Fund \$2,000 in the following account:

Cemetery Fuel Supply (212-0212-5345) \$ 2,000

SECTION 6. 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 7. 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 to provide for the continued operation of city vehicles and equipment used to perform daily duties and assignments, and as such will be in full force and effect immediately upon its passage.

VOTE ON RULE SUSPENSION: YEAS___ NAYS___
ABSTAIN ___

VOTE ON EMERGENCY CLAUSE: YEAS___ NAYS___
ABSTAIN ___

PASSED: _____, 2018 YEAS___ NAYS___
ABSTAIN ___

ATTEST: _____
CITY CLERK MAYOR

4-Year 1st & 2nd Qrt Fuel Use Summary

Department/Division	2015	2016	2017	2018
Public Works Administration	678	377	309	464
Airport	1115	644	382	552
Building Maintenance	248	219	95	194
City Garage *	316	247	319	314
Engineering Div.	770	713	789	712
Fire Department	8377	7569	7815	8532
Finance Department	97	41	60	49
Parks & Natural Resources	6258	4853	5695	6234
Information Technology	103	116	116	60
Municipal Court**	127	169	175	200
Oak Grove Cemetery	871	887	1308	1167
Police Department	14165	13609	15391	14810
Planning Department	831	920	902	1138
Refuse Collection	13872	13282	15542	15029
Recycling Division	6502	6480	7077	7791
Sewer Collection	4274	3464	3616	3877
Street Maintenance	14119	7813	7884	11180
Sewer Treatment	2329	1171	798	812
Storm Water	100	146	110	283
Traffic	1733	1778	2137	2019
Water Distribution	5003	4403	5233	5075
Water Treatment	430	562	713	605
Totals	82,317	69,462	76,465	81,096



TO: Members of City Council
FROM: Dean Stelzer, Finance Director
DATE: August 23, 2018

Reports Included

<u>Page</u>	<u>Reports</u>	<u>Purpose</u>
2	Revenues by Source	This summary compares year-to-date revenues for 2018 to 2017 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.

Highlights:

- * Income tax collections are up 4.25% compared to last year. The 2018 projection was for a 5.5% increase. Will monitor collections as it appears 2018 tax collections will not meet projections.
- * Engineering Fee revenue is down \$765,287 from the very high 2017 levels. Contracted engineering review expenditures are approximately \$184,467 above 2017 amounts at this time. Engineering review fees are paid up front prior to review costs being incurred. Due to the amount paid in 2017, we will see expenditures higher than revenues in 2018 and into 2019.
- * Building permits are up \$271,248 (61%) compared to last year.
- * Capacity and Impact Fee revenue related to new housing and commercial development is up \$1,560,027 (77%) over 2017 levels.

YTD 2018 Budget Supplementals

- 18-10 (\$200,000) - General Fund - Reduce Council budget
- \$91,547 - Airport Hangar Fund - Amount inadvertently left out of original appropriation
- (\$1,750,000) - Refuse Fund - Reduce budget for project started in 2017
- 18-19 \$10,000 - Dev Reserve Fund - Cams, Inc. economic development incentive
- 18-20 \$18,000 - P&R Fund - Increase appropriation for pool pump replacement
- 18-25 \$25,000 - Airport Fund - For Business Plan
- 18-26 \$1,185,686 - CIP Fund - Gazette Building improvements
- \$615,000 - Municipal Impact Fee Fund - Gazette Building improvements
- 18-39 \$10,000 - ED Incentive
- 18-42 \$57,670 - Municipal Court
- 18-45 \$90,000 - SMR snow removal
- 18-46 \$376,115 - Park Improvement Levy

FINANCE DIRECTOR'S REPORT

REVENUES BY SOURCE

July 31, 2018

	Revenues @ 7/31/18	Revenues @ 7/31/17	% Change
TAXES			
Income Tax	\$ 17,326,090	\$ 16,619,521	4.25%
Property Tax	1,956,592	912,355	114.46%
Local Government Fund	355,506	352,279	0.92%
Hotel/Motel Tax	46,941	43,598	7.67%
Gasoline Taxes	676,668	658,218	2.80%
License Plate Tax	406,941	398,966	2.00%
FEES			
Franchise Fee (cable tv)	\$ 202,464	\$ 184,045	10.01%
Parking Meter & Lot Fees	47,195	49,338	-4.34%
Fines/Forfeitures/Court Diversion Fees	83,170	83,315	-0.17%
Impact Fees	606,641	314,072	93.15%
Airport - Fuel	381,547	298,110	27.99%
Cemetery	83,190	101,855	-18.33%
Golf Course	110,465	111,608	-1.02%
REIMBURSEMENTS			
Engineering Fees	\$ 733,748	\$ 1,499,035	-51.05%
Fire/EMS Reimbursement	523,406	682,041	-23.26%
Prosecutor Reimbursements	79,280	150,625	-47.37%
Building Permits and Fees	718,930	447,682	60.59%
UTILITY CHARGES			
Water - Meter Charges	\$ 3,136,078	\$ 3,061,579	2.43%
- Capacity Fees	1,529,738	878,858	74.06%
Sewer - Meter Charges	3,735,061	3,703,854	0.84%
- Capacity Fees	1,463,639	847,061	72.79%
Refuse	2,016,109	2,046,960	-1.51%
Storm Sewer	501,282	492,616	1.76%
MUNICIPAL COURT REVENUES	\$ 1,984,598	\$ 2,141,674	-7.33%

FINANCE DIRECTOR'S REPORT
GENERAL FUND REVENUES
July 31, 2018

July 58.33% of year	Revenues 7/31/2018	2018 Budget	Revenues As % of Budget	Comparative Revenues 7/31/2017	% Change YTD
GENERAL FUND					
Property Tax	1,507,124	1,500,000	100.47%	706,401	113.35%
City Income Tax	9,369,791	14,787,387	63.36%	8,989,340	4.23%
Other Taxes	975	0	0.00%	1,050	0.00%
Local Government Fund	355,506	610,000	58.28%	352,279	0.92%
Fines and Forfeitures	83,170	140,000	59.41%	83,315	(0.17%)
Engineering Fees	733,748	1,000,000	73.37%	1,499,035	(51.05%)
Prosecutor Contracts	79,280	285,000	27.82%	150,625	(47.37%)
Parking Meters	22,289	38,000	58.66%	20,456	8.96%
Other Fees and Contracts	29,595	0	0.00%	14,911	98.48%
Liquor Permits	43,024	45,000	95.61%	39,488	8.95%
Franchise Fees	202,464	375,000	53.99%	184,045	10.01%
Licenses & Permits	718,930	725,000	99.16%	447,682	60.59%
Investment Income	341,263	402,000	84.89%	152,756	123.40%
Miscellaneous	43,812	100,000	43.81%	36,596	19.72%
Reimbursements	119,263	200,000	59.63%	80,938	47.35%
Transfers	1,204,259	1,920,000	62.72%	1,053,902	14.27%
TOTAL	14,854,493	22,127,387	67.13%	13,812,819	7.54%

GENERAL FUND EXPENDITURES

	Expenses 7/31/2018	2018 Budget	Expenses As % of Budget	Comparative Expenses 7/31/2017	% Change YTD
GENERAL FUND					
City Council	89,358	154,873	57.70%	70,764	26.28%
City Manager	413,335	686,556	60.20%	403,117	2.53%
Human Resources	162,405	327,781	49.55%	170,186	(4.57%)
Economic Development	264,406	391,299	67.57%	246,069	7.45%
Legal Affairs/Prosecution	452,012	793,893	56.94%	434,502	4.03%
Finance	888,342	1,521,673	58.38%	823,713	7.85%
Income Tax Refunds	350,820	400,000	87.71%	348,363	0.71%
General Administration	3,495,160	5,303,700	65.90%	3,319,593	5.29%
Risk Management	33,435	343,000	9.75%	2,927	1042.30%
Police	4,891,519	8,744,063	55.94%	4,478,124	9.23%
Planning	673,322	1,161,774	57.96%	571,114	17.90%
Engineering	921,173	1,763,921	52.22%	877,402	4.99%
City Buildings	266,589	509,690	52.30%	247,020	7.92%
TOTAL	12,901,876	22,102,223	58.37%	11,992,894	7.58%

General Fund Beginning Balance January 1, 2018	5,001,541
2018 General Fund Revenues	14,854,493
2018 General Fund Expenditures	(12,901,876)
Advances to Other Funds	-
Outstanding Encumbrances 6/30/18	(1,214,835)
General Fund Ending Fund Balance July 31, 2018	<u>5,739,323</u>

FINANCE DIRECTOR'S REPORT

OTHER OPERATING FUNDS

July 31, 2018

REVENUES

	Revenues 7/31/2018	2018 Budget	Revenues As % of Budget	Revenues 7/31/2017	% Change YTD
STREET MAINTENANCE & REPAIR	1,695,022	2,869,500	59.07%	1,654,445	2.45%
STORM SEWER	502,208	853,000	58.88%	493,386	1.79%
PARKS AND RECREATION	771,599	1,325,500	58.21%	903,855	(14.63%)
CEMETERY	138,609	251,000	55.22%	145,605	(4.80%)
AIRPORT OPERATIONS	486,270	705,620	68.91%	404,303	20.27%
FIRE/EMS INCOME TAX	7,303,351	11,217,625	65.11%	10,572,939	(30.92%)
MUNICIPAL COURT	1,403,528	2,809,500	49.96%	1,532,829	(8.44%)
GOLF COURSE	110,465	183,500	60.20%	111,608	(1.02%)
WATER	3,315,838	5,921,482	56.00%	3,420,203	(3.05%)
SEWER	3,992,147	7,082,000	56.37%	3,955,318	0.93%
REFUSE	2,066,279	3,614,500	57.17%	2,074,890	(0.42%)
GARAGE ROTARY	327,578	652,492	50.20%	322,720	1.51%
INFORMATION TECH. ROTARY	538,009	1,076,017	50.00%	526,425	2.20%
TOTAL	22,650,903	38,561,736	58.74%	26,118,526	(13.28%)

EXPENDITURES

	Expenditures 7/31/2018	2018 Budget	Expenses As % of Budget	Expenses 7/31/2017	% Change YTD
STREET MAINTENANCE & REPAIR	1,728,767	3,019,086	57.26%	1,460,673	18.35%
STORM SEWER	307,043	1,466,181	20.94%	736,523	(58.31%)
PARKS AND RECREATION	792,656	1,422,368	55.73%	726,635	9.09%
CEMETERY	141,951	327,957	43.28%	152,504	(6.92%)
AIRPORT OPERATIONS	480,897	791,739	60.74%	357,100	34.67%
FIRE/EMS INCOME TAX	6,114,046	11,999,000	50.95%	5,141,045	18.93%
MUNICIPAL COURT	1,502,243	2,791,646	53.81%	1,391,325	7.97%
GOLF COURSE	99,833	222,698	44.83%	98,373	1.48%
WATER OPERATIONS	3,456,620	6,351,400	54.42%	3,348,961	3.21%
SEWER OPERATIONS	3,584,762	6,998,699	51.22%	3,710,261	(3.38%)
REFUSE	3,324,328	5,300,142	62.72%	1,834,763	81.19%
GARAGE ROTARY	360,155	654,493	55.03%	328,257	9.72%
INFORMATION TECH. ROTARY	617,854	1,165,329	53.02%	499,668	23.65%
TOTAL	22,511,155	42,510,738	52.95%	19,786,088	13.77%

FUND BALANCES

	Balance 1/1/2018	Revenues 7/31/2018	Expenditures 7/31/2018	Outstanding Encumb.	Balance 7/31/2018
STREET MAINTENANCE & REPAIR	516,178	1,695,022	1,728,767	291,106	191,327
STORM SEWER	1,482,843	502,208	307,043	86,301	1,591,707
PARKS AND RECREATION	295,953	771,599	792,656	134,771	140,125
CEMETERY	297,627	138,609	141,951	35,373	258,912
AIRPORT OPERATIONS	271,973	486,270	480,897	113,538	163,808
FIRE/EMS INCOME TAX	10,568,832	7,303,351	6,114,046	2,963,201	8,794,936
MUNICIPAL COURT	2,441,281	1,403,528	1,502,243	10,647	2,331,919
GOLF COURSE	68,498	110,465	99,833	10,129	69,001
WATER OPERATIONS	1,230,846	3,315,838	3,456,620	253,526	836,538
SEWER OPERATIONS	2,657,780	3,992,147	3,584,762	230,750	2,834,415
REFUSE	2,391,565	2,066,279	3,324,328	674,151	459,365
GARAGE ROTARY	340,629	327,578	360,155	96,562	211,490
INFORMATION TECH. ROTARY	724,385	538,009	617,854	43,861	600,679
TOTAL	23,288,390	22,650,903	22,511,155	4,943,916	18,484,222

FINANCE DIRECTOR'S REPORT
OTHER FUND REVENUES/EXPENSES/FUND BALANCE
July 31, 2018

	Beginning Fund Balance	Revenues 7/31/2018	Expenses 7/31/2018	Outstanding Encumbrances	Ending Fund Balance
STATE HIGHWAY IMPROVEMENT	211,817	63,668	103,900	0	171,585
LICENSE FEE	222,085	253,722	2,982	0	472,825
TREE REPL FUND	216,317	27,600	50,000	0	193,917
HANGARS	164,197	58,628	35,259	0	187,566
REC CTR INCOME TAX	4,002,841	1,440,282	955,426	316,542	4,171,155
AIRPORT TIF FUND	82,416	27,069	0	0	109,485
GLENN RD BRIDGE TIF FUND	2,000,560	1,097,763	25,386	244,993	2,827,944
SKY CLIMBER/V&P TIF	0	47,977	23,991	46,009	-22,023
MILL RUN TIF	0	147,824	80,993	89,007	-22,176
COURT-IDIAM	22,434	26,037	7,794	6,609	34,068
DRUG ENFORCEMENT FUND	58,801	1,800	2,556	2,258	55,787
COURT-ALCOHOL TREATMENT	534,109	24,598	9,450	0	549,257
OMVI ENFORCEMENT/EDUCATION	5,904	867	877	3,488	2,406
POLICE JUDGEMENT FUND	121,506	60,908	34,233	26,937	121,244
PARK EXACTION FEE	167,887	0	21,000	6,500	140,387
COMPUTER LEGAL RESEARCH-COURT	620,406	158,683	34,617	15,279	729,193
COURT-SPECIAL PROJECTS	867,015	163,698	101,976	520	928,217
COURT-PROBATION SERVICES	498,020	205,387	24,433	1,150	677,824
POLICE/FIRE DISABILITY PENSION	0	449,468	449,468	0	0
COMM PROMOTION FUND	62,076	46,941	64,697	42,015	2,305
COMMUNITY DEV BLOCK GRANT	2,530	0	0	0	2,530
E.D. REVOLVING LOAN	197,662	62,906	15,612	55,540	189,416
CHIP GRANT	400	0	400	0	0
GENERAL BOND RETIREMENT	331,642	641,062	642,897	3,000	326,807
PARK IMPROV BOND FUND	109,778	765,105	367,676	0	507,207
SE HIGHLAND BOND FUND	83,896	584,715	288,804	0	379,807
CAPITAL IMPROVEMENT	1,333,336	2,155,955	1,126,285	1,526,129	836,877
POINT PROJECT	0	160,133	7,212	1,077,686	-924,765
FAA AIRPORT GRANT	0	-61,010	0	0	-61,010
FAA ALLOC/IMP GRANT	0	43,512	4,170	81,988	-42,646
EQUIPMENT REPLACEMENT	141,957	200,000	162,403	36,688	142,866
PARKS IMP FEE	1,120,156	336,277	24,468	391,229	1,040,736
POL IMP FEE	311,854	54,490	3,225	165	362,954
FIRE IMP FEE	305,460	103,195	91,794	169	316,692
MUNIC IMPACT FEE FUND	556,779	117,271	191,601	299,554	182,895
GLENN RD S CONSTR FUND	3,254,650	10,728,328	10,834,556	19,287	3,129,135
PARKING LOTS	42,271	24,907	28,215	13,147	25,816
WATER CIP	10,366,075	2,597,441	2,390,919	65,171	10,507,426
SEWER CIP	7,564,573	3,865,231	3,598,894	1,631,721	6,199,189
HEALTH INSURANCE	1,918,595	2,899,408	3,305,294	10,465	1,502,244
WORKERS COMPENSATION	2,352,622	426,478	101,781	3,768	2,673,551
FIRE DONATION	6,345	0	0	0	6,345
PARKS/REC DONATION	6,810	12,000	0	0	18,810
POLICE DONATION	7,796	0	560	0	7,236
MAYORS DONATION FUND	1,657	1,090	1,426	0	1,321
PROJECT TRUST FUND	546,222	72,333	0	0	618,555
UNCLAIMED FUNDS TRUST FUND	15,394	0	0	0	15,394
MUNI CT UNCLAIMED FUNDS	57,425	7,519	0	0	64,944
DEV RESERV FUND	924,886	0	10,000	0	914,886
RESERVE ACCOUNT FUND	1,047,056	0	0	0	1,047,056
BERKSHIRE JEDD FUND	203,704	224,842	393,432	203,044	-167,930
CEMETERY PERPETUAL CARE FUND	34,981	286	836	0	34,431
STATE HIGHWAY PATROL FUND	0	34,930	29,209	0	5,721
STATE BUILDING PERMIT FEE	371	6,432	5,498	0	1,305
PERFORMANCE BOND	185,077	4,148	4,148	0	185,077
TOTAL	42,890,354	30,371,904	25,660,353	6,220,058	41,381,847

City of Delaware
Employee Health Insurance Plan
July 31, 2018

Account	June 2018	YTD 2018	2018 Budget	% of Budget	YTD 2017	% Change 2017-18
Life Insurance	\$ (3,758)	\$ 818	\$ 27,000	3.0%	\$ 16,230	-95.0%
Insurance Opt-Out	2,295	15,765	30,500	51.7%	17,465	-9.7%
Preventative Care	2,212	20,088	55,000	36.5%	18,012	11.5%
Vision Coverage	2,330	22,153	25,200	87.9%	6,697	230.8%
Administrative Fees						
Excise Tax	1,881	2,820	30,000	0.0%	1,724	0.0%
TPA Fees	7,933	54,765	90,000	60.9%	55,127	-0.7%
PPO Fees	3,105	21,393	45,000	47.5%	25,620	-16.5%
Broker Fees	405	3,395	5,000	67.9%	-	0.0%
Total Admin	13,324	82,373	170,000	48.5%	82,471	-0.1%
Stop Loss Insurance	61,772	432,261	712,000	60.7%	372,381	16.1%
Claims						
Medical	228,239	2,080,270	3,675,000	56.6%	1,985,823	4.8%
Dental	16,908	144,544	285,000	50.7%	146,546	-1.4%
Prescription	110,417	507,022	815,000	62.2%	418,104	21.3%
Total Claims	355,564	2,731,836	4,775,000	57.2%	2,550,473	7.1%
Total Costs	433,739	3,305,294	5,794,700	57.0%	3,063,729	7.9%
Employee Payment	107,127	564,680	853,000	66.2%	461,696	
Reimbursements	13,506	176,227	35,000	503.5%	154,090	
NET PLAN COSTS	\$ 313,106	\$ 2,564,387	\$ 4,906,700	52.3%	\$ 2,447,943	4.8%

**MONTHLY INCOME TAX REVENUES
2016-2018**

	2016				% OF ACTUAL	2017				% OF ACTUAL	2018				% OF BUDGET
	W/H	PERSONAL	BUSINESS	TOTAL		W/H	PERSONAL	BUSINESS	TOTAL		W/H	PERSONAL	BUSINESS	TOTAL	
JANUARY	1,433,007	317,649	37,649	1,788,305		1,794,272	205,680	204,662	2,204,614		1,741,914	440,952	56,565	2,239,431	
FEBRUARY	2,161,101	396,158	52,085	2,609,344		1,304,987	327,145	95,437	1,727,569		1,389,553	337,859	56,041	1,783,668	
MARCH	1,237,708	545,907	234,748	2,018,363		1,175,241	625,299	195,522	1,996,062		1,240,476	682,589	192,027	2,115,092	
APRIL	1,481,257	2,185,373	575,354	4,241,984		1,786,686	2,352,889	1,092,340	5,231,915		1,949,558	2,433,093	806,548	5,189,199	
MAY	1,390,669	153,006	33,392	1,577,067		1,388,195	185,269	50,869	1,624,333		1,387,867	213,714	18,117	1,619,698	
JUNE	1,267,769	426,520	238,738	1,933,027		1,284,197	481,309	167,392	1,932,898		1,406,699	622,838	374,208	2,403,745	
JULY	1,426,206	146,332	33,356	1,605,894		1,680,268	158,901	62,961	1,902,130		1,718,647	227,646	28,964	1,975,257	
SUBTOTAL	10,397,717	4,170,945	1,205,322	15,773,984	63.16%	10,413,846	4,336,492	1,869,183	16,619,521	64.17%	10,834,714	4,958,691	1,532,470	17,326,090	63.36%
AUGUST	1,470,975	140,043	25,584	1,636,602		1,395,822	124,025	26,462	1,546,309						
SEPTEMBER	1,167,550	523,048	257,476	1,948,074		1,303,188	421,650	287,996	2,012,834						
OCTOBER	1,760,852	262,154	134,880	2,157,886		1,697,249	257,687	81,440	2,036,376						
NOVEMBER	1,283,667	213,128	13,244	1,510,039		1,438,751	175,718	30,847	1,645,316						
DECEMBER	1,296,162	420,091	232,478	1,948,731		1,419,960	388,069	229,805	2,037,834						
TOTALS	17,376,923	5,729,409	1,868,984	24,975,316	104.09%	17,668,816	5,703,641	2,525,732	25,898,189	97.31%	10,834,714	4,958,691	1,532,470	17,326,090	63.36%

BUDGETED 23,993,421 26,614,811 27,346,537

	Total Receipts	July YTD Receipts	% of Annual Collections	Projection based on ten year trend!	
				JULY 2018 RECEIPTS =	\$17,326,090
2008	14,159,170	9,217,657	65.10%		
2009	14,719,896	9,407,197	63.91%	HIGH =	62.83% \$27,576,816
2010	15,185,348	9,670,760	63.68%	LOW =	65.10% \$26,614,470
2011	17,765,717	11,161,927	62.83%		
2012	19,658,101	12,534,905	63.76%	LAST 3 YR	
2013	20,557,766	13,020,081	63.33%	AVG =	63.41% \$27,322,896
2014	21,537,420	13,816,113	64.15%		
2015	22,852,743	14,375,915	62.91%	*2018 BUDGETED RECEIPTS	\$27,346,537
2016	24,975,316	15,773,984	63.16%		
2017	25,898,396	16,619,521	64.17%		
		10 Year Avg.	63.70%		

TO: Mayor Riggle and Members of Council

FROM: R. Thomas Homan, City Manager

SUBJECT: Miscellaneous Matters

DATE: August 23, 2018

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**

August 4

* Employee Picnic

August 6

* Rotary

August 13

* City Council Meeting

August 14

* DKMM Meeting

* Comprehensive Plan Meeting

August 16

* Hills-Miller Annexation Meeting

August 17

* Leadership Strategy Group –MORPC

August 20

* Rotary

August 21

* Strand Board Meeting

August 22

* AEP Meeting

August

2018

Meeting Schedule

Council, Boards, Commissions, & Committees

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Planning 7pm	2	3	4
5	6	7 Public Works/Public Utilities 7pm-Cancelled	8 BZA 7pm Cancelled	9	10	11
12	13 Council 7pm	14	15	16	17	18
19	20 Parking & Safety 7pm	21	22 HPC 7pm	23	24	25
26	27 Council 7pm	28 Shade Tree 7pm	29	30	31	

September

2018

Meeting Schedule

Council, Boards, Commissions, & Committees

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3 Labor Day City Offices Closed	4	5 Civil Service 7pm Planning Commission 7pm	6 CIP Work Session 6 pm	7	8
9	10 City Council 7pm	11	12 BZA 7pm	13	14	15 Delaware County Fair Begins
16	17	18 Parks & Rec – 7 pm	19	20 Jug Day City Offices Closed Noon	21	22 Delaware County Fair Ends
23	24 Council 7pm	25 Shade Tree 7pm	26 HPC 7pm	27	28	29
30	October 1 st CIP Work Session					

CONTRACT APPROVAL - August 27, 2018

VENDOR	EXPLANATION OF AGREEMENT	2018 AMOUNT	DEPARTMENT
Responsoft LLC	Software Development and License Agreement	\$242.10 annually	Fire Department
Crawford, Murphy & Tilly, Inc	Airport Strategic Planning Consultant Services	\$45,000	Public Works
Kembra Financial Credit Union	Subordination Agreement for V&P Hydraulics RLF loan	\$0	Economic Development
Norfolk Southern	Supplemental Agreement for Plan Review Services -The Point	\$110,000	Public Works
Eastman & Smith LTD	Contract for Outside Counsel, Review of contract with Sims Brothers Recycling for recycling processing	\$16,000	Public Works