



PLANNING COMMISSION / STAFF REPORT

CASE NUMBER: 2016-2783-2787

REQUEST: Multiple Requests

PROJECT: Coughlin's Crossing

MEETING DATE: November 2, 2016

APPLICANT/OWNER

Delaware Development Plan LTD

P.O. Box 991

Pataskala, Ohio 43062

REQUEST

2016-2783: A request by Delaware Development Plan LTD for approval of a Rezoning Amendment from A-1 (Agricultural District) and A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) to A-1 PMU for Coughlin's Crossing on 15 parcels encompassing approximately 80 acres located east of US 23, west of Stratford Road and north of Meeker Way.

2016-2784: A request by Delaware Development Plan LTD for approval of a Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) for Coughlin's Crossing encompassing approximately 80 acres located east of US 23, west of Stratford Road and north of Meeker Way.

2016-2785: A request by Delaware Development Plan LTD for approval of an Amendment to the Comprehensive Plan on property designated as Mixed Use, Low Density Single Family and Medium Density Single Family on the Future Land Use Map to Mixed Use for Coughlin's Crossing encompassing approximately 80 acres located east of US 23, west of Stratford Road and north of Meeker Way.

2016-2786: A request by Delaware Development Plan LTD for approval of a Preliminary Development Plan for Coughlin's Crossing encompassing approximately 80 acres located east of US 23, west of Stratford Road and north of Meeker Way.

2016-2787: A request by Delaware Development Plan LTD for approval of a Preliminary Subdivision Plat for Coughlin's Crossing encompassing approximately 80 acres located east of US 23, west of Stratford Road and north of Meeker Way.

PROPERTY LOCATION & DESCRIPTION

The approximate 80 acre site encompasses fifteen parcels located east of US 23, west of Stratford Road, north of Meeker Way and south of Chesrown Chevrolet and Elliot Estates Subdivision. The southernmost three parcels and the northwest most parcel are located in the City and zoned A-1 (Agricultural District) and A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) respectively. The remaining eleven parcels are located in the Township and are zoned FR-1 (Farm Residential) and generally are single family detached dwellings. The subject eleven parcels are in the process of being annexed into the City though the formal filing has not occurred as of writing. The zoning to the north is A-1 PMU in the City and FR-1 in the Township, to the south is B-4 PMU (General Business District with a Planned Mixed Use Overlay District) in the City, to the east is FR-1 in the Township and to the west B3 (Community Business District), R-3 (One-Family Residential District) and R-4 (Medium Density Residential District) in the City and FR-1 in the Township.

UPDATE – NOVEMBER 2, 2016

After the first meeting of the Planning Commission and responding to comments raised during the public hearing, the proposed development Text has been amended to reflect additional restrictions for outdoor patios. In summary, all Sub-Areas are subject to the base restrictions, including timing, contained within Section 2 of the Text. Additionally, Sub-Areas 1b, 2b (must be west or US23 facing only), 3, 5 (Lot 5 as shown on the Preliminary Plat), and 6 cannot have any outdoor music (amplified or acoustic) nor outdoor entertainment. Sub-Areas 1a and 2a are not permitted to have commercial patios at all. Sub-Areas 4 and 5 (Lot 4 only as shown on the Preliminary Plat) are permitted to have outdoor music and entertainment. This allows very limited area and specific locations for patios with music or entertainment and further restricts most areas and those within several hundred feet of perimeter residential uses to patios only without music or entertainment. Finally, the Text was clarified with respect to some of the language regarding the single gas station proposed to be allowed for the entire 80 acre site. Sub-Area 6 was to have noted that if the gas station is built within this area the intention is to have a gas station associated with the Big Box Use shown on Sub-Area 3, however, if it is not associated with that use it is subject to an additional Conditional Use Permit process to ensure design, location, orientation of

structures, and quality consistency with the Text and the overall development. If that use is ultimately developed in Sub-Area 3 it must be associated with the Big Box use shown and would therefore be located within the outer portion of the parking lot.

Staff has received one written set of comments from a citizen since the last meeting and after the public hearing. Mr. Wagner's comments are attached to this updated report for consideration.

BACKGROUND/PROPOSAL

The applicant is proposing to rezone the approximate 80 acre site to a master planned mixed use development that would include commercial, office and residential uses on this signature site along US 23. The intent of the development is to provide a plan that takes advantage of the natural topography by preserving the existing streams and much of the trees with common significantly upgraded architectural design, streetscape, signage, lighting and pedestrian amenities to be compatible throughout the entire development and adjacent environment. The development would be divided into six Sub-Areas with specific permitted uses in each that provide scaled and transitional development with effective buffers adjacent to the single family residential homes along the Stratford Road corridor while transitioning to more auto-oriented uses along the US 23 corridor and maintaining a consistent high end architectural theme based on the surrounding environment and the historic Stratford Village area. The development also incorporates a large open space amenity call Stratford Commons as well as many acres of permanently reserved area. There would be two access locations along US 23 with one being signalized adjacent to Stratford Woods Subdivision and a right-in/right-out /left-in curb cut (no left out) adjacent to the traffic signal across from Wendy's, one full movement access point on Meeker Way and one full access point on Stratford Road. A proposed spine road would bisect the site connecting Meeker Way and US 23. The proposed development would be constructed in phases based on the market demands with public roads, bike paths, utility infrastructure and perimeter mounding and landscaping constructed in Phase 1.

STAFF ANALYSIS

- **COMPREHENSIVE PLAN:** The subject site is located in the Stratford Sub-Area and within a Priority Growth Area with three land use designations encompassing the site. The majority of the site is designated as Mixed Use while the frontage along Stratford Road (approximately 200 in depth) is designated as Medium Density Single Family and the extreme northeastern portion of the site is designated as Low Density Single Family reflecting its historic use as a single family homestead. The applicant is requesting a revision to a Mixed Use designation for the entire site to allow the mixed uses contemplated in the development. The Comprehensive Plan contains the following land use recommendation that could generally support a Mixed Use designation at this location:

- LU25.9 Properties located between Stratford Road and US 23 south of the Wagner Way/Hull Drive subdivisions are designated Mixed Use. Under the Mixed-Use designation it is the City's intention to limit retail uses to neighborhood-scale businesses that are smaller in size, walkable, and meet day-to-day needs for goods and services. Development of these properties will be influenced by their location along US 23, land values, and market demand. However, development must be cognizant of the role these properties play given their visibility along this major corridor, location along a state scenic river, and adjacency to the Stratford historic village and other neighborhoods. A buffer is recommended on the Future Land Use Map by way of the designation of Moderate Density Single-Family along the west side of Stratford Road. For this entire area, site design, architecture, materials, lighting, etc. must be sensitive and complimentary to surrounding uses and character. Grading and filling of these properties will be held to the absolute minimum to ensure that the existing topography is left in its natural state. The stream that parallels US 23 must be kept in a natural state, although relocation could be acceptable depending on the final treatment of the stream. Heavily wooded frontage is expected along US23, but allowing some views into the site and out parcels.

Staff Analysis

- The proposed commercial, office and residential (including residential over commercial) mixed use development is scaled from east to west and north to south adjacent to the existing residential

districts along with the landscaping buffering being installed in layers adjacent to residential districts to the north and east as detailed in the development text and preliminary development plan. Adjacent to the existing single family houses on the east side of Stratford Road, would be the following site improvements from Meeker Way to northern property line of the site: 1. A detention basin is located just north of Meeker Way as this is the low point of the site; 2. Twenty-four attached and detached single family two story houses extend north to just south of the curve on Stratford Road and wooded preserve with the intent to complement the existing houses along Stratford Road and fulfill this component of the Comprehensive Plan. Also, along Stratford Road a 60 foot buffer from the proposed right-of-way with landscaping, trees, a stream and a bike path would be provided. In addition, three commercial, office and residential scaled buildings not to exceed 35 feet in height with a common open space that is walkable with a neighborhood feel would provide a layered buffer for the residents along Stratford Road; 3. A detention basin fronting Stratford Road just north of the curve together with the permanent preservation of an existing tree stand in this area; 4. The intent to maintain the existing Janes House and Barn while maintaining the green space between the house and barn and Stratford Road. To the north adjacent to Elliot Estates Subdivision, a landscape buffer would consist of the preservation of the existing hardy tree line along with a 40 feet wide setback with undulating mounding of a minimum 3 feet complemented by evergreen trees a minimum 6 feet tall at installation staggered in a soldier course manner to provide consistent screening.

- The architecture, streetscape signage and lighting for the entire development per the development text and preliminary development plan would be compatible, consistent and sensitive to historic Stratford Village area and the surrounding environment.
- The applicant is preserving two stream corridors located within the site along with permanently preserving two large wooded areas along US 23 and Stratford Road respectively. In addition, the applicant has agreed to achieve compliance with Chapter 1168 Tree Preservations Requirements per the development text, which mirrors approaches with similarly scaled mixed use developments elsewhere in the City.
- Staff has prepared a document titled 'Coughlin's Crossing Land Use Addendum' attached to this report. Staff has attempted to note Comprehensive Plan components that, in the opinion of Staff, have relevance to this proposed project. Staff would advise all decision makers throughout this process to carefully weigh what they believe to be the relevant Comprehensive Plan components in order to determine if, on balance, they conclude that the proposed project meets or does not meet said elements.
- On balance and taking into account all relevant policies as well as the Comprehensive Plan's many relevant sections, staff finds the proposed development plan with the above noted specific high end design, preservation elements and limited but mixed use development text, is consistent with a requested mixed use designation per the current Comprehensive Plan Land Use recommendations for this specific area.
- **ZONING:** The current A-1 and A-1 PMU zoning in the City and FR-1 zoning in the Township does not permit the majority of the proposed uses but the placement of a Planned Mixed Use (PMU) Overlay District zoning with the appropriate development text, plan documents and land use designations along with annexation of the entire site into the City would allow the proposed uses. In addition, the parcels and/or sites that have a layout on the Preliminary Development Plan would require Final Development Plan approval while the parcels and/or sites that do not have a layout would require Preliminary and Final Development Approval by the Planning Commission and City Council. Utilization of a PMU provides the most assurance to achieve a high quality development rather than utilizing a straight base zoning district.
- **GENERAL ENGINEERING:** The Applicant needs to obtain engineering approvals, including any storm water and utility issues that need to be worked out through the Engineering and Utilities Departments. All comments regarding the layout and details of the project are preliminary and subject to modification or change based on the final technical review by the Engineering Department once a complete plan set is submitted for review for each subject phase prior to Final Development Plan approval.

- **UTILITIES:** Any new or existing utilities to be constructed and/or extended within the development shall comply with the City minimum requirements or as approved by the City Director of Utilities. The engineering drawings for such improvements shall accompany the submittal of the Final Development Plans for each subject phase.
- **STREAM PRESERVATION** All State and local rules and regulations regarding the regulation of water courses within the site shall apply as they are in effect at the time of permitting.
- **ROADS AND ACCESS:** The developer prepared a detailed traffic impact study to determine access locations into the proposed development and any improvements that would be required to the transportation network in the area based on the subject development. ODOT, the City and County are still reviewing the traffic impact study to determine any requirements and/or improvements and also would have to approve the subject study. There has been at least one round of comments however and ODOT has recently certified the traffic counts. The developer would be responsible for any improvements and/or financial obligations the subject mixed use development would have in the area per ODOT, the City and County Engineer. The proposed development would be accessed from US 23, Meeker Way and Stratford Road. There would be two access locations on US 23. A proposed full signalized curb cut adjacent to Stratford Woods Subdivision (between Sub-Areas 5 and 6) and a proposed right-in/right-out/left-in only curb cut adjacent to the Wendy's traffic signal on the northern portion of the site (Sub-Area 6). One full movement access point on Meeker Way located between the US 23/Meeker Way traffic signal (between Sub-Area 2 and Stratford Road. 5). On Stratford Road there would be a full movement curb cut at about mid-point of the development (Sub-Area 2) and a full movement curb along the northern portion of the site (Sub-Area 1) Stratford Road. A proposed public spine road with a roundabout adjacent to the signalized full movement curb from US 23 would bisect the site connecting Meeker Way and US 23. The remainder of the development (Sub-Areas 1-6) would be connected by private commercial access drives. Furthermore, per an agreement of the rezoning of the Chesrown Property in 2012 which includes a piece of the current subject property, an access easement through lot 1 to the Chesrown Property to the north to give access to the spine road and ultimately US 23 shall be delineated and executed during the first Final Development Plan and Plat approval process of the subject lot or approved infrastructure plans, whichever comes first.
- **SUBDIVISION OF LOTS:** The applicant would have to subdivide the subject properties into lots to develop the project as proposed. The subject property is approximately 80.61 acres but would be reduced to 67.95 acres with dedication of the required right-of-way along US 23, Stratford Road and the internal public spine road. The remaining 67.95 acres would be divided into 13 lots of which 3 lots would not be developed in this project (lots 3, 9 and 13 would be preserved areas with lot 13 being a remnant piece of land south of Meeker Way). All the lots would have frontage on a public street and meet the minimum bulk requirements of the development text. Per the development text, lots 1, 2 and 6 could be further subdivided utilizing the minor subdivision process if the subject lots meet the minimum bulk requirements. A Final Subdivision Plat would need to be approved prior to or concurrent with the first Final Development Plan.
- **SITE CONFIGURATION:** The subject development would be separated into six Sub-Areas (1-6) with Sub-Areas 1 and 2 further divided into two smaller Sub-Areas respectively (see attached exhibit).
 - *Sub-Area 1- Stratford North (11.80 acres- lot 6)* – This Sub-Area is located along Stratford Road just south of the Elliot Estates Subdivision and divided into two smaller Sub-Areas 1a and 1b.
 - *Sub-Area 1a (8.46 acres)* – This Sub-Area is located just west of the historic Janes Home and Barn, south of Elliot Estates Subdivision, east of Sub-Area 6 and north of Sub-Area 3. An unnamed stream bisects the western portion of the Sub-Area in a north/south orientation and also comprises the southern boundary. A hardy existing tree line that would be supplemented with a maximum 3 foot high undulating mound with minimum 6 foot high evergreen trees at installation placed in a soldier course manner to buffer the adjacent single family homes to the north. Access to the site would be from Stratford Road through Sub-Area 1b with at a minimum an emergency access drive to Sub-Area 3 or 6 if required by a Final Development Plan. There is no preliminary development plan submitted for this site but some of the permitted uses include: assisting living or nursing home (no more than two stories high), single family detached dwelling, single family attached dwellings (2 or less) and bed and breakfast. The aforementioned uses could spill into Sub-Area 1b but shall not extend in front of the existing Janes House and Barn. Any permitted future proposed use would require Preliminary

and Final Development Plan by the Planning Commission and City Council that would have to achieve compliance with the approved development text and plans.

- *Sub-Area 1b (3.34 acres)* - This Sub-Area is located adjacent to Stratford Road, an unnamed stream comprises the south boundary, Elliot Estates Subdivision the north boundary and Sub-Area 1a comprises the west boundary. Currently there are two historic structures on the site which include the Janes Home and Barn. The Janes Home and Barn shall, in the absence of tenants, be maintained so as to retain the existing structural integrity and exterior aesthetic appeal of both buildings. When and if a tenant or tenants for the structures are proposed, a future applicant may also propose adaptive reuse of the structures including minor modifications to facilitate redevelopment, rehabilitation, and tenancy of the structures. Changes to or removal of the structures shall require review and approval through the Final Development Plan (public hearing at Planning Commission and City Council) review process and any such proposal shall be sensitive to the unique historical, cultural, and design elements of the structures with the appropriate buffering. Care shall be used in preserving the unique architectural and detailed design elements of each structure while allowing for adequate adaptive reuse opportunities to promote long term tenancy (and therefore long term maintenance) of the structures. Demolition of either structure in its entirety is not permitted unless a Final Development Plan that permits such demolition is approved. Historic reuse, adjacency of neighbors, open space provision, buffering to adjacent properties, character of the area, and overall architecture and design shall be some, but may not be all, of the decision criteria upon which to base a decision of potential demolition. The area between the house and barn and Stratford Road shall remain preserved as open space along with the existing hardy tree line along the northern property line. However, if the adaptive reuse of house and/or barn requires other site items (parking lot, etc.) it could be allowed to utilize Sub-Area 1a if approved through the Final Development Plan approval process.

Sub-Area 2- Stratford South (17.14 acres – lots 9-11) – The Sub-Area is located along Stratford Road south of Sub-Area 1b, north of Meeker Way and west of Sub-Areas 3, 4 and 5.

- *Sub-Area 2a (7.30 acres)* – Sub-Area 2a is located adjacent to Stratford Road with 1b comprising the northern boundary, 2b comprising the western boundary and Meeker Way comprising the southern boundary. The applicant is proposing 24 single family single family homes (attached and detached) with a minimum 1,500 square feet per dwelling unit that front Stratford Way. The primary access to the site would be from Stratford Road while the secondary access would be from the spine road through Sub-Area 2b. The proposed houses are bookended to the north and south by a detention basin while to the west there is a rear access drive for the proposed garages and to east by a 60 foot buffer from the proposed right-of-way with landscaping, a stream and a bike path and then Stratford Road. The subject housing would provide a transitional vertical buffer to the existing homes across Stratford Road and staff would recommend and the applicant has agreed that if the market conditions exist they will construct these homes as soon as possible to begin to create the aforementioned layered buffer.
- *Sub-Area 2b – (9.84 acres)* - This Sub-Area is located west of Sub-Area 2a and provides a mixed use of ground floor commercial/office/and some possibly some ancillary residential and upper story residential with a large open space called Stratford Commons providing a significant programmed open space amenity for the entire development. The site plan identifies three commercial/office/residential buildings that total 80,800 square feet (building 1 – 23,200 square feet, building 2 – 25,800 square feet and building 3 – 31,800 square feet) directly west of the proposed single family houses and east of Sub-Areas 3 and 4. Buildings 1 and 2 are located north of the main east/west boulevard connecting Stratford Road to Sub-Area 4 while building 3 is located just south of the aforementioned boulevard. The access to Sub-Area 2b from/to Sub-Area 3 and the spine road shall be reconfigured to achieve compliance with fire department requirements. This reconfiguration would likely increase the size of the Stratford Commons open space and provide room for enhance buffering between Sub-Area 2 and 3. The buildings would have four sided architecture with the main parking lot located just west of the building with additional parking located north, south and east of the buildings. A wooded permanent preserve area and a detention basin pond are located north and south of the buildings respectively. The Stratford Commons open space is located just west of the buildings.

The second story of the subject buildings would be apartments units that would be a minimum 800 square feet for a one bedroom with an additional 200 square feet for each additional bedroom for a maximum total of 49 apartment units for the entire second floor of the three buildings. The ground floor would be primarily commercial and office uses but ancillary ground floor apartment units maybe allowed if integrated into a mixed use building and approved with a Final Development Plan that are a minimum 800 square feet for a one bedroom with an additional 200 square feet for each additional bedroom and they shall not be allowed on corner locations of the buildings.

Sub-Area 3 – Northern Quad (12.22 acres- lot 7) – This Sub-Area is located in the center of the site and is bounded to the north by the unnamed stream (Sub-Area 1), Sub-Area 2 to the east, Sub-Area 4 to the south and the spine road to the west (Sub-Area 6). The signature big box building, the magnet store for the proposed entire development would be located in this Sub-Area with the approximate 98,700 square foot building facing US 23 and a significant amount of the 470 parking spaces located west of the building with two access curb cuts from the main spine road. Secondary access to the site is located thru Sub-Areas 2 and 4. A drive thru and potential outdoor storage area could be located just north of the building if well screened and designed. The rear of the building (east elevation) would be for deliveries with a storage dock adjacent to a row of parking. The fire department requests the access area to the rear of the building to Sub-Area 2b should be widened and realigned to achieve fire department requirements. A vehicular only gas station with or without a convenience store is allowed as an accessory use to the primary use within the parking lot of this Sub-Area. The building would have to be buffered from Sub-Areas 1 and 2 per the development text. Also, the building architecture design and materials would have to achieve compliance with the development text and be consistent with submitted renderings.

Sub-Area 4 – Central Quad (10.00 acres – lot 8) – This Sub-Area is located in the southern half of the property and is bounded to the north by Sub-Area 3, to the east by Sub-Area 2 and to the south and west by the spine road (Sub-Area 5). The applicant is proposing two unique sister commercial buildings that total 87,200 square feet (building 5 – 45,800 square feet and building 6 – 41,400 square feet) and would front the spine road with four sided architecture with the delivery area located within the courtyard of each building. The primary access to the site would be through three curb cuts along the spine road with secondary access through Sub-Areas 2 and 3. The 428 space parking lot surrounds the two buildings with the majority of the parking lot fronting the spine road. As mentioned above the building architecture design and materials would have to achieve compliance with the development text and be consistent with the submitted renderings. The permitted uses would range from commercial to office to recreational and entertainment to community facility uses.

Sub-Area 5 – Southern Gateway (11.60 acres – lots 3-5) – This Sub-Area is located in the southwestern corner of the site and is bounded to the north by Sub-Area 6, to the south by Meeker Way, to the east by the spine road (Sub-Area 2 and 4) and to the west by US 23. The Sub-Area has three lots with lot 3 being a preserved wooded area with a detention basin located on the northern portion of the Sub-Area fronting US 23 while lots 4 and 5 are commercial outlots. The proposed building on lot 4 would front US 23 but access to the site would be from the spine road with secondary access through lot 5. The proposed 18,000 square foot building would be located between the existing stream and US 23 with a 112 space parking lot surrounding the building. Lot 5 which does not have a proposed layout is located east of the unnamed stream and west of the spine road and encompasses 1.95 acres with primary access from the spine road and secondary access through lot 4. The proposed building on lot 4 would have to achieve compliance with the development text requirements and be consistent with the submitted rendering for Final Development Plan approval by the Planning Commission and City Council while lot 5 would have to achieve the same compliance but would require Preliminary and Final Development Plan approval. The permitted uses for these two outlots would range from commercial to office to recreational and entertainment to community facilities uses.

Sub-Area 6 –US 23 Quad (11.65 acres – lots 1 and 2) – This Sub-Area is located in the northwest corner and is bounded by Chesrown Chevrolet and Elliot Estates Subdivision to the north, Sub-Area 5 to the south, Sub-Area 1 and 3 to the east and US 23 to the west. The Sub-Area maybe divided into three lots surrounded by the spine road that connects to US 23. Although this Sub-Area fronts US 23, the access points to these lots would be from the spine road as approved in the Preliminary and Final Development Plan process with final access location per traffic engineering requirements. As mentioned earlier, per an agreement of the rezoning of the Chesrown Property in 2012, an access easement though lot 1 to the Chesrown Property to the north to give

access to the spine road and ultimately US 23 shall be delineated and executed and recorded at the County concurrent with or prior to development of any portion of the proposed spine road or development of the first Final Development Plan for the site. The applicant shall ensure Chesrown's concurrence with such easement and its alignment prior to filing. The permitted uses for these outlots would range from commercial to office to recreational and entertainment to community facilities uses along with permitting no more than one new auto dealership. If a gas station associated with the big box use in Sub-Area 3 is proposed with specific conditions it can be located here unless the gas station is constructed in Sub-Area 3 as only one such use is allowed. Again, all the proposed buildings in this Sub-Area would have to achieve compliance with the development text requirements with Preliminary and Final Development Plan approval by the Planning Commission and City Council.

- **TREE REMOVAL & REPLACEMENT:** A tree survey has been provided that documents the total number, type, size, and health of trees to be preserved and replaced according to the survey of open land, preserves and sample areas and verified by the City of Delaware. Tree removal and replacement shall meet all requirements of Chapter 1168 and with the following replacement schedule and fee/replanting requirements:
 - i) Trees in poor condition shall not be replaced.
 - ii) Trees in fair condition shall be replaced at 50%.
 - iii) Trees in good condition shall be replaced at 100%
 - iv) Ash trees shall not be replaced and must be removed from the site.
 - v) For any permanently preserved tree areas replacement credit shall be granted based on the submitted and verified survey and the schedule above.
 - vi) Tree Replacement Fee / Replanting – Based upon the submitted and verified survey, the net difference in caliper inches between trees removed and trees permanently preserved in the verified tree survey is 4,072 and the following replacement and/or payment schedule shall apply:
 - (1) The 4,072 caliper inch deficiency requires a \$407,200 payment in lieu of replacement (\$100 per caliper inch) or replanting on site above that which is required on any Final Development Plan individually or in total.
 - (2) To satisfy this deficiency and facilitate administration of these provisions, the applicant shall pay \$100,000 up front with the first approved final development plan and infrastructure improvements.
 - (3) The balance of \$307,200 (or 3,072 caliper inches of qualifying replacement trees) shall be paid on a per acre basis as the site developments. The preliminary development plan identifies 67.95 net developable acres which would require \$4,521 per acre ($\$307,200/\67.95) to be paid as development occurs and as given in the process requirements of this section.
 - (4) The process shall be that when each final development plan is approved a fee of \$4,521 per acre of the subject Final Development Plan would be required prior to construction drawing approval of the subject Final Development Plan.
 - (5) All the trees planted as required landscaping (street trees, perimeter landscaping, etc.) would not count towards the aforementioned tree replacement balance and as any are required on approved Final Development Plans.
 - (6) Any trees planted in excess of any required landscaping would count toward the tree replacement balance per City approval. A running balance shall be kept by the City in both dollars and caliper inches of required replacement for this purpose. When the balance equals zero the tree replacement shall be satisfied so long as the removal of trees is the same as that submitted with the initial verified survey. In the event that additional trees are removed as may be approved with future phases, the fee or replanting caliper inches shall be increased accordingly per the same method as is given in this section.
- **LANDSCAPING & SCREENING:** The development would require street, front yard, parking lot and perimeter landscaping approval. The preliminary landscape identifies street trees, front yard and parking lot trees for the lots that have specific development plan layouts and perimeter buffering to the north adjacent to Elliot Estates Subdivision and along Stratford Road. The submitted plans and additional plans for the vacant lots would need to be submitted for each building and approved during the Preliminary and Final Development Plan approval process. The perimeter buffering for the site from Stratford Road and the Elliot Estates Subdivision

is proposed in layers to lessen the impact of the larger commercial buildings in Sub-Areas 3 and 4 with landscaping and scale of proposed buildings. From the north adjacent to the Elliot Estates Subdivision, the applicant is proposing to preserve the existing hardy tree row along with maintaining a 40 foot wide setback with an undulating mounding of a minimum 3 feet in height with evergreen trees a minimum 6 feet tall at installation staggered in a soldier course manner to buffer the existing subdivision from Sub-Area 1. Furthermore, Sub-Area 1 would be buffered from Sub-Area 3 by the preservation of an unnamed stream which also preserves the existing row of trees which maintains the layered buffering effect from Elliot Estates Subdivision. Additional plantings along the Sub-Area 3 boundary are also required. From the east adjacent to the historic Stratford Village single family homes, the applicant is proposing a 60 foot buffer from the proposed right-of-way with landscaping, trees, a stream and a bike path from the curve on Stratford Road south to Meeker Way. North of the curve on Stratford Road is a detention basin and permanent preservation of an existing woodlands that extends north to the Janes Home and Barn. The applicant is preserving the existing open space between the house and barn and Stratford Road to the northern property line of the development. The next layer of buffer for the residents south of the curve on Stratford Road would be the construction of 24 single family attached and detached homes with a maximum height of 35 feet with the intent to be complimentary with the existing houses along Stratford Road as well as the Comprehensive Plan. Just west of the aforementioned houses, three commercial, office and residential scaled buildings not to exceed 35 feet in height with a common open space that are walkable with a neighborhood feel would provide another buffer for the residents along Stratford Road. Furthermore, Sub-Area 2 would be buffered from Sub-Area 3, with two rows of street trees and mounding with additional trees on the west side of the detention basin adjacent to Stratford Road and Meeker Way. Additional buffering between the proposed big box and Sub-Area 2b would be required. Staff finds that the existing landscaping and buffering requirements coupled with the preservation of streams and woodland and the aforementioned layering of buffering along the northern and eastern portion of the site should provide an effective buffer and appropriate transition for the adjacent residential homes while fulfilling the intent of the Comprehensive Plan in this regard. The exact details of the landscaping and buffering requirements would be addressed during the Final Development Plan approval process and preparation of required final landscaping plans. Additionally, a stone monolith shall be installed at the US 23 and the primary curb cut into the development (Hawthorn Boulevard) per the Gateways and Corridor Plan. Also, stone piers shall be installed at regular intervals along the US 23 frontage of the development to be consistent with the Gateway & Corridor Plan and with other recently approved developments in the corridor and as approved during the Final Development Plan process. The Shade Tree Commission would have to approve all landscape plans.

- **OPEN SPACE:** The applicant is proposing 17.97 acres (26.33%) of open space in the entire development which is significant since there are no minimum open space requirements for commercial oriented developments per the zoning code. This is even above base code requirements for most standard residential developments. Of the 17.97 acres of open space, 2.98 acres (16.6%) would be active, 6.08 acres (33.8%) would be passive and 8.91 acres (49.6%) would be in permanent preservation. Within Sub-Area 2 just west of the three proposed commercial/residential buildings would be a large open space called Stratford Commons that would serve the entire development and would be available for live concerts, play area, active and passive recreation, etc. This is a unique and signature feature of the development oriented toward the Jane Barn on the north side. There are two large preservation areas that are wooded with a detention basin located in each on along US 23 and Stratford Road (lots 3 and 9). In addition there is a detention basin located at the corner of Meeker Way and Stratford Road (lot 12) with a man-made stream along Stratford Road adjacent to Sub-Area 2. Also there is a preservation area just south of Meeker Way (lot 13). Furthermore, two existing unnamed streams will be permanently preserved along the northern and southwestern portions of the site.
- **PEDESTRIAN CONNECTIVITY:** The applicant is proposing a bike path along Stratford Road from Meeker Way to the northern property line of the development just south of Elliot Estates Subdivision and then it would extend west just south of the proposed undulating mound to US 23 per the adopted City Bikeway Master Plan. The exact US 23 crossing location of the bike path shall be determined by the City Engineer per the actual intersection specifications at the existing traffic signal at US 23 and Wendy's. The Final Development Plan process will include this final alignment. On other similar projects, the City indicated it would not want a side walk adjacent to US 23 because of safety reasons. Therefore, the applicant would be required to provide easements for a sidewalk in the event of a long range future potential connection (if it

cannot be accommodated within the existing right-of-way as determined by the City Engineer) while a condition of approval would require a payment in lieu of construction for this section. This method would ensure space for future such connections if desired while allowing for other priority pathway construction to be addressed in accordance with adopted plans. Except for along US 23, concrete sidewalks 5 feet in width and achieving compliance with minimum engineering requirements shall be provided on one side of all public streets as well as to connect components of the overall plan. This will ensure the walkability of the site and provide an overall neighborhood feel.

- **LIGHTING:** The Preliminary Development Plan does not identify any lighting but lighting requirements are addressed in the development text and would need to be included in the Final Development Plan for each building. All lighting plans shall achieve compliance with the development text and zoning code and would need to be approved by the Chief Building Official. The text requires lighting generally consistent with that of new commercial development immediately south of the site.
- **SIGNAGE:** The applicant is proposing a Comprehensive Sign Plan for the entire development which includes freestanding signs, building signs, other signs and prohibited signs. The freestanding signs would include two primary development signs, two secondary development signs and two tertiary development signs. The two freestanding signs would be located on US 23, one just north of Meeker Way and one just north of the southernmost entrance to the development. The primary development signs would be 20 feet high with up to five tenant panels and would have a stone base. One secondary development sign would be located just north of the northernmost entrance into the development on US 23 and one on Meeker Way just east of the spine road. These signs would be nine feet high with three tenant panels and would have a stone base. The two tertiary development signs would be located on Stratford Road just south of the two respective entrances. These signs would be five feet high with a stone base and would not have any tenant panels. Other ground signage would not be allowed. Building signage shall include wall signs, projecting signs and canopy signs. Only one building sign is permitted per primary tenant frontage of a public or private street except that there shall be no more than two such signs per primary tenant building. Except for along US 23 and Meeker Way, no primary building signs shall be permitted facing a residential district or use. Reverse channel letter signs and gooseneck down lighting are required for building signs. The location of all wall signs shall be within a defined sign band and the size of the building signs shall be per the current zoning code. In addition, ancillary or directional signs no larger than two square feet may be granted administratively. Other signs include a temporary marketing/for sale or lease sign shall be permitted as part of the comprehensive sign plan. All other signage shall meet the current zoning code and the approved development text. Prohibited signs include streamers, balloons (inflatable or hard plastic), spinners, any air activated devices, billboards, search lights, flag (or blade flag) signs, flutter flags, cardboard signs, sandwich board signs or other attraction devices shall be prohibited. In addition, all existing billboards shall be removed from the subject development.
- **BUILDING DESIGN:** Overall the plans present significantly upgraded and high end design and architecture which is compatible with the historic Stratford Village area. The development text, plans and renderings are all incorporated into the design requirements to ensure that Final Development Plans are consistent with these high quality requirements. The architecture style for the entire development shall include Pennsylvania Dutch components and generally be recognizable as in the Pennsylvania Dutch style such as stone end walls, vertical clapboard, board and batten, and cement board siding, and pitched standing seam metal roofs. The architecture shall be compatible and consistent with the historic Meeker homestead and historic Meeker barn to the south of the site currently owned by the Delaware County Historical Society as well as the Stratford homes to the east. To create a cohesive and unified design throughout the entire development, all buildings shall be consistent in overall design, color, materials, and architectural pattern, and shall include similar and/or repeating patterns of design elements such as cupolas, wind vanes, dormers, detailed and well defined cornices on flat roof structures, columns, awnings, or other elements as determined through the Final Development Plan review process for commercial and residential buildings per the general specific development text. Some of the general requirements include: 1.) All buildings shall be consistent with the style, materials (including brick, stone, and cement fiber siding), rhythm, glazing, spacing, roof lines and pitches, as depicted upon the submitted architectural renderings and the development text; 2.) Each building shall include a minimum of 30% brick, stone, or cultured stone upon publicly viewable portions thereof. 3.) Vinyl, stucco, EIFS, and similar materials shall only be used as an accent material; and 4.) A color pallet for buildings including roofs shall be submitted with the first Final Development Plan for a building use type (i.e.

commercial or residential) for review and approval through the Final Development Plan process. In addition, all buildings shall achieve compliance with the specific development text in each respective Sub-Area.

- **FIRE DEPARTMENT:** The Preliminary Development Plan along with each subsequent Final Development Plan shall achieved compliance with all fire department requirements. The Fire Department has indicated it would want to eliminate some of the parking and bump out islands from the drive thru of the building in Sub-Area 3 and to the parking lot in Sub-Area 2 in order to facilitate their access. This is compatible with other design and buffering comments to uses in the area of the parking spaces to enhance and better layer landscaping to the back of the building in Sub-Area 3. Staff is confident this can be easily accommodated in the require final development plans for this area.
- **CONDITIONAL USE PERMIT:** The proposed uses shall achieve compliance with the conditional use permit requirements per the zoning code and of the approved development text.
- **PHASING:** The proposed development would be constructed in phases based on the market demands with public roads, bike paths, utility infrastructure and perimeter mounding and landscaping constructed in Phase 1. Staff would recommend and the applicant has agreed that if the market conditions exist to construct the single family homes in Sub-Area 2a as soon as possible to begin to create the aforementioned layered buffer to Stratford Road. The remainder of the development would be developed as market demands.
- **MISC:** The Jane House and Barn are treated separately and specifically within the zoning text which requires specific Final Development Plan process to be followed for any major changes to these structures. The clear intent is to preserve and adaptively re-use both structures but allowance is made for proposals to be brought forward through the public review process of Final Development Plans in order to specifically review a change to this approach.

STAFF RECOMMENDATION (2016-2783 – REZONING AMENDMENT)

Staff recommends approval of a request by Delaware Development Plan LTD of a Rezoning Amendment from A-1 (Agricultural District) and A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) to A-1 PMU for Coughlin's Crossing on 15 parcels encompassing approximately 80 acres located east of US 23, west of Stratford Road and north of Meeker Way, with the following conditions that:

1. Any new structure(s) or any change of use of any proposed buildings or property shall require conformance to all provisions of the Development Text.
2. The parcels and/or sites that have a layout on the Preliminary Development Plan shall require Final Development Plan approval while the parcels and/or site that do not have a layout shall require Preliminary and Final Development Approval by the Planning Commission and City Council.
3. The development text, renderings and all associated submitted plans (including the Comprehensive Sign Plan) comprise the zoning and development requirements for the site together with all other City applicable code and regulations.

STAFF RECOMMENDATION (2016-2784 – CONDITIONAL USE PERMIT)

Staff recommends approval of a request by Delaware Development Plan LTD of a Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) for Coughlin's Crossing encompassing approximately 80 acres located east of US 23, west of Stratford Road and north of Meeker Way.

STAFF RECOMMENDATION (2016-2785 – AMENDMENT TO THE COMPREHENSIVE PLAN)

Staff recommends approval of a request by Delaware Development Plan LTD of an Amendment to the Comprehensive Plan on property designated as Mixed Use, Low Density Single Family and Medium Density Single Family on the Future Land Use Map to Mixed Use for Coughlin's Crossing as submitted in its entirety and developed as a master plan community encompassing approximately 80 acres located east of US 23, west of Stratford Road and north of Meeker Way.

STAFF RECOMMENDATION (2016-2786 – PRELIMINARY DEVELOPMENT PLAN)

Staff recommends approval of a request by Delaware Development Plan LTD of a Preliminary Development Plan for Coughlin's Crossing encompassing approximately 80 acres located east of US 23, west of Stratford Road and north of Meeker Way, with the following conditions that:

1. The applicant needs to obtain engineering approvals, including any storm water and utility issues that need to be worked out through the Engineering and Utilities Departments. All comments regarding the

- layout and details of the project are preliminary and subject to modification or change based on the final technical review by the Engineering Department.
2. Any new or existing utilities to be constructed and/or extended within the development shall comply with the City minimum requirements and as approved by the City Director of Utilities.
 3. All State and local rules and regulations regarding the regulation of water courses within the site shall apply as they are in effect at the time of permitting.
 4. The applicant shall be responsible for any roadway improvements and/or financial obligations of the traffic impact study per ODOT, City Engineer and County Engineer. The applicant shall recognize that traffic impact study has not been approved in final form and access points and the site layout may change as a result. Major changes will require resubmittal of the Preliminary Development Plan and possible amendment of the development text and accompanying planning documents.
 5. An access easement though lot 1 to the Chesrown Property to the north to give access to the spine road and ultimately US 23 shall be delineated, executed and recorded at the County concurrent with or prior to development of any portion of the proposed spine road or development of the first Final Development Plan for the site. The applicant shall ensure Chesrown's concurrence with such easement and its alignment prior to filing.
 6. The applicant shall be required to provide easements for a sidewalk (if it cannot be accommodated within the existing right-of-way as determined by the City Engineer) along US 23 and shall make a payment in lieu of construction per the City Engineer with development of the first lot adjacent to US 23
 7. Except for along US 23, concrete sidewalks shall be 5 feet in width, achieve compliance with minimum engineering requirements, shall be provided on one side of all public streets, and shall be located throughout the development to provide pedestrian connectivity to and between Sub-Areas, buildings and uses as determined though the Final Development Plan process.
 8. The Final Development Plans shall achieved compliance with all fire department requirements.
 9. The Janes Home and Janes Barn in Sub-Area 1b shall, in the absence of tenants, be maintained so as to retain the existing structural integrity and exterior aesthetic appeal of both buildings. Demolition of either structure in its entirety shall not be permitted unless a Final Development Plan that permits such demolition is approved per the development text.
 10. The maximum amount of units permitted in Sub-Area 2a shall be 24 single-family attached and detached units.
 11. The minimum apartment size in Sub-Area 2b shall be 800 square feet for a one bedroom unit and 200 square feet for each additional bedroom and shall be allowed as part of a mixed use commercial building only. Stand alone or separately constructed units shall require a Zone Amendment, Preliminary Development Plan amendment and subsequent Final Development Plan approval.
 12. All the required landscape buffering shall be installed per the approved development text and all perimeter buffering and landscaping shall be installed for the entire 80 acre site with the first construction of any portion of the site.
 13. Additional landscaping shall be installed between the rear of the building in Sub-Area 3 and Sub-Area 2 per staff approval consistent with this report and as determined at the Final Development Plan.
 14. Lots 3, 9 and 13 shall be identified as preservations areas on the final plat.
 15. According to the tree replacement schedule, the applicant shall pay \$100,000 up front with the first approved final development plan and infrastructure improvements. The balance of \$307,200 (or 3,072 caliper inches of qualifying replacement trees) shall be paid on a per acre basis as the site developments. The preliminary development plan identifies 67.95 net developable acres which would require \$4,521 per acre (\$307,200/\$67.95) to be paid as development occurs and as given in the process requirements of this section. The process shall be that when each final development plan is approved a fee of \$4,521 per acre of the subject Final Development Plan would be required prior to construction drawing approval of the subject Final Development Plan
 16. Every proposed new building shall achieve compliance with the design standards of the approved development text.

17. Any new signage (ground, building and other) shall achieve compliance with the Comprehensive Sign Plan, the current zoning code and the approved development text.
18. Any landscape plans shall be reviewed and approved by the Shade Tree Commission for strict compliance with the site landscaping requirements and recommendations.
19. Any lighting plan shall be reviewed and approved by the Chief Building Official and shall be consistent with the zoning text.
20. The parcels and/or sites that have a layout on the Preliminary Development Plan shall require Final Development Plan approval while the parcels and/or site that do not have a layout shall require Preliminary and Final Development Approval by the Planning Commission and City Council.
21. A stone monolith shall be installed at the US 23 and primary curb cut (Hawthorn Boulevard) into the development per the Gateways and Corridor Plan.
22. Stone piers shall be installed at regular intervals along the US 23 frontage of the development to be consistent with the Gateways and Corridor Plan and with other recently approved developments in the corridor during the Final Development Plan process.

STAFF RECOMMENDATION (2016-2787 – PRELIMINARY SUBDIVISION PLAT)

Staff recommends approval of a request by Delaware Development Plan LTD of a Preliminary Subdivision Plat for Coughlin's Crossing encompassing approximately 80 acres located east of US 23, west of Stratford Road and north of Meeker Way, with the following conditions that:

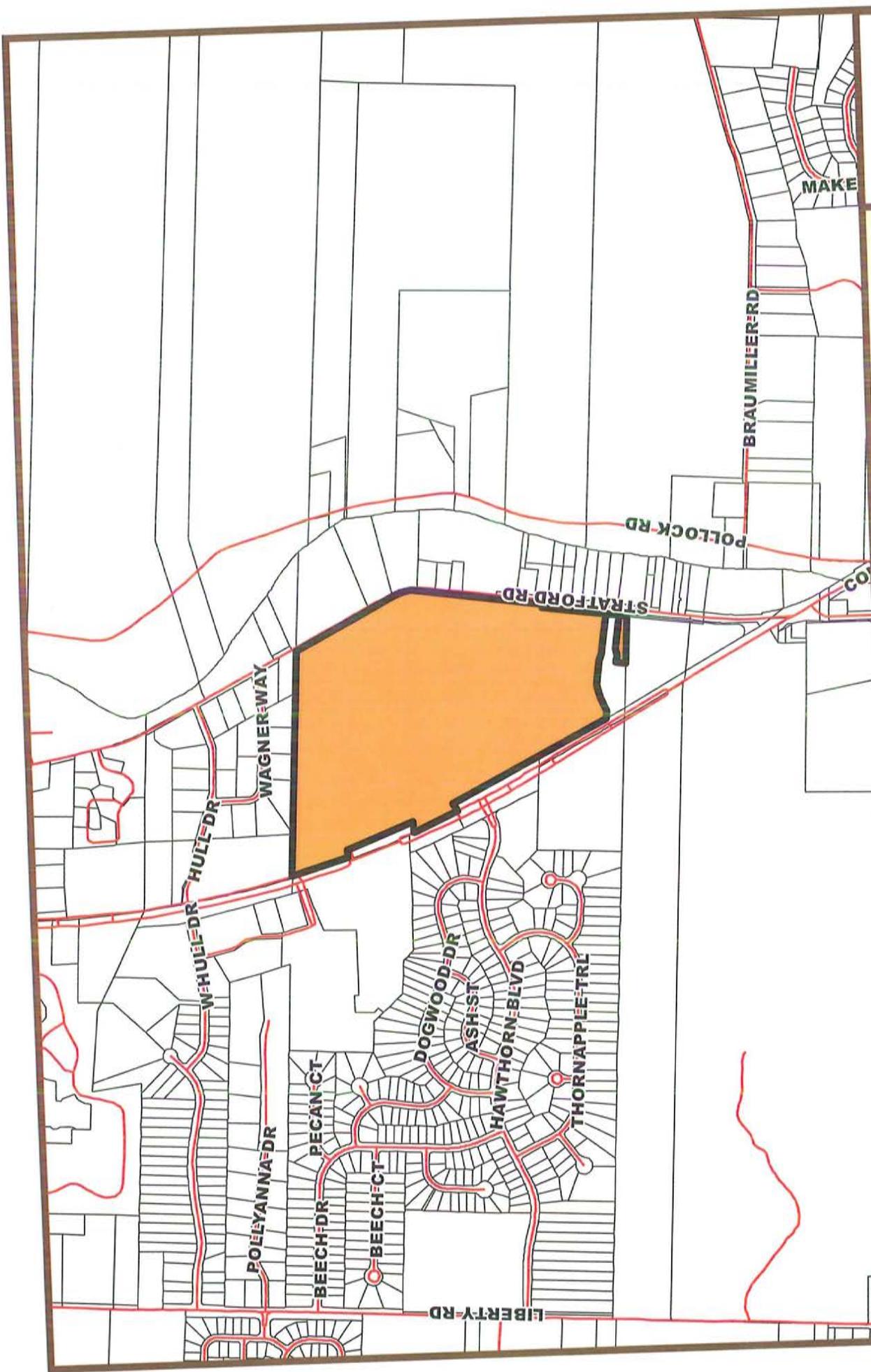
1. The applicant needs to obtain engineering approvals, including any storm water and utility issues that need to be worked out through the Engineering and Utilities Departments. All comments regarding the layout and details of the project are preliminary and subject to modification or change based on the final technical review by the Engineering Department.
2. Any new or existing utilities to be constructed and/or extended within the development shall comply with the City minimum requirements and as approved by the City Director of Utilities.
3. Lots 3, 9 and 13 shall be identified as permanent preservations area (some allowing storm water improvements) on the Preliminary and Final Subdivision Plat.
4. An access easement though lot 1 to the Chesrown Property to the north to give access to the spine road and ultimately US 23 shall be delineated, executed and recorded at the County concurrent with or prior to development of any portion of the proposed spine road or development of the first Final Development Plan for the site. The applicant shall ensure Chesrown's concurrence with such easement and its alignment prior to filing.

COMMISSION NOTES:

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

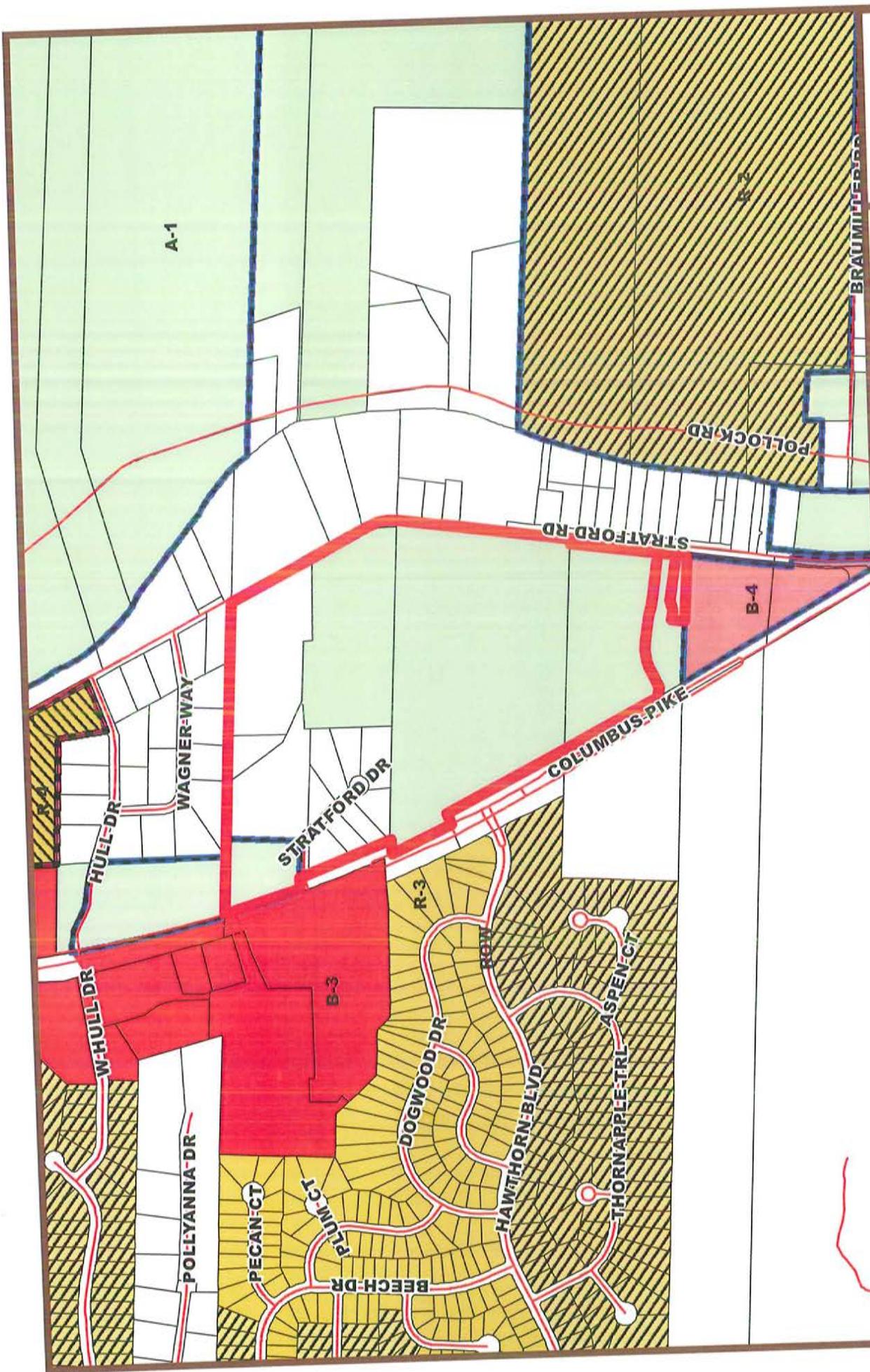
CONDITIONS/MISCELLANEOUS:

FILE:
ORIGINAL: 10/14/16
REVISED:



2016-2783-2787
 Rezoning Amendment, Conditional Use Permit,
 Comprehensive Plan Amendment, Preliminary Development Plan,
 and Preliminary Subdivision Plat
 Coughlins Crossing
 Location Map





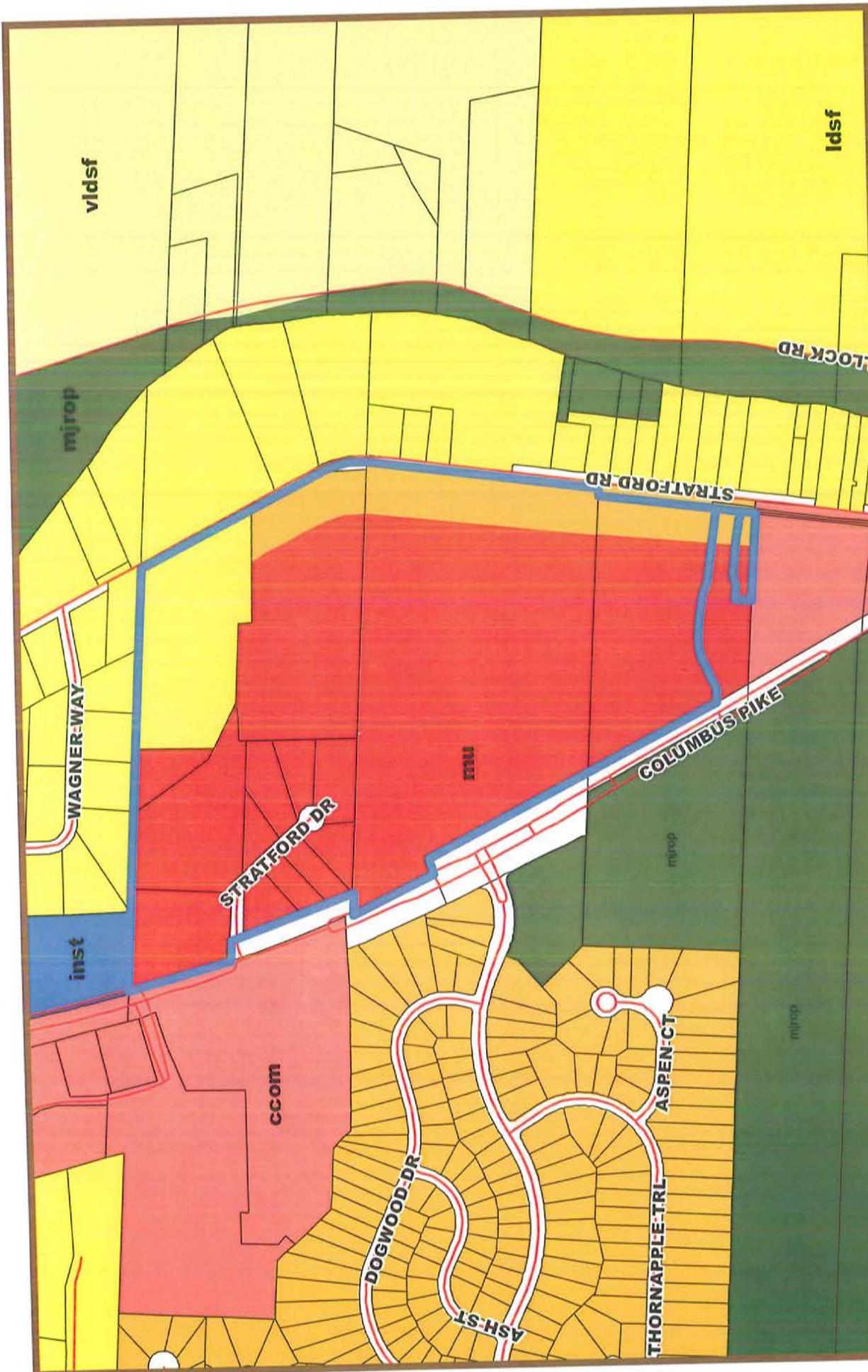
2016-2783-2787
 Rezoning Amendment, Conditional Use Permit,
 Comprehensive Plan Amendment, Preliminary Development Plan,
 and Preliminary Subdivision Plat
 Coughlins Crossing
 Zoning Map

EST. 1808
 CITY OF
DELAWARE
 OHIO



2016-2783-2787
Rezoning Amendment, Conditional Use Permit,
Comprehensive Plan Amendment, Preliminary Development Plan,
and Preliminary Subdivision Plat
Coughlins Crossing
Aerial (2013)





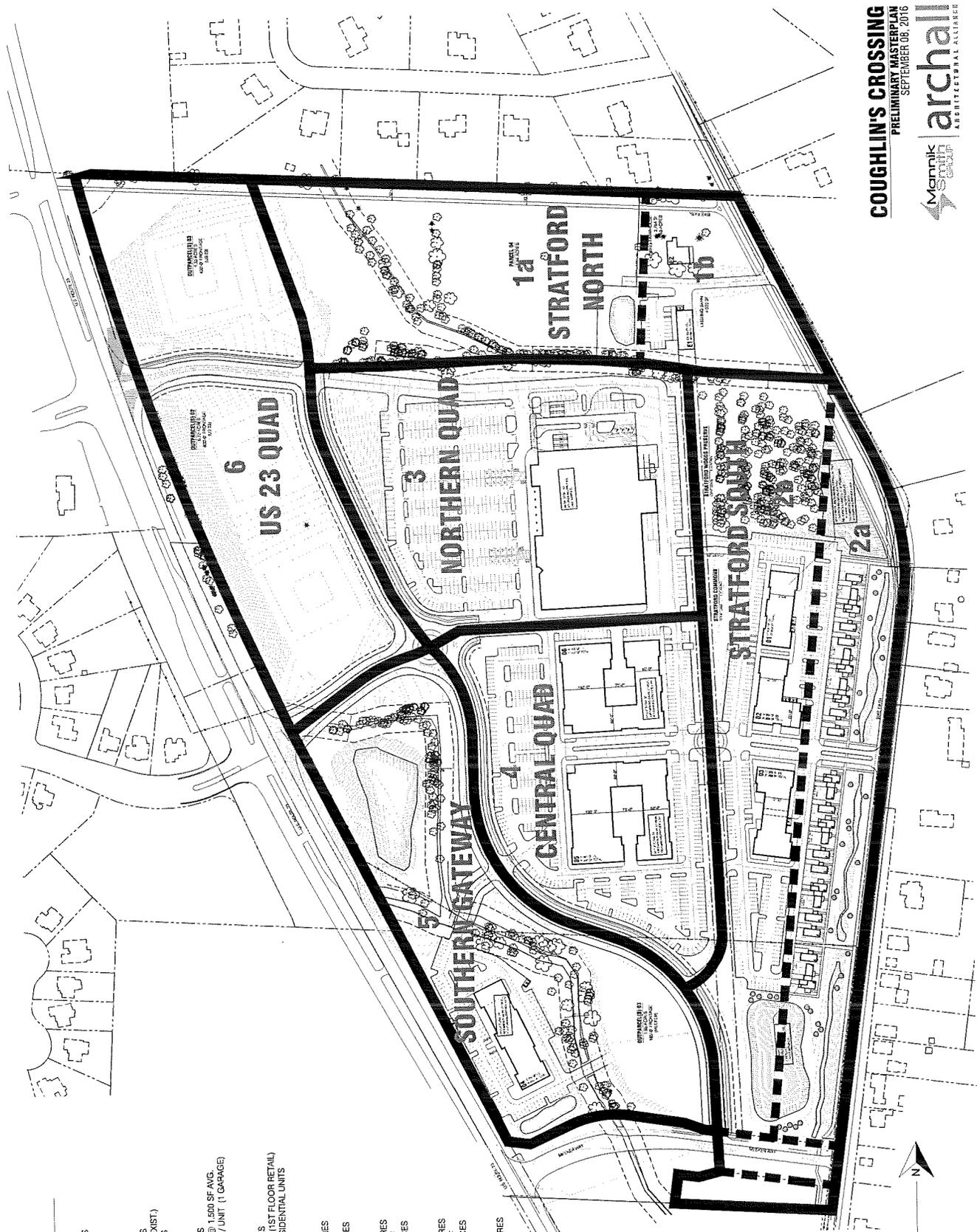
2016-2783-2787

Rezoning Amendment, Conditional Use Permit,
 Comprehensive Plan Amendment, Preliminary Development Plan,
 and Preliminary Subdivision Plat
 Coughlins Crossing
 Comprehensive Plan Map



SUBAREA DATA

- 01A STRATFORD NORTH**
ACREAGE: 8.46 ACRES
BUILDING AREA: ..
PARKING PROVIDED: ..
- 01B STRATFORD NORTH**
ACREAGE: 3.34 ACRES
BUILDING AREA: 7,800 SF (EXIST.)
PARKING PROVIDED: 22 SPACES
- 02A STRATFORD SOUTH**
ACREAGE: 7.30 ACRES
BUILDING AREA: 25 UNITS @ 1,500 SF AVG.
PARKING PROVIDED: 2 SPACES/UNIT (1 GARAGE)
- 02B STRATFORD SOUTH**
ACREAGE: 9.84 ACRES
BUILDING AREA: 40,400 SF (1ST FLOOR RETAIL)
PARKING PROVIDED: +/- 40 RESIDENTIAL UNITS
324
- 03 NORTHERN QUAD**
ACREAGE: 12.22 ACRES
BUILDING AREA: 98,700 SF
PARKING PROVIDED: 476 SPACES
- 04 CENTRAL QUAD**
ACREAGE: 10.00 ACRES
BUILDING AREA: 87,200 SF
PARKING PROVIDED: 423 SPACES
- 05 SOUTHERN GATEWAY**
ACREAGE: 11.60 ACRES
BUILDING AREA: 18,000 SF
PARKING PROVIDED: 112 SPACES
- 06 US 23 QUAD**
ACREAGE: 11.65 ACRES
BUILDING AREA: ..
PARKING PROVIDED: ..



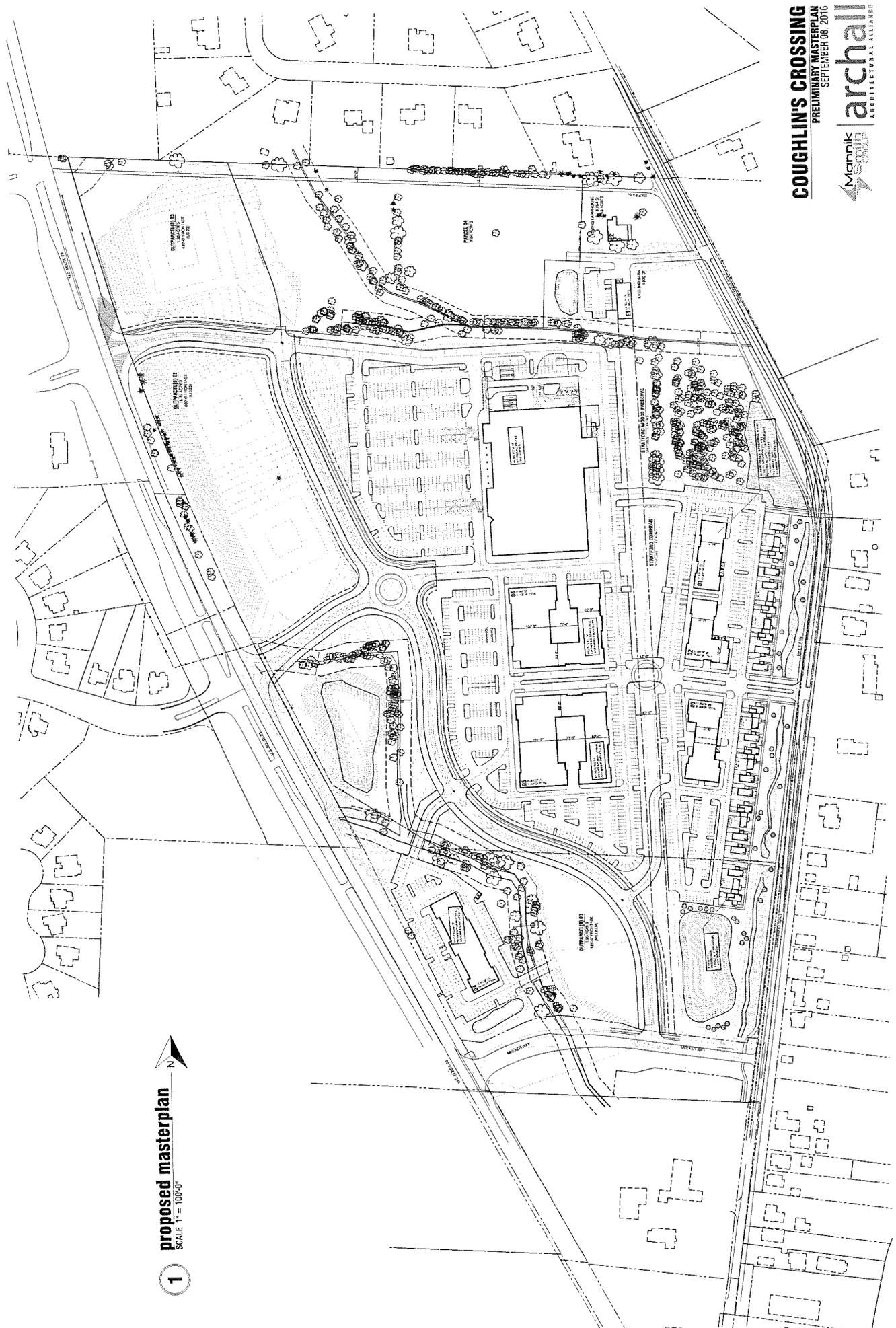
1 subarea plan
SCALE: 1" = 100'-0"

1 proposed masterplan
SCALE 1" = 100'-0"



COUGHLIN'S CROSSING
PRELIMINARY MASTERPLAN
SEPTEMBER 06, 2016

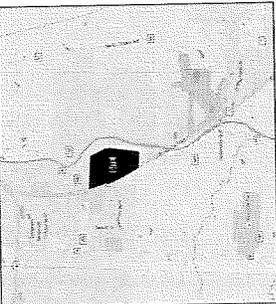




COUGHLIN'S CROSSING
 PRELIMINARY MASTERPLAN
 SEPTEMBER 06, 2016



1 proposed masterplan
 SCALE 1" = 100'-0"



BASES OF BOUNDS
 The bearings and distances were measured by the surveyor on the ground, and the same were used in the computation of the boundaries. The bearings were measured by a magnetic compass, and the distances were measured by a steel tape.

UNIT OF MEASUREMENT
 The measurements were made in feet and inches, and the same were used in the computation of the boundaries. The bearings were measured by a magnetic compass, and the distances were measured by a steel tape.

NOTES
 1. The survey was made on the 15th day of August, 1914, and the same was completed on the 25th day of August, 1914.
 2. The survey was made by the surveyor on the ground, and the same were used in the computation of the boundaries. The bearings were measured by a magnetic compass, and the distances were measured by a steel tape.

CRACK TABLE

CRACK NO.	CRACK TYPE	CRACK WIDTH	CRACK DEPTH	CRACK LENGTH	CRACK LOCATION
1	1/2"	1/2"	1/2"	1/2"	1/2"
2	1/2"	1/2"	1/2"	1/2"	1/2"
3	1/2"	1/2"	1/2"	1/2"	1/2"
4	1/2"	1/2"	1/2"	1/2"	1/2"
5	1/2"	1/2"	1/2"	1/2"	1/2"
6	1/2"	1/2"	1/2"	1/2"	1/2"
7	1/2"	1/2"	1/2"	1/2"	1/2"
8	1/2"	1/2"	1/2"	1/2"	1/2"
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CRACK TABLE

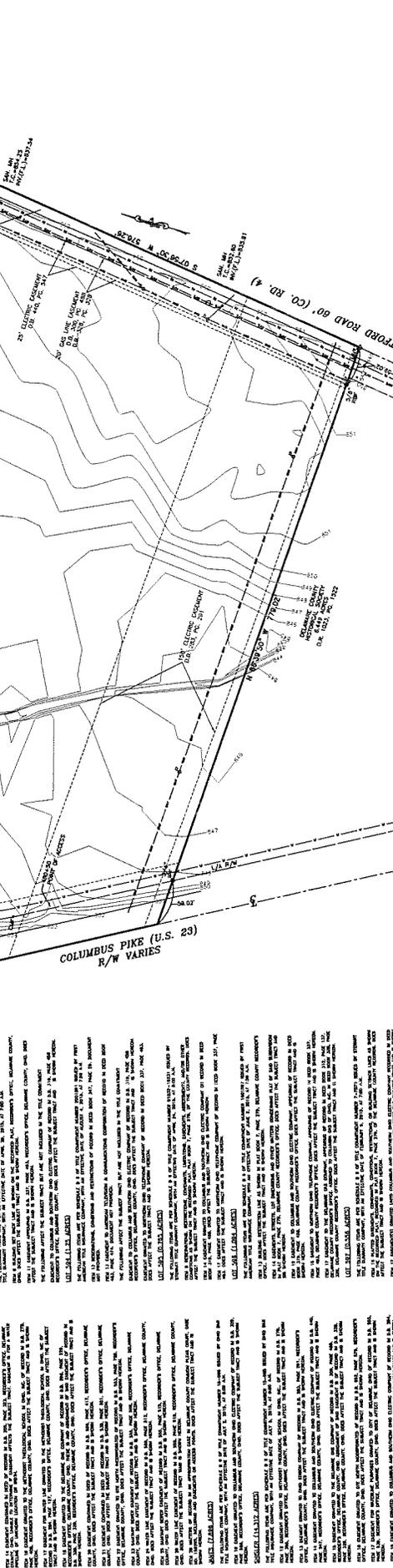
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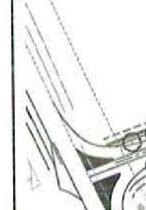
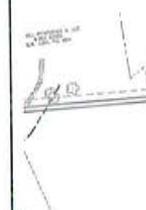


LEGEND

- 1/2" = 1/2"
- 1/4" = 1/4"
- 1/8" = 1/8"
- 1/16" = 1/16"
- 1/32" = 1/32"
- 1/64" = 1/64"
- 1/128" = 1/128"
- 1/256" = 1/256"
- 1/512" = 1/512"
- 1/1024" = 1/1024"
- 1/2048" = 1/2048"
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LEGEND
 EXISTING DECIDUOUS TREE
 PROPOSED DECIDUOUS/EVERGREEN SHADE
 EXISTING EVERGREEN TREE
 PROPOSED DECIDUOUS TREE
 PROPOSED EVERGREEN TREE

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



SITE DATA

SUBJECT SITE AREA	78.79 AC
MAINTENANCE R/W (STANTFORD DR.)	0.82 AC
TOTAL SITE AREA	79.61 AC
EX R/W TO BE DEDICATED (MHO)	2.84 AC
EX R/W TO BE DEDICATED (STANTFORD RD)	2.80 AC
TOTAL DEDICATED SITE AREA	5.64 AC
UNDEVELOPABLE SITE AREA	1.88 AC
TOTAL DEVELOPMENT SITE AREA	4.76 AC

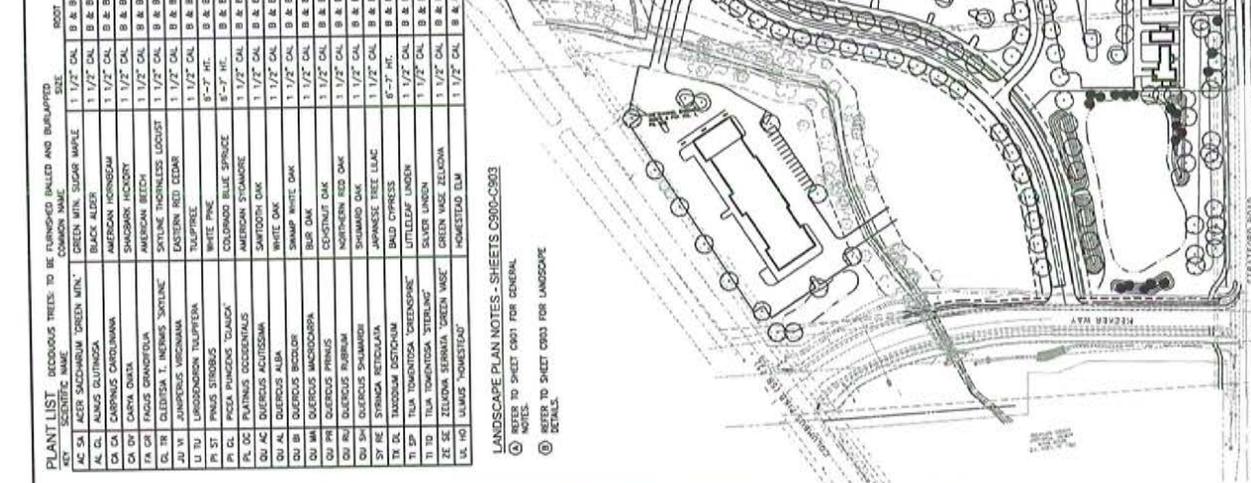
PLANT LIST

ACRY	SCIENTIFIC NAME	COMMON NAME	ROOT SIZE
AC SA	ASTER SACCHARIN 'GREEN WIN'	GREEN WIN SUGAR WAXLE	1 1/2" CAL. 8.8.8
AL CL	ALNUS GLUTINOSA	BLACK ALDER	1 1/2" CAL. 8.8.8
CA CA	CARPINUS CAROLINIANA	AMERICAN HICKORY	1 1/2" CAL. 8.8.8
CA DP	CARYA ORNATA	AMERICAN BEECH	1 1/2" CAL. 8.8.8
FA CR	FRAXINUS CHRYSOPHYLLA	SAYLOR'S WHITE OAK	1 1/2" CAL. 8.8.8
GL TR	GLEDITSIA T. 'NORTLINE'	NORTLINE THORNLESS LOCUST	1 1/2" CAL. 8.8.8
JU W	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	1 1/2" CAL. 8.8.8
LI TU	LIRIODENDRON TULIPIFERA	TULIP TREE	1 1/2" CAL. 8.8.8
PI ST	PINUS STROBUS	WHITE PINE	8"-7" HT. 9.8.8
PI DL	PICEA MARCMILLERIANA	COLORED BLUE SPRUCE	8"-7" HT. 9.8.8
PL OC	PLATANUS OCCIDENTALIS	AMERICAN SYCAMORE	1 1/2" CAL. 8.8.8
QU AC	QUERCUS ALBA	WHITE OAK	1 1/2" CAL. 8.8.8
QU AL	QUERCUS ALBA	WHITE OAK	1 1/2" CAL. 8.8.8
QU BI	QUERCUS BICOLOR	SWAMP WHITE OAK	1 1/2" CAL. 8.8.8
QU MA	QUERCUS MACROCARPA	BUR OAK	1 1/2" CAL. 8.8.8
QU PR	QUERCUS PRINUS	COASTAL OAK	1 1/2" CAL. 8.8.8
QU RI	QUERCUS RUBRA	NORTHERN RED OAK	1 1/2" CAL. 8.8.8
QU SA	QUERCUS SHUMBERI	SHUMBER OAK	1 1/2" CAL. 8.8.8
QU SP	QUERCUS SPICATA	JAPANESE TREE LILAC	1 1/2" CAL. 8.8.8
SP CE	SPONGEA BETHULANA	BALD CYPRESS	8"-7" HT. 8.8.8
UL DL	ULMUS DUTROCHETA	LITTLELEAF LINDEN	1 1/2" CAL. 8.8.8
UL SP	ULMA TOMENTOSA 'GREENSPARK'	SILVER LINDEN	1 1/2" CAL. 8.8.8
UL TD	ULMA TOMENTOSA 'SIBERIAN'	SILVER LINDEN	1 1/2" CAL. 8.8.8
ZI SE	ZELKOVA SERENA 'GREEN WISE'	GREEN WISE ZELKOVA	1 1/2" CAL. 8.8.8
UL HO	ULMUS 'HONEYDEW'	HONEYDEW ELM	1 1/2" CAL. 8.8.8

LANDSCAPE PLAN NOTES - SHEETS C900-C903

1. REFER TO SHEET C901 FOR GENERAL NOTES.

2. REFER TO SHEET C903 FOR LANDSCAPE DETAILS.





VIEW A | NORTHERN QUAD (3) LOOKING NORTHEAST

COUGHLIN'S CROSSING
PRELIMINARY MASTERPLAN
SEPTEMBER 08, 2016

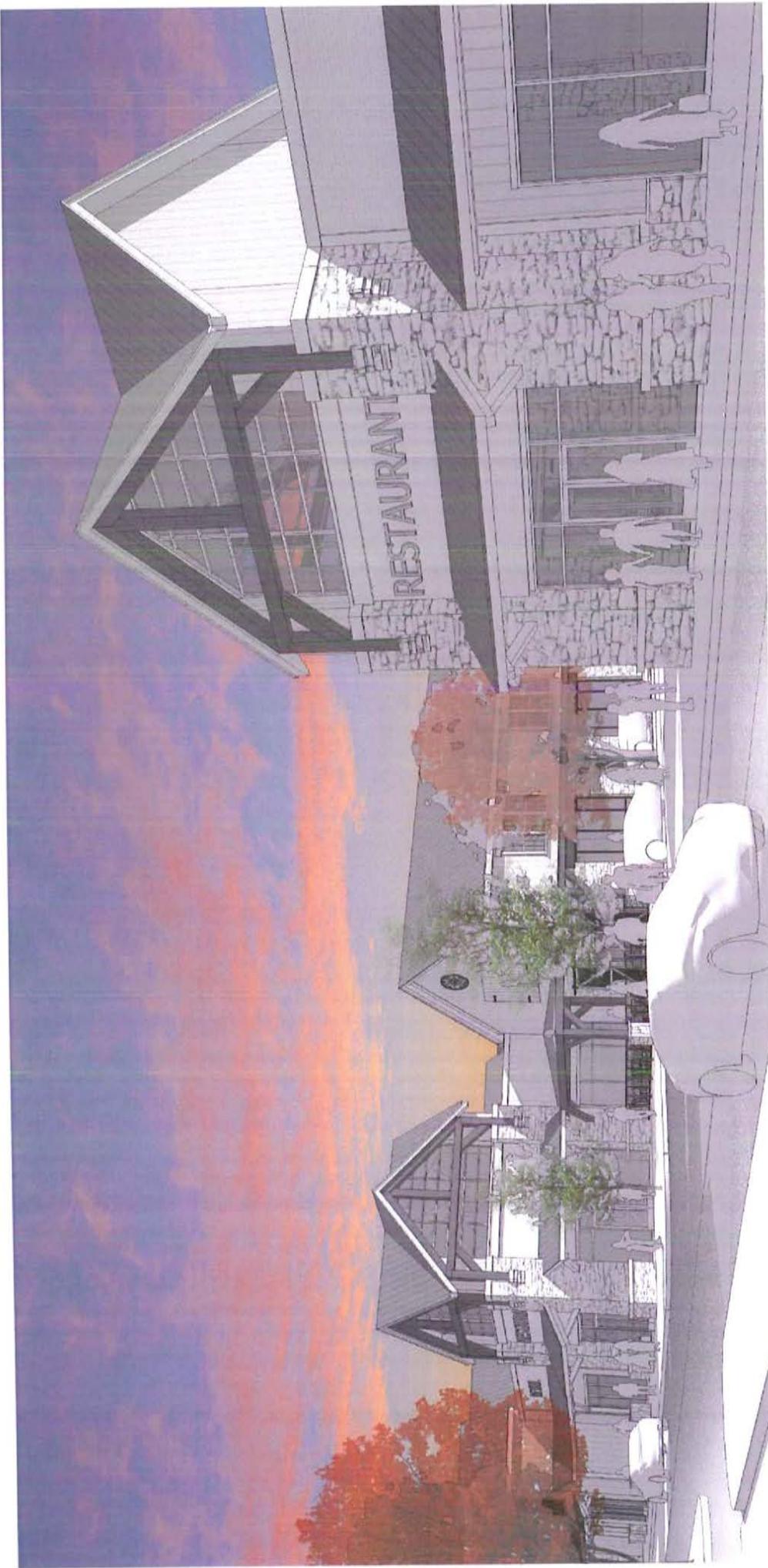




VIEW B | BETWEEN NORTHERN (3) AND CENTRAL (4) QUAD LOOKING EAST

COUGHLIN'S CROSSING
PRELIMINARY MASTERPLAN
SEPTEMBER 08, 2016





VIEW C | CENTRAL QUAD (4) LOOKING NORTH

COUGHLIN'S CROSSING
PRELIMINARY MASTERPLAN
SEPTEMBER 08, 2016





VIEW D | STRATFORD SOUTH (2B) LOOKING WEST

COUGHLIN'S CROSSING
PRELIMINARY MASTERPLAN
SEPTEMBER 08, 2016





VIEW E | STRATFORD COMMONS LOOKING NORTH

COUGHLIN'S CROSSING
PRELIMINARY MASTERPLAN
SEPTEMBER 08, 2016





VIEW F | STRATFORD SOUTH (2A) LOOKING NORTH

COUGHLIN'S CROSSING
PRELIMINARY MASTERPLAN
SEPTEMBER 08, 2016





VIEW G | SOUTHERN GATEWAY (5) LOOKING NORTHEAST

COUGHLIN'S CROSSING
PRELIMINARY MASTERPLAN
SEPTEMBER 08, 2016





VIEW H | STRATFORD NORTH (1A) OPTION - CONDO LIVING

COUGHLIN'S CROSSING
PRELIMINARY MASTERPLAN
SEPTEMBER 08, 2016





VIEW H | STRAITFORD NORTH (1A) OPTION - ASSISTED LIVING FACILITY

COUGHLIN'S CROSSING
PRELIMINARY MASTERPLAN
SEPTEMBER 08, 2016

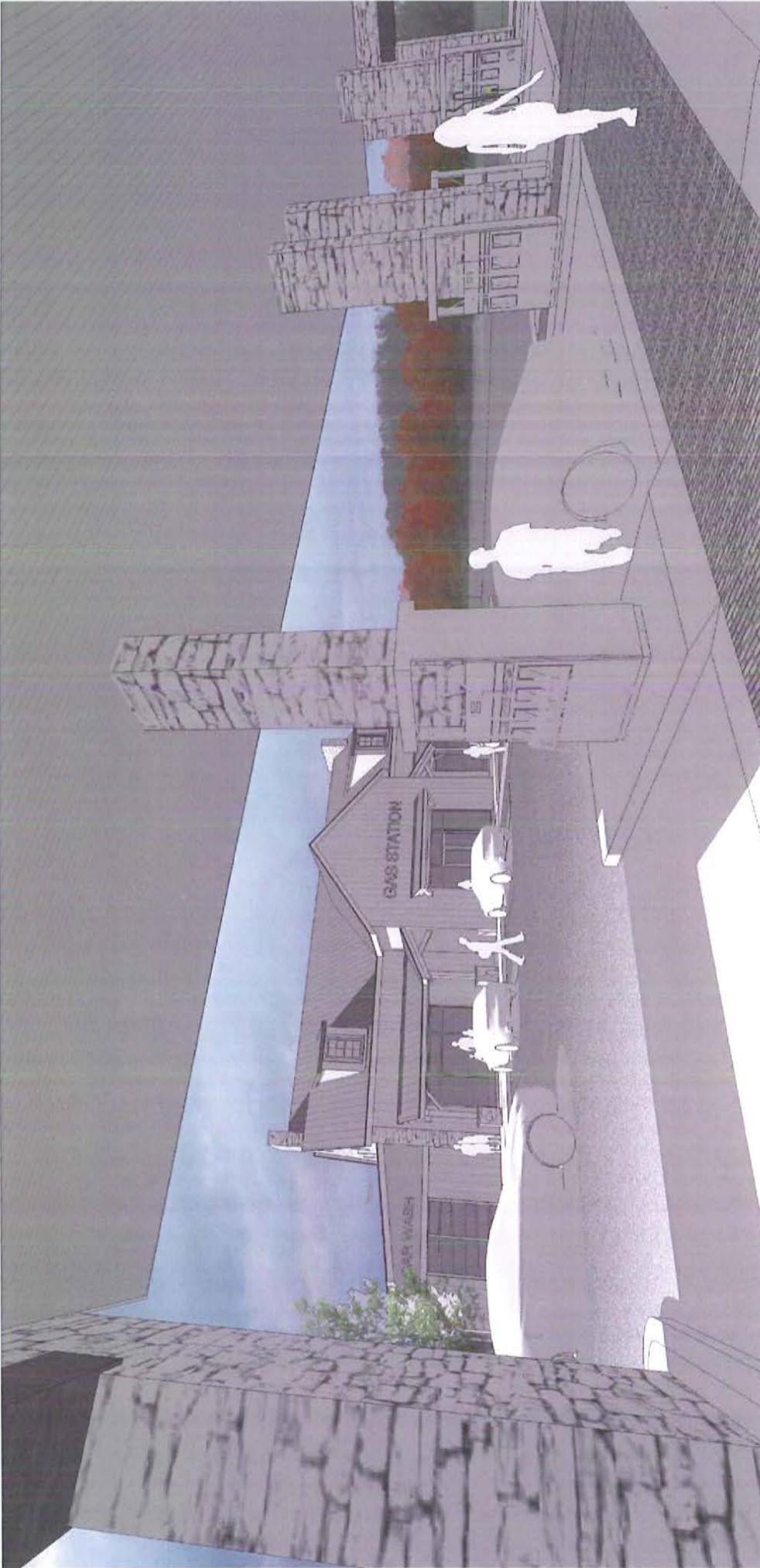




VIEW 1 | US 23 QUAD (6) OPTION - RESTAURANT

COUGHLIN'S CROSSING
PRELIMINARY MASTERPLAN
SEPTEMBER 08, 2016

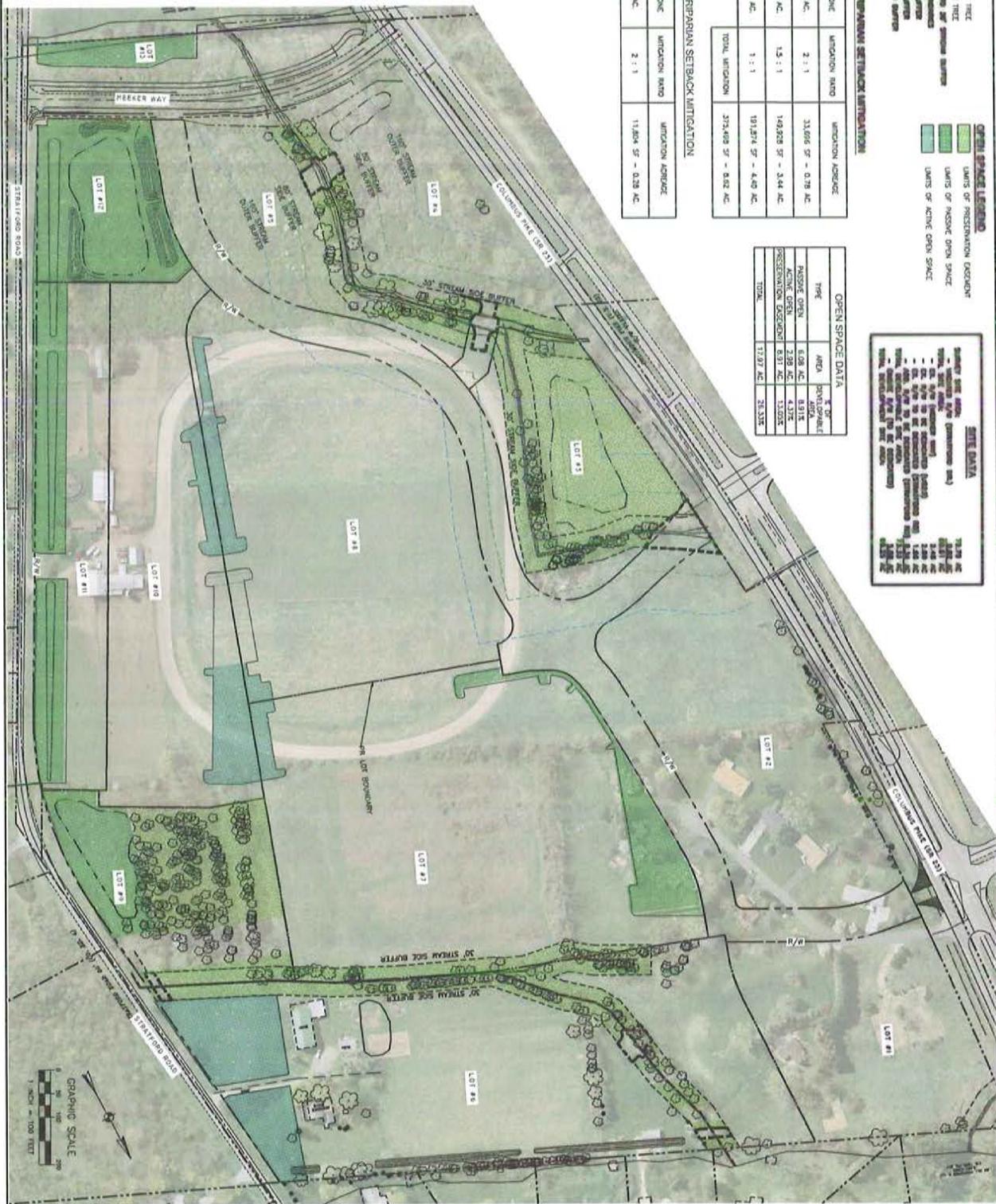




VIEW 1 | US 23 QUAD (6) OPTION - GAS STATION

COUGHLIN'S CROSSING
PRELIMINARY MASTERPLAN
SEPTEMBER 08, 2016





- LEGEND**
- EXISTING DECIDUOUS FOREST
 - EXISTING EVERGREEN FOREST
 - 30' STREAM BUFFER
 - 100' STREAM BUFFER
 - 50' STREAM BUFFER
 - 20' STREAM BUFFER
 - 10' STREAM BUFFER
 - 5' STREAM BUFFER
 - 2' STREAM BUFFER
- OPEN SPACE LEGEND**
- LANDS OF PRESERVATION EASEMENT
 - LANDS OF PASSIVE OPEN SPACE
 - LANDS OF ACTIVE OPEN SPACE

PERMANENT STREAM BUFFER SETBACK MITIGATION

ZONE	AREA IN BUFFER ZONE	MITIGATION RATIO	MITIGATION AVERAGE
30' STREAM SOLE BUFFER	10,848 SF - 0.29 AC	2 : 1	33,696 SF - 0.78 AC
50' STREAM SOLE BUFFER	99,922 SF - 2.29 AC	1.5 : 1	149,883 SF - 3.44 AC
100' OUTFLOW BUFFER	191,874 SF - 4.40 AC	1 : 1	191,874 SF - 4.40 AC
TOTAL MITIGATION			375,453 SF - 8.62 AC

INTERMITTENT STREAM BUFFER SETBACK MITIGATION

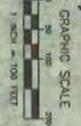
ZONE	AREA IN BUFFER ZONE	MITIGATION RATIO	MITIGATION AVERAGE
30' STREAM SOLE BUFFER	5,802 SF - 0.13 AC	2 : 1	11,604 SF - 0.28 AC

OPEN SPACE DATA

TYPE	AREA	% OF TOTAL
PASSIVE OPEN	6.08 AC	8.31%
ACTIVE OPEN	2.29 AC	4.31%
PRESERVATION EASEMENT	8.81 AC	13.00%
TOTAL	17.17 AC	25.32%

SITE DATA

30' BUFFER	10,848 SF
50' BUFFER	99,922 SF
100' BUFFER	191,874 SF
TOTAL BUFFER	302,644 SF
30' BUFFER	10,848 SF
50' BUFFER	99,922 SF
100' BUFFER	191,874 SF
TOTAL BUFFER	302,644 SF





TOTAL SHISLER SAMPLE AREA

COUNT	SHISLER SAMPLE AREA
TOTAL	1000
COOQ	89
FRAG	5
POQA	14
POQA	4
ASH	0

TOTAL LOT 9 SAMPLE AREA

COUNT	LOT 9 SAMPLE AREA
TOTAL	29
COOQ	28
FRAG	0
POQA	1
POQA	0
ASH	0

INDIVIDUAL TREES TOTAL

COUNT	INDIVIDUAL TREES TOTAL
TOTAL	564
COOQ	307
FRAG	140
POQA	45
POQA	25
ASH	1

TOTAL SITE TREES

COUNT	TOTAL SITE TREES
TOTAL	1,778
REMOVED	539
REMAINING	1,239

SHISLER PRESERVATION AREA

COUNT	SHISLER PRESERVATION AREA
TOTAL	781
COOQ	92
FRAG	180
POQA	32
ASH	0

LOT 9 PRESERVATION AREA

COUNT	LOT 9 PRESERVATION AREA
TOTAL	161
COOQ	150
FRAG	7
POQA	4
POQA	0
ASH	0

INDIVIDUAL PRESERVATION AREA TREES

COUNT	INDIVIDUAL PRESERVATION AREA TREES
TOTAL	311
COOQ	150
FRAG	78
POQA	35
POQA	40
ASH	3

NOTE: THE PRESERVATION AREA IS THE AREA WITHIN THE DASHED LINE. THE PRESERVATION AREA IS THE AREA WITHIN THE DASHED LINE. THE PRESERVATION AREA IS THE AREA WITHIN THE DASHED LINE.

NOTE: THE PRESERVATION AREA IS THE AREA WITHIN THE DASHED LINE. THE PRESERVATION AREA IS THE AREA WITHIN THE DASHED LINE. THE PRESERVATION AREA IS THE AREA WITHIN THE DASHED LINE.

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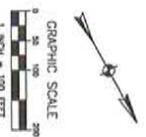
NOTE: THE PRESERVATION AREA IS THE AREA WITHIN THE DASHED LINE. THE PRESERVATION AREA IS THE AREA WITHIN THE DASHED LINE. THE PRESERVATION AREA IS THE AREA WITHIN THE DASHED LINE.

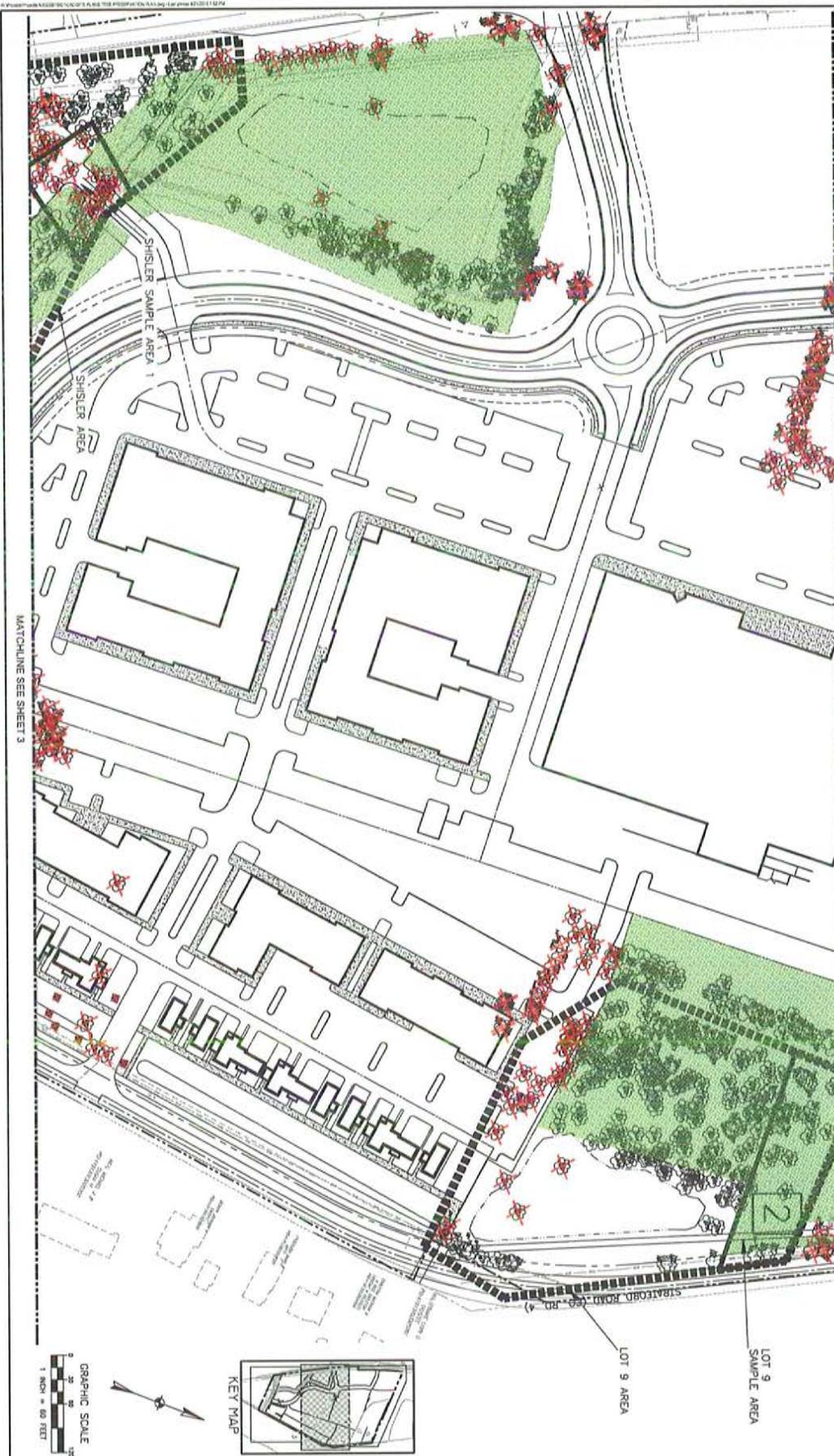
- LEGEND**
- EXISTING DECIDUOUS TREE REMAINING
 - EXISTING CONIFER TREE REMAINING
 - EXISTING EMERGENCY TREE REMAINING
 - EXISTING EMERGENCY TREE BEING REMOVED
 - EXISTING DECIDUOUS TREE BEING REMOVED
 - PRESERVED PRESERVATION AREAS
 - AREAS FOR SAMPLE DETERMINATION
 - AREAS FOR SAMPLE AREA

- ABBREVIATIONS**
- EX EXISTING
 - PR PRESERVED
 - AV AVAILABILITY
 - P/A PROPOSED LINE

TREE PRESERVATION NARRATIVE

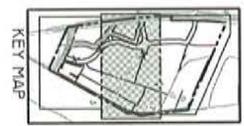
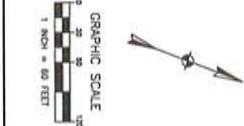
ALL TREES WITHIN THE SHISLER PRESERVATION AREA AND LOT 9 PRESERVATION AREA ARE TO BE PRESERVED. THE PRESERVATION AREA IS THE AREA WITHIN THE DASHED LINE. THE PRESERVATION AREA IS THE AREA WITHIN THE DASHED LINE. THE PRESERVATION AREA IS THE AREA WITHIN THE DASHED LINE.





ABBREVIATIONS
 DR DRIVE
 SW SW
 R/W RIGHT-OF-WAY
 P/L PROPERTY LINE

- LEGEND**
- EXISTING DECIDUOUS TREE REMAINING
 - EXISTING EVERGREEN TREE REMAINING
 - EXISTING EVERGREEN TREE BEING REMOVED
 - EXISTING DECIDUOUS TREE BEING REMOVED
 - PROPOSED PRESERVATION AREAS
 - AREAS FOR SAMPLE ESTABLISHMENT
 - TREE SAMPLE AREAS



3
 TREE PRESERVATION PLAN

DELAWARE COUNTY-CITY OF DELAWARE, OHIO
 PRELIMINARY ENGINEERING PLAN
 FOR
COUGHLIN'S CROSSING
 COLUMBUS PIKE
 DELAWARE, OHIO

DEVELOPER
DELAWARE DEVELOPMENT PLAN, LTD
 DELAWARE OHIO



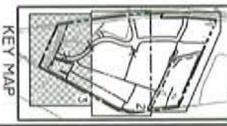
NO.	DATE	BY	DESCRIPTION



MATCHLINE SEE SHEET 2

ABBREVIATIONS
 DE EXISTING
 R/W RIGHT-OF-WAY
 P/L PROPERTY LINE

- LEGEND**
- EXISTING OCEANUS TREE REMAINING
 - EXISTING OCEANUS TREE REMAINING
 - EXISTING OCEANUS TREE BEING REMOVED
 - EXISTING OCEANUS TREE BEING REMOVED
 - PROPOSED PRESERVATION AREAS
 - AREAS FOR SAMPLE DETAILED
 - TREE SAMPLE AREAS



4	TREE PRESERVATION PLAN	DELAWARE COUNTY, CITY OF DELAWARE, OHIO PRELIMINARY ENGINEERING PLAN FOR COUGHLIN'S CROSSING COLUMBUS PIKE DELAWARE, OHIO	PREPARED FOR DELAWARE DEVELOPMENT PLAN, LTD DELAWARE, OHIO	MANNIK SMITH GROUP THORNTON BELL, DELAWARE BRANCH www.MannikSmithGroup.com	619 GRANDVIEW AVENUE SUITE 250 COLUMBUS, OH 43219 TEL: 614.441.4222 FAX: 614.441.4222	NO.	DATE	BY	REVISION
					PROJECT NO.: 14-001 DRAWN BY: G.D. CHECKED BY: R.V.				

COUGHLIN'S CROSSING

CITY OF DELAWARE, OHIO

COMPREHENSIVE SIGN PLAN - *Preliminary Plan Review*

September 28, 2016

INDEX TO PLAN AND DRAWINGS:

- SHEET 01: TITLE SHEET
- SHEET 02: PROPOSED SIGNAGE TEXT
- SHEET 03: PROPOSED SIGNAGE TEXT
- SHEET 04: SITE SIGN LOCATION PLAN
- SHEET 05: PRIMARY DEVELOPMENT SIGN
- SHEET 06: SECONDARY DEVELOPMENT SIGN
- SHEET 07: TERTIARY DEVELOPMENT SIGN
- SHEET 08: DIRECTIONAL/WAYFINDING SIGN
- SHEET 09: WALL SIGN TYPES
- SHEET 10: PROJECTING SIGN TYPES
- SHEET 11: CANOPY SIGN TYPES
- SHEET 12: SIGN LIGHTING TYPES

COUGHLIN'S CROSSING

CITY OF DELAWARE, OHIO

COMPREHENSIVE SIGN TEXT

- a) Entry Features and Signs. A comprehensive sign plan shall be provided and approved in conformance with Section 1165.16(c), this text, and the Final Development Plan.
- A Comprehensive Sign Plan shall be submitted for review and approval with this text or prior to or concurrent with the First Final Development Plan. All signs in the Sub-Area shall be in conformance with the approved comprehensive sign plan. The comprehensive sign plan shall meet the following requirements. Unless noted below, all signs shall meet the current Zoning Code.

- i) All Signs. All signs shall be designed and located in a manner that is appropriate and consistent with the overall design of the Sub-Area and the Gateways and Corridors Plan. Unless noted otherwise, externally illuminated and reverse channel letter signs are preferred. For the purposes of this text, a reverse channel letter sign is generally a type of sign that utilizes an opaque aluminum letter which is stud mounted away from the wall or mounting surface. Rear illumination creates a soft glow or halo behind the letter. Changeable copy and changeable face signs are prohibited except for gas pricing signs as approved with the Final Development Plan. Businesses located within a business shall not be permitted any free-standing signs and shall be limited to one non-illuminated wall sign not exceeding 2 square feet in area located in a sign band. No building shall have more than 2 such signs. Signs shall not be allowed to fall into disrepair as determined by the city. If signs are found to be in disrepair the City order them removed, modified, or improved and the then owner of the property is required to comply with any such order within 30 days.

COUGHLIN'S CROSSING

CITY OF DELAWARE, OHIO

COMPREHENSIVE SIGN TEXT

ii) Freestanding Signs. Except for development identification and directional signs, freestanding signs are prohibited. Development identification signs shall be of the highest quality and design and serve as part of overall entry features to the Development. Development identification signs may only be provided at areas depicted on the comprehensive sign plan. No more than 2 primary Development identification Signs shall be allowed. Primary Development identification signs shall not exceed 20 ft. in height and must be located adjacent to US 23. Any single development identification sign may be permitted to include up to 5 accessory tenant panel signs as approved on the comprehensive sign plan. Additionally, 2 (two) secondary monument ground signs, which shall not exceed 9 ft. in height (including a stone base), are to be located adjacent to US 23 and the Meeker Way site entrances. 2 (two) tertiary monument ground signs, which shall not exceed 5 ft. in height (including a stone base), and shall not include tenant panels, are to be allowed along Stratford Rd at site entrances in conformance with the Gateway and Corridor Plan.

iii) Wall Signs. As a result of the limitations placed on free-standing signs, flexibility shall be allowed for wall sign area. Wall signs shall be integrated into the overall design of the building to which the sign is attached in an area established as part of the building design approval for the purpose of mounting a wall sign (a sign band area). Only one wall sign is permitted per primary tenant per frontage of a public or private street except that there shall be no more than 2 such signs per primary tenant per building. In addition, one ancillary or directional sign no larger than 2 sq. ft. in area may be granted administratively. Except along US 23 and Meeker Way, no primary signs shall be permitted facing a residential district or use. Reverse channel letters signs, as previously defined, and gooseneck down lighting are preferred.

iv) Other Signs. A temporary marketing/for sale or lease sign plan shall be provided as part of the comprehensive sign plan for the development. All other signs shall meet the current Zoning Code. Temporary grand opening signage is allowed for up to 30 days (initial opening of the business) and shall not include streamers, balloons, spinners, other air activated devices, billboards, search lights, flag (or blade flag) signs, flutter flag, or other temporary or permanent signs or attraction devices shall be permitted.

iv) Prohibited Signs. Streamers, balloons (inflatable or hard plastic), spinners, any air-activated devices, billboards, search lights, flag (or blade flag) other devices prohibited within the Zoning Code of the City of Delaware, cardboard signs, sandwich board type signs, or other attraction devices shall be prohibited.

vi) Existing Billboards: All existing billboards are to be removed with development of the site.

SIGNAGE LEGEND

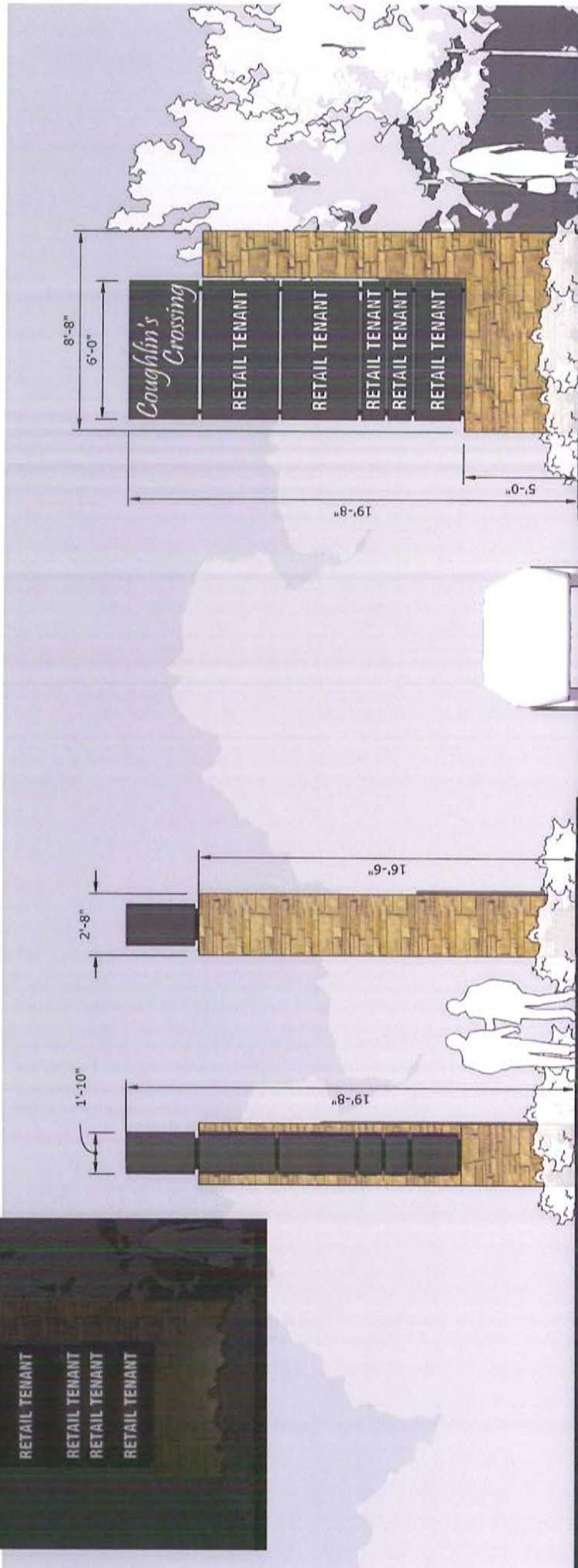
- P** PRIMARY DEVELOPMENT SIGN
QUANTITY: 02
- S** SECONDARY DEVELOPMENT SIGN
QUANTITY: 02
- T** TERTIARY DEVELOPMENT SIGN
QUANTITY: 02

SITE SIGN LOCATION PLAN
NOT TO SCALE



NIGHT VIEW

Coughlin's Crossing - Pin Mounted, Reverse Lit Halo Glow
Retail Tenant Signage - Internally Illuminated



SIDE VIEWS

PRIMARY DEVELOPMENT SIGN (QTY 02)
SCALE: 1/4" = 1'-0"

COUGHLIN'S CROSSING
SIGNAGE PACKAGE
SEPTEMBER 28, 2016

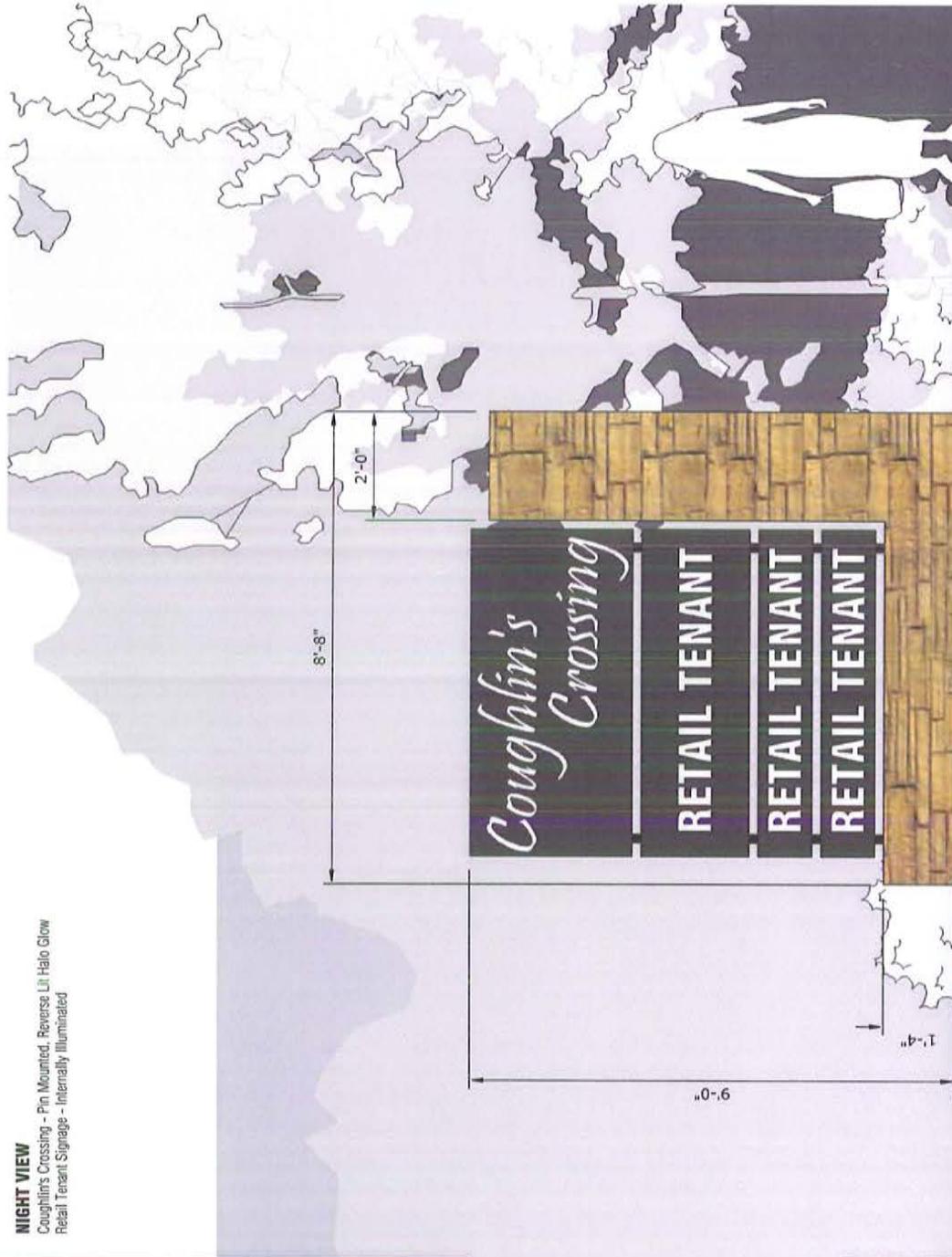


*Drawings are for design intent only. Not for production.



NIGHT VIEW

Coughlin's Crossing - Pin Mounted, Reverse Lit Halo Glow
Retail Tenant Signage - Internally Illuminated

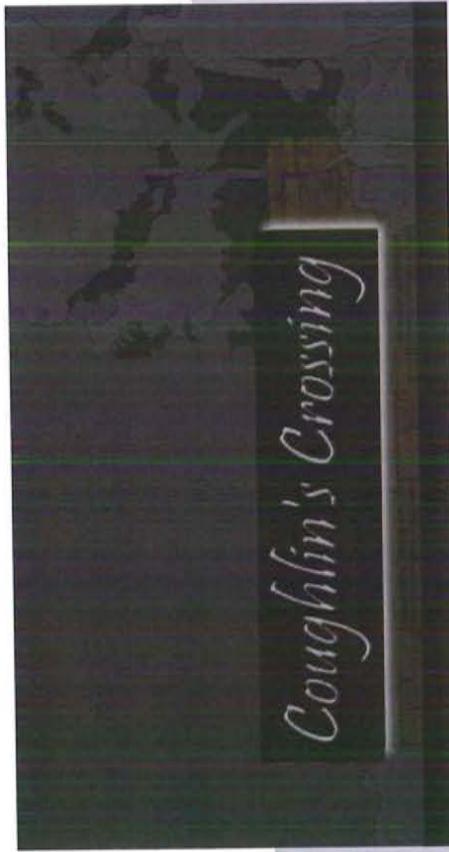


SECONDARY DEVELOPMENT SIGN (QTY 02)
SCALE: 1/2" = 1'-0"

COUGHLIN'S CROSSING
SIGNAGE PACKAGE
SEPTEMBER 28, 2018



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NIGHT VIEW

Coughlin's Crossing - Laser Cut Void, Back-Lit



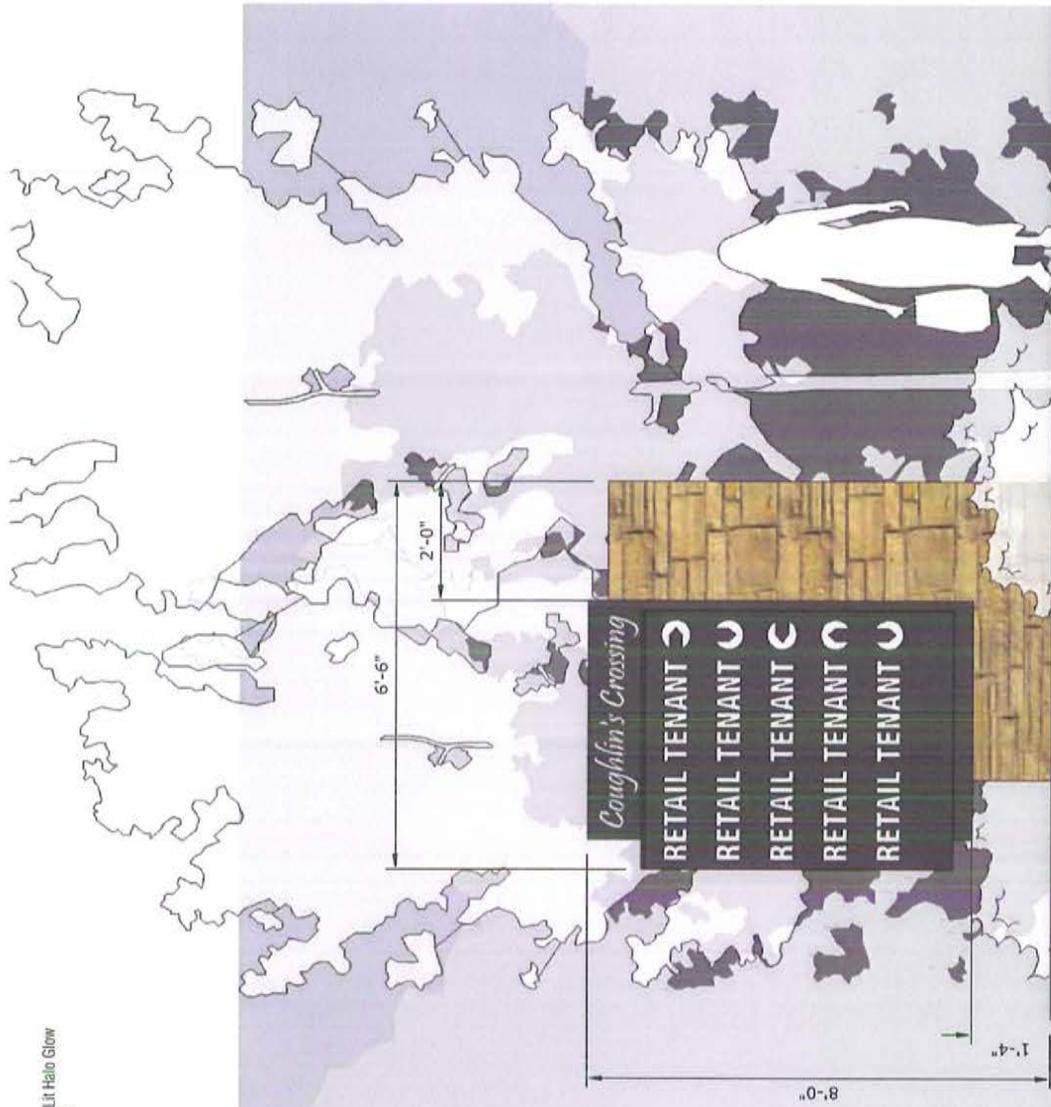
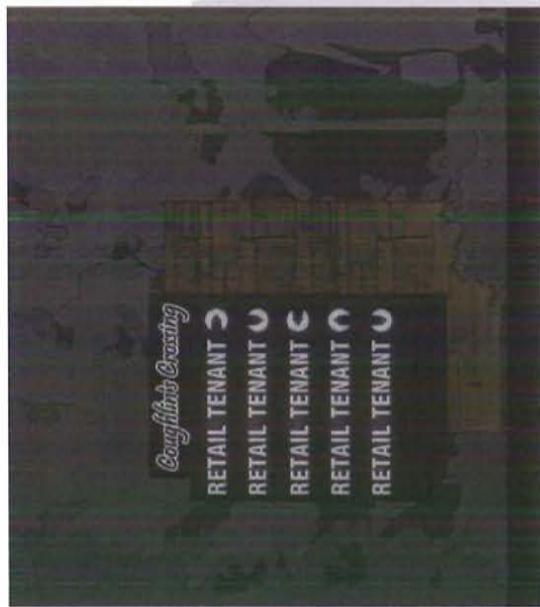
TERTIARY DEVELOPMENT SIGN (QTY 02)
 SCALE: 1/2" = 1'-0"

COUGHLIN'S CROSSING
 SIGNAGE PACKAGE
 SEPTEMBER 28, 2016

Mannik Smith GROUP
archall
 ARCHITECTS & DESIGNERS
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NIGHT VIEW

Coughlin's Crossing - Pin Mounted, Reverse Lit Halo Glow
Retail Tenant Signage - Internally Illuminated



DIRECTIONAL / WAYFINDING SIGN (QTY TBD)
SCALE: 1/2" = 1'-0"

COUGHLIN'S CROSSING
SIGNAGE PACKAGE
SEPTEMBER 28, 2016



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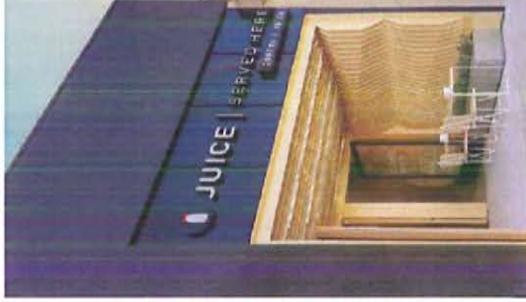
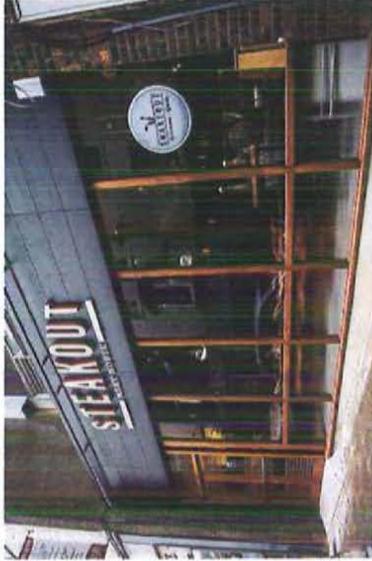
WALL SIGNS

Definitions + General Guidelines

Wall Signs. As a result of the limitations placed on free-standing signs, flexibility shall be allowed for wall sign area. Wall signs shall be integrated into the overall design of the building to which the sign is attached in an area established as part of the building design approval for the purpose of mounting a wall sign (a sign band area). Only one wall sign is permitted per primary tenant per frontage of a public or private street except that there shall be no more than 2 such signs per primary tenant per building. In addition, one ancillary or directional sign no larger than 2 sq. ft. in area may be granted administratively. Except along US 23 and Meeker Way, no primary signs shall be permitted facing a residential district or use. Reverse channel letters signs, as previously defined, and gooseneck down lighting are preferred.

WALL SIGNS

Signs mounted to building in parallel form. Respect and add to the architecture and scale of the building. Consistency with store design and concept.



COUGHLIN'S CROSSING
SIGNAGE PACKAGE
SEPTEMBER 28, 2016



archall
ARCHITECTURAL CONSULTANTS

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Definitions + General Guidelines

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PROJECTING SIGNS

Signs attached to building in perpendicular form. Respect and add to the architecture and scale of the building. To be mounted out of reach of pedestrians.



COUGHLIN'S CROSSING
SIGNAGE PACKAGE
SEPTEMBER 28, 2016



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ARCHITECTURAL

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WALL SIGNS Definitions + General Guidelines

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CANOPY SIGNS

Signs attached to architectural canopies of building. Can consist of store names, simple graphics, or addresses.



COUGHLIN'S CROSSING
SIGNAGE PACKAGE
SEPTEMBER 28, 2016



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SIGNAGE LIGHTING

Definitions + General Guidelines

Signage lighting engages and add to the character and feel of the building environment. Illumination of the sign, in addition to the design of the signage element, should complement and accentuate the architecture of the building on which it is located. All supports and hardware shall complement the architecture as well.

EXTERNAL LIGHTING



INDIRECT LIGHTING



INTERNAL LIGHTING



COUGHLIN'S CROSSING
SIGNAGE PACKAGE
SEPTEMBER 28, 2016

Mannik Smith GROUP
ARCHITECTURAL DIVISION
archhall

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David M. Efland

From: David M. Efland
Sent: Thursday, October 27, 2016 2:33 PM
To: 'Ken.Wagner@emerson.com'; Jackie Walker
Cc: Carolyn Riggle; R Thomas Homan
Subject: RE: 23 development

Mr. Wagner – thank you for your comments. As I mentioned, I will ensure that they are included in our case file for public comment and forwarded to both Planning Commission and City Council as a result.

David M. Efland, AICP
Director of Planning & Community Development

City of Delaware
1 S. Sandusky St.
Delaware, OH 43015
www.delawareohio.net
740-203-1600 - Phone
740-203-1699 – FAX



Home of Ohio Wesleyan University
An Ohio Main Street Community – Main Street Delaware
Forbes Top 10 "Best Places to Raise a Family"
An AARP "Livable Community"

From: Ken.Wagner@emerson.com [mailto:Ken.Wagner@emerson.com]
Sent: Thursday, October 27, 2016 12:38 PM
To: David M. Efland; Jackie Walker
Cc: Carolyn Riggle; R Thomas Homan
Subject: RE: 23 development

Hello I want to thank you for the prompt response. Here are a few of my thoughts.

1. How would we support another grocery store. Do we really need one that close to a Kroger and Wal-Mart?
2. How would we support another gas station. It would be right next to the Turkey Hill.
3. I see in the plans there are openings for retail space. We have empty retail space right now across the street and down the road. Why would we need more?
4. Right now this is true green space why would you destroy so many trees and wildlife, when just down the road there is empty farm land looking for developers.

5. I understand your legal requirements to do a traffic study, but no one in their right mind would say that this will not have a negative effect on congestion on 23.

I think the new intersection that removed the light was a great solution, but now we are going to add a new light. Really!!!!!!

6. Have you done a traffic study for Hawthorn Blvd?

7. What are the plans for Hawthorn Blvd. Are you going to reservice it? Are you going to remove our central flower area at the intersection?

If this ever happens you need to seriously consider road bumps for Hawthorn Blvd and if not road bumps at least add several stop signs.

8. Please make sure and think about the extra light pollution this will cause and how to reduce it.

You know in the first meeting when this was proposed to the community you said it was an improvement to Delaware. It is anything but that. It seems that it will be an island and not benefit the whole community. I want to express how disappointed I am in the leadership for even considering this proposal. It rapes the land, ads congestion to an already overcrowded area, and does not give our whole community any benefit.

At a time when government is in the news so much, you would think that our local officials would take the time and reflect on what they can really do to help our community and not deplete it.

I fear that my comments will fall on deaf ears and that this is a done deal.

Please please make me a liar and do your due diligence and make the tuff decisions that really make Delaware a great place to live.

I do really appreciate your time and understand that you have a thankless job that never ends, and that you cannot make everybody happy.

Thanks for giving me this opportunity to voice my concerns.

Ken

From: David M. Efland [<mailto:deffland@delawareohio.net>]

Sent: Thursday, October 27, 2016 9:57 AM

To: Jackie Walker; Wagner, Ken [NETPWR/LIEBERT/DEL]

Cc: Carolyn Riggle; R Thomas Homan

Subject: RE: 23 development

Hello Mr. Wagner. Thanks for the communication. Per the voice mail I left at your mobile number below, I offer the following response to your question - The proposal (Coughlin's Crossing) has been heard formally once before the planning commission. They make a recommendation to City Council and, of course, City Council has the final vote.

The Commission heard the cases and held the required public hearing at their October 19, 2016 meeting. They tabled the case until their meeting next week – Wednesday, November 2 beginning at 7 PM here at City Hall – you are welcome to attend. At that time they will likely deliberate, perhaps ask additional questions, and perhaps make a recommendation. The public hearing for Planning Commission was opened and closed at their October 19th meeting, but they may entertain additional comment. Should they make a recommendation at next week's meeting, the case will move on to City Council. City Council would set a public hearing date and time which could be in late November at

this point although I cannot be definitive because the Commission has to act on the case first which will set in motion the initial City Council time line.

As I mentioned in my voice mail, I want to let you know that you need not be present to make a comment. If you have some comments you wish to make, you are welcome to email them to me and I will ensure that they are entered on the record and given to the applicant, Commission, and to City Council for consideration.

Finally, you can find submitted information on our web site for your review and consideration located at this link:

<http://www.delawareohio.net/planning-and-community-development-projects/>

Feel free to email or call with any questions.

David M. Efland, AICP
Director of Planning & Community Development

City of Delaware
1 S. Sandusky St.
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Home of Ohio Wesleyan University
An Ohio Main Street Community – Main Street Delaware
Forbes Top 10 "Best Places to Raise a Family"
An AARP "Livable Community"

From: Jackie Walker
Sent: Thursday, October 27, 2016 8:20 AM
To: Ken.Wagner@emerson.com
Cc: David M. Efland; Carolyn Riggle; R Thomas Homan
Subject: FW: 23 development

Thank you for your email, Mr. Wagner.

I know that Planning Commission heard the case last week, however, I am not sure when it will be presented to Council for a vote.

I have copied Dave Efland, Planning and Community Development Director, on this email. He will be able to provide more information.

Please let me know if there is anything further that you need.

Jackie Walker

Jacqueline M Walker