

**CITY OF DELAWARE
PLANNING COMMISSION MEETING
COUNCIL CHAMBERS
1 SOUTH SANDUSKY STREET
6:30 P.M.**

AGENDA

6:30 PM

DECEMBER 15, 2021

Live streaming of meeting will be available under "Events" at www.delawareohio.net and will no longer be available on Facebook Live.

1. ROLL CALL

2. REGULAR BUSINESS

A. Addison Farms (Tabled at the December 1, 2021 Planning Commission Meeting-motion required)

1. 2021-3843: A request by Addison Properties for approval of a Rezoning Amendment from A-1 (Agricultural District), R-3 (One-Family Residential District) and B-4 (General Business District) to A-1, R-3 & B-4 PMU (Agricultural District, One-Family Residential District and General Business District with a Planned Mixed Use Overlay District) for Addison Farms on approximately 272.67 acres located west of US 23 and east of Smith Park.
2. 2021-3844: A request by Addison Properties for approval of a Conditional Use Permit allowing the placement of PMU (Planned Mixed Use Overlay District) to be established for Addison Farms on approximately 272.67 acres located west of US 23 and east of Smith Park.
3. 2021-3845: A request by Addison Properties for approval of an Overall Preliminary Development Plan for Addison Farms on approximately 272.67 acres located west of US 23 and east of Smith Park.

ANTICIPATED PROCESS:

1. Commission Motion to Remove Cases From the Table
2. Staff Presentation
3. Applicant Presentation
4. Submission of received public comment (public hearing closed at November 3, 2021 meeting)
5. Commission Action

3. PLANNING DIRECTOR'S REPORT

4. COMMISSION MEMBER COMMENTS

5. NEXT MEETING DATE: January 5, 2021

6. ADJOURNMENT



Item Cover Page

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: December 15, 2021

SUBMITTED BY: Elaine McCloskey

ITEM TYPE: Staff Reports

AGENDA SECTION: REGULAR BUSINESS

SUBJECT: Addison Farms (Tabled at the December 1, 2021 Planning Commission Meeting-motion required)

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SUGGESTED ACTION:

ATTACHMENTS:

[001 December Staff Report.pdf](#)

[02 addison farms maps.pdf](#)

[03 20211211133949836.pdf](#)

[20211215 Planning Public Comment.pdf](#)

[UPDATED Addison Farms- As Submitted 12-8-21 r.pdf](#)



PLANNING COMMISSION / STAFF REPORT

CASE NUMBERS: 2021-3843-3845

REQUEST: Multiple Requests

PROJECT: Addition Farms

MEETING DATE: December 15, 2021

APPLICANT/OWNER

Addison Properties
3401 Enterprise Parkway
Beachwood, Ohio 44122

REQUESTS

2021-3843: A request by Addison Properties for approval of a Rezoning Amendment from A-1 (Agricultural District), R-3 (One-Family Residential District) and B-4 (General Business District) to A-1, R-3 & B-4 PMU (Agricultural District, One-Family Residential District and General Business District with a Planned Mixed Use Overlay District) for Addison Farms on approximately 272.698 acres located west of US 23 and east of Smith Park.

2021-3844: A request by Addison Properties for approval of a Conditional Use Permit allowing the placement of PMU (Planned Mixed Use Overlay District) to be established for Addison Farms on approximately 272.698 acres located west of US 23 and east of Smith Park.

2021-3845: A request by Addison Properties for approval of an Overall Preliminary Development Plan for Addison Farms on approximately 272.698 acres located west of US 23 and east of Smith Park.

PROPERTY LOCATION & DESCRIPTION

The subject four parcels encompass 272.698 acres and are located east of US 23, west of Troy Road, north of Shelbourne Forest and Hayes Colony Subdivisions and south of Oakhurst and Oakdale Subdivisions. Three of the parcels totaling approximately 248.903 acres are currently located in the City while Sub-Area H, totaling 23.795 acres, is currently located in the township. The applicant is proposing to annex this property into the City in the near future. The subject site has three different zoning districts in the City and one in the township. In the City, the eastern approximate 137 acres is zoned A-1 (Agricultural District) while the western approximate 105.4 acres is zoned R-3 (One-Family Residential District). A small parcel on the northeast portion of the site along US 23 which encompasses approximately 6.5 acres is zoned B-4 (General Business District). The 23.795-acre parcel located in the township is zoned FR-1 (Farm Residential District). The zoning to the north in the City from east to west is B-4, R-6 (Multi-Family Residential District), and R-1 (One-Family Residential District) while in the township the zoning is FR-1. The City zoning to the south of the subject site from east to west is R-1 PUD and R-3 while in the township zoning along US 23 is FR-1. To the east across US 23, the township zoning is PCD (Planned Commercial District) and PRD (Planned Residential District), The zoning to the west in the City is R-3 while the zoning to west in the township is FR-1.

BACKGROUND/PROPOSAL

The owner is proposing a mix-used development for the approximate 272.698 acre site (the plan identifies approximately 238.4 acres of developed land with the remainder of acres in right-of-way (which is approximately 30.77 acres) and reserves/open space (approximately 8.4 A). The development is divided into eight Sub-Areas (A-H). Four of the Sub-Areas have proposed residential site layouts in several development types (B-E) which encompasses approximately 152.9 acres while the remaining Sub-Areas (A, F-H) just have potential uses and acreage which encompasses approximately 85.5 acres. Sub-Areas B-E would contain a maximum 704 dwelling units on approximately 152.9 acres for a density of 4.60 units per acre (consistent with the current R-3 District Density overall). The proposed Development text caps the maximum number of dwelling units in Sub Area A at 350 for a maximum density of 9.45 units per acre. Residential use is a Conditional Use in Sub Area F and the number of units and density would be subject to review during that process should those uses be brought forward. Sub Area G does not permit residential uses. Sub Area H would permit several types of residential uses with maximums enumerated within the Development Text. In addition, there is approximately 7.8 acres in three reserve areas within the development and a right of way / easement reserve east across US 23 which is presumed to be open space totaling 0.6 acres. Merrick Parkway is proposed to be extended from US 23 to the railroad tracks at a minimum (approximately 5,990 lineal feet) and would be the main east/west spine road (proposed improvement #29 on the Thoroughfare Plan) and Heritage Boulevard extended from Hayes Colony Subdivision to Hills-Miller Road (approximately 4,564 lineal feet) would be the main north/south spine road for the proposed development (proposed improvement #20 on the Thoroughfare Plan). The Bruce Road (approximately 1,200 feet

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from existing Woodhaul Dr. to existing Bruce Rd.) connector (proposed improvement #7 on the Thoroughfare Plan) is also a north/south connector road proposed. Other existing stub streets located north and south of the proposed development would either be extended per the City Thoroughfare Plan or terminated based upon public input to date, City Council decision ultimately, and if supported by the required Traffic Impact Study (TIS).

This is a large, complex development proposal, perhaps the most complex mixed-use development proposed ever in the city. Staff across multiple departments have worked together to perform coordinated reviews. There was an informal concept review before Planning Commission, and the applicant had a private meeting with the residents followed by several meetings and a public hearing at the Planning Commission level all of which generated extensive public comment as well. Staff has been responding to extensive public questions as well as reviewing the extensive submission material. Since the November meeting of the Planning Commission, Staff and the Applicant have held discussions principally to align the Development Text and the various plans and to ensure robust preliminary information was submitted. Staff across Departments have provided extensive comments which have been incorporated into this report either in body, by attachment, or both. This report is only a summary of the comments and information, and all are directed to the submission materials in total to review all details.

STAFF ANALYSIS

- ZONING:** The developer has proposed a Planned Mixed-Use Overlay District (PMU) for the proposed mixed use residential and commercial development. The Text and all Plans submitted, if approved, shall regulate the development for the entire site. A PMU zoning district with development text allows for flexibility and creativity in the layout of the development, active and passive open space to permanently preserve environmental features and to account for enhanced buffering and landscaping among others while taking a coordinated and generally upgraded design approach. While there are certain benefits to the Applicant, the PMU Overlay also allows greater control of the development by the City by ensuring the development will be executed to a very specific and high-quality standard which, if approved, is captured within the Development Text and all plans and attachments. Ultimately, the proposed Rezoning Amendment, Conditional Use Permit and Overall Preliminary Development Plan would need to be approved by the Planning Commission and City Council for the development to advance. This is the first step in a lengthy development process. Subsequently any future development in any Sub-Aera would require Preliminary Development Plan review followed by Final Development Plan review as well as any Preliminary followed by Final Subdivision Plat(s). All of these future reviews would occur first before Planning Commission followed by City Council. A unique aspect of this proposal, even for PMU's, is that the Development Text requires an Overall Final Infrastructure Plan/Plat. This will help establish the backbone infrastructure and rights-of-way required rather than having each piece individually reviewed as Sub Area plans are brought forward.

Currently, the landowner has zoning in place allowing the above noted Districts and their associated uses. Failing this PMU, the landowner could utilize the property for those purposes including simply subdividing the land. Alternatively, they could seek smaller, ad hoc zone changes using any number of base zoning code districts each of which would require generally less perimeter buffering, mounding, landscaping, allow potentially more intense development and development types, not require coordinated signage, landscaping, or development approach, etc. This more ad hoc approach would likely not be able to account for the additional setbacks, landscaping, mounding, buffering, use type restrictions, and development type restrictions proposed within the PMU Development Text and all associated plans and information. The PMU approach requires a much more detailed and up-front, master planned process in addition to requiring (up-front) an agreed upon process for future plans. This includes specific multi-step process requirements after the initial approvals sought here to ensure that the appropriate level of detail is developed and brought forward for the Overall Infrastructure Final Development Plan and each Sub Area – first Preliminary Plans (Plats) followed by Final Plans (Plats). This detailed and multi-step approach is unique to this proposal and creates more certainty and opportunity for input, discussion, process, and decision making ultimately by City Council. Finally, it is important to acknowledge that while every detail is not known at this preliminary point in the process, much more detail and information (as well as requirements as contained within the Development Text and plans) is indeed known much earlier in the process than is necessarily required under normal circumstances.

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- **LAND USE:** The recently adopted Delaware Together Comprehensive Plan identifies the majority of the subject site (approximately 247 acres) in the City as Suburban Residential Character and approximately 3.5 acres adjacent to US 23 as an Activity District Character. The remaining approximate 23 acres is located in the township and is identified as a Rural Residential Character.

The Suburban Residential Character Areas are found toward the perimeter of the current city limits and along corridors. These areas include existing, post-1940s subdivisions and the car-oriented, nonresidential corridors associated with them. They are primarily characterized by individual subdivisions or neighborhoods with a specific street and block patterns adjacent to other subdivisions or neighborhoods with a different pattern. A common characteristic of these neighborhoods is homogenous housing types and architectural styles in a block, along a street, or clustered in pods around a common open space.

However, types vary between areas, ranging from detached single-family to multi-family complexes. Driveways, garages, and accommodation of the car is predominant. Some of the key attributes include:

- The street network is typically curvilinear with irregular block structure. It may have limited points of connections and frequent use of cul-de-sacs, especially in subdivisions developed between 1980 and 2000.
- Streets vary in width from 30-foot rights-of-way to 60-foot rights-of-way. Sidewalks are common.
- Blocks vary in dimension by subdivision and may be similar to an urban block or be less defined and more organically shaped by the landscape or former parent lot (lot that existed prior to development).
- The pattern within each subdivision is typically very consistent in terms of lot size. Lot shape may vary and include rectangular parcels, wedge/pie shaped parcels consistent with amore curvilinear street network, or other shapes.
- Buildings are typically located near the center of the lot, with similarly sized front and back yards, and often present the wider façade to the street with the greatest dimension of the lot being the frontage width.
- Attached garages with driveways are common.
- Housing types are typically developed in separate subdivisions (multi-family, single-family, townhouses). Mixing of housing types within a block or along a street is uncommon.
- Buildings are typically one to three stories, with some four-story buildings in multi-family complexes.
- Architectural details may vary within each subdivision depending on the mix of residential types and era of construction. Infill development respects the existing horizontal and vertical proportions of homes as well as location and orientation of buildings on the lots.
- Open space, when present, is provided in an informal and passive manner as well as through neighborhood recreation facilities and clubhouses. In older, larger lot Suburban Residential Character Areas there is usually limited public open space. More recently built areas are more likely to have common open spaces and parks.

The Activity District Character Areas are nodes that provide local and regional destinations for the community. Some include retail and commercial uses that are smaller scale, serve a local population and are more pedestrian-oriented. Others accommodate community or regional-scale commercial uses, are more car oriented and larger in scale. Some also serve a "gateway" function, marking entrance points into the City. In addition to commercial activities, these districts incorporate a mix of other uses, including institutional, residential, and open space/recreational. Both Infill and Redevelopment are appropriate development contexts for Activity District Character Areas. In many cases, taking advantage of infill opportunities can help to intensify uses in such a way as to maximize the potential of existing infrastructure and limit the need for suburban edge development in other locations. Redevelopment is appropriate in locations where certain types of buildings are functionally underutilized or market conditions changed. In some activity districts public realm improvements and amenities (such as pocket parks, bicycle lanes, street furniture, lighting, public art, etc.) offer the potential for improving quality of place and making areas more appealing as destinations for both residents and visitors. Some of the appropriate development types include:

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- Neighborhood-Scale Activity Center
- Community-Scale Activity Center
- Regional-Scale Activity Center
- Suburban Mixed Residential
- Multifamily Complex
- Commercial Corridor
- Fairgrounds
- Camps or Ecological Conservation Campus
- Hospital/Medical Campus
- Natural Conservation/Preserves

Rural Residential Character Areas are found in a few areas outside the current City limits in adjacent Townships. These areas are comprised primarily of existing subdivisions that were developed in the township under township zoning. Individual homes may rely on on-site septic and wells for water or may have on-site sewage treatment and City water. Individual lots range from one to ten acres in size. These areas are primarily characterized by one or two local streets or private drives with a modest number (ten to 30 homes) or lots with direct access to township or county roads with no internal local streets (frontage lots). These development patterns are common in areas where frontage was sold off from a farm over time, or when a moderate sized piece of farmland was developed. Rural Residential Character Areas accommodate primarily detached single-family homes ranging in style from brick ranches common in earlier decades to contemporary, luxury custom homes. Larger lots allow for side and rear loaded garages, wide façade homes, sizable accessory structures, landscaping and in some cases integration of natural features into the private properties. Rural Residential Character Areas include established and stable development within the planning area but currently outside of the City’s jurisdiction. (As the City continues to grow outward, these areas are at risk of being left as unincorporated islands unless appropriate zoning and other regulations are in place.) The planning approach for these areas is to maintain and enhance the character of development. The most likely Development Context for these areas will be Infill or Suburban Edge Development. Suburban or urban design standards should not be forced on these areas. It is not anticipated that these areas will be annexed within the ten-year timeframe of this plan but if annexation is to occur, future subdivision of large lots is discouraged, unless wholesale redevelopment and infill is adopted. This is not a recommended Character Area for new subdivisions. Some of the appropriate development types include:

- > Rural Subdivision
 - > Rural Frontage
 - > Natural Conservation/Preserves
 - > Fairgrounds
 - > Camps or Ecological Conservation Campus
 - > Eco-Village
- Please see the attached additional information from the Comprehensive Plan. Each Goal, Objective, and Action should be weighed against the proposal. Not all elements of the proposal will align perfectly with all Plan elements. This is expected on individual sites. City Council ultimately must weigh and consider the proposed development in total and the Comprehensive Plan elements in total in determining conformance (or not) with the Comprehensive Plan.
 - Staff finds on balance that the proposal conforms with many elements contained within the Comprehensive Plan and that with the additional setbacks, buffering, landscaping, design elements, development type restrictions, as well as bulk, set back, and height restrictions that appropriate transitions are potentially present (Goal A, Objective A.1, Objective A.2, Objective A.3, Objective A.5, Objective A.7, Objective A.8, Objective A.9, Action A.9.1, Objective A.10, Action A.10.1, Objective A.12, Action A.12.3, Action A.12.5, Objective A.14, Action A.14.1, Action A.14.3, Objective A.17, Objective B.4, Objective B.6, Action B.6.3, Action C.6.2, Goal D, Objective D.1, Objective D.3, Action D.3.3, Action D.3.10, ActionD.3.11, Objective D.6, Action D.6.1, Action D.6.2, Objective E.2, Objective E.3, Action E.3.7, Objective E.4.1, Action E.4.1, Objective E.5, Action E.5.1, Objective E.9, Action E.9.1, Objective

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E.10, Action E.10.1, Action E.10.2, Action E.10.3, Objective E.12, Action E.12.1, Objective E.13, Objective F.1, Action F.1.3).

The site is within a defined New Development Opportunity area in the Delaware Together Plan (p. 46-47). This is distinct from infill and redevelopment opportunities noted in the Plan. Additionally, the Development Framework (p. 38) and Development Context (p.39-44) should be weighed against the proposed development. The Development proposal, while specifically noted as a New Development Opportunity site, also exhibits elements of infill development given its location between much pre-existing development that ranges in sizes and types of single family to commercial near US23 and some fairly intense multi-family development along Bruce Road. This places a heavy emphasis upon appropriate buffering, landscaping, and setbacks for uses that are not executed exactly like adjacent uses. While the Plan does note in several places that different development types and designs can be used to formulate appropriate transitions potentially without additional buffering, Staff evaluates these elements on balance against the proposed development to as necessary to require the proposed additional setbacks and buffering together with the development types (and their restrictions) to be appropriate and needed in this case and more responsive to the public input received to date as well. Overall, the proposal exhibits traditional land use transitions of intensity from US23 back to the west and active railroad tracks as well as from Merrick Parkway together with critical additional buffers and setbacks and the single story residential development type restriction in Sub Area E.

- As part of work completed by the Economic Development Department (see attached memo) supporting Delaware Together as well as city economic development efforts, the Economic Development Department finds the proposal to be consistent with the Plan and, providing necessary housing to support workers at varying income levels including workforce housing (Action B.6.3, Goal D, Objective D.1, Objective D.3,). Further, the Department finds that many of these workers will be staffing the retail, service and office-based business in the development, however, many also will support existing retail, restaurant, service, and industrial businesses. This is greatly needed considering the post-pandemic worker shortage that all employers are currently facing.
- **ENGINEERING** The Applicant needs to obtain engineering approvals, including any storm water and utility issues through the Engineering and Utilities Departments. A stormwater study for each Sub-Area would be required with any Preliminary Development Plan submittal. 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.
 - See attached memo. Additionally, some Public Works Department, City Engineer, and City Utility Director summary comments are as follows:
 - A preliminary overall stormwater analysis has been supplied and has been preliminarily reviewed. Future Sub Area plans will require very specific plans to be submitted and reviewed as indicated per code.
 - All stormwater management features must be in compliance with the approved stormwater management plan and report as reviewed and approved by the City
 - Any stormwater basin constructed adjacent to Merrick and Heritage must be protected by appropriate guardrail. Guardrail may be in the form of wood timber construction along Merrick and Heritage. ODOT standard rail shall be used along US23 and associated intersections.
 - The specific basin shown at the northwest corner of Merrick and US23 is not permissible at this location being adjacent to high-speed traffic.
 - Regarding pervious and impervious surfaces. The developer does not necessarily need to limit impervious surfaces, they only need to account for them in their Stormwater Management Plan (SWMP). Typically speaking, the use of pervious surfaces does make meeting the requirements of a SWMP easier. While the City would encourage the use of pervious surfaces to the extent practical there is no requirement to do so in code. Nor is there a legal way or code requirement to penalize the developer for using impervious

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surfaces if their SWMP takes these surfaces into account as they are normal and customary surfaces in any development.

- Regarding existing field drainage tiles and stormwater management. There is existing field tile present, the design engineer has been instructed to work with the County Engineer in their locations, as they are the review authority for farm and county drainage tiles. Drainage tiles may not be blocked, but they can be cut and their existing flows must be accounted for and included in the drainage design of any development, as they were with both neighboring communities. Some of the existing surrounding developments (specifically Oakhurst) did not account for stormwater management and the developer is proposing to include solutions to accommodate and address this off-site element which will utilize best management practices aimed at improving the quality, quantity, and rate of flow of water coming from the Oakhurst Development before it reaches the natural waterways. For the development overall, stormwater management requirements are to account for volumes, slow down flow, and ensure water quality which is exactly what the SWMP portion of the process addresses.

- **ROADS AND TRAFFIC:** The City is in the process of preparing the Northwest Arterial Corridor Analysis to evaluate the northwest quadrant of the City and transportation alternatives for safe and efficient roadway connectivity. The proposed development would require a traffic impact study (TIS) that would need to be approved by the City, County and ODOT. The developer would be responsible for any improvements and/or financial obligations the subject mixed use residential and commercial development would have in the area per the City Engineer, County Engineer and ODOT. Financing and other agreements may be entered into through the applicable required separate processes for such. Public Works is engaging a consultant to review the feasibility of constructing Merrick Parkway over the railroad tracks on the alignment established by this proposed development and other area developments.

The developer is proposing multiple access points to the subject development. Merrick Parkway extended from US 23 to the railroad tracks at a minimum would be the main east/west spine road (proposed roadway improvement #29 of the adopted Thoroughfare Plan) and Heritage Boulevard extended from Hayes Colony Subdivision to Hills-Miller Road would be the main north/south spine road for the proposed development (proposed roadway improvement #20 of the adopted Thoroughfare Plan). Merrick Parkway would have two roundabouts with one at the Bruce Road connection and one at Heritage Boulevard. The Bruce Road connector would extend north of the roundabout while Woodhaul Drive would be extended south of the roundabout to the Shelbourne Forest Subdivision.

The most recent plan submitted, and which is more reflective of public comments, shows the Woodhaul Roundabout moved northward (approximately 55 ft.) and westward (approximately 33 ft.) from the previous location creating more room between it and the adjacent properties to the south and additional buffer area in the wooded reserve. Staff recommends as Sub Area planning proceeds that analysis should be done to consider moving the Merrick/Woodhaul/Bruce roundabout as far north as possible, while minimizing impacts on streams and trees, and that landscaping enhancements are incorporated in this roundabout area to provide the maximum buffering possible to the south while ensuring safety and site line visibility per the City Engineer.

Please see the attached memo from the Public Works Department and what follows are additional summary items from various Staff including the City Engineer and Public Works department:

- Merrick Blvd Extension
 - *Merrick has been included in City Transportation plans for over twenty years (and even dates prior to being shown substantially in this location in the 1965 Comprehensive Plan) and is considered an integral and necessary element to establishing a quality roadway network for the northwest area of the community.*
 - *Modeling continues to demonstrate that Merrick will serve not only the proposed Addison Development, but the several hundred residents living west of Troy Road desiring efficient access to US23*

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- *Merrick will provide much needed relief to the daily congestion along the West Central Avenue corridor.*
- *Merrick will be a Priority 1 route for the City, meaning it will receive higher attention than other streets concerning road maintenance, plowing etc.*
- *Designating Merrick as a major collector or minor arterial has no bearing on the connectivity, alignment, access restrictions, posted speed assigned to it.*
- *The number of lanes depends on volume of internal plus external traffic trips, adjacent land use, and intersection operation. Until a TIS is complete by the developer, along with the NWACA study and separate centerline alignment study, lane assignment will not be available.*
- *The alignment of Merrick at the west end of the Addison development is subject to change pending the outcome of the ongoing Merrick centerline Profile Alignment work being completed through the Public Works Department. It is possible that Merrick, west of Heritage, may be constructed notably higher than adjacent property to establish the proper vertical alignment with the future extension over the CSX RR.*
- *The amount of clearing and grading adjacent to Merrick cannot be determined at this point until final engineering is completed. It is safe to assume there are areas that will be graded across the entire right of way and potentially even beyond that to construct the road.*
- *Traffic calming in the form of center islands or other measures will be required as part of the design to aid in managing traffic speed.*
- *Roundabout intersections along Merrick are acceptable to improve intersection operation, safety, and landscaping opportunities.*
- *The posted speed of Merrick is likely to be between 25 MPH and 35 MPH*
- *The alignment of Merrick within Addison has not been specifically determined and should be a function of development layout, geometric constraints, and quality neighborhood planning. Lines depicting Merrick in the current and prior Thoroughfare Plans are to be interpreted as proposed connections and not geometric alignments. The Development Text proposed includes as a next future step the submission and review of an Overall Infrastructure Final Development Plan which would include much more specific information and detail in this regard. Ultimately, Final Plats and Engineering Plans will determine and document the right-of-way and roadway details.*
- *An alignment for the section of Merrick along the north edge of the existing Shelbourne Forest development could be moved further north and should be considered for potential grading concerns, to establish greater distance between the roundabout intersection and the Woodhaul Drive street stub, and to provide more greenspace where layout permits for buffering against existing residences, as seems to be the case in the current proposal dated 11/15/21. The current revision incorporates additional northward and westward placement of the Roundabout toward this end.*
- *Grading near US23 will be substantial, requiring significant cuts into the hillside to develop an approvable low slope centerline profile for Merrick, and adhering to ADA accessibility requirements for pedestrians using the connection. Grading will likely extend along both sides of Merrick for several hundred feet west, and into the proposed commercial parcels.*
- *Significant setbacks from US23 will likely be required of the Addison project to account for highway improvements for both this development, and for future ODOT widening of US23. Setbacks beyond the current right of way should be considered to accommodate as many as three additional lanes along US23 for through and turning movements, paved shoulder and grading. This is subject to ODOT review and development of the required TIS.*
- *No access will be approved from US23 into the Addison property outside Merrick.*
- *Changes to Pinecrest Drive access at US23 should be anticipated in association with the construction of the Merrick/US23 intersection. Pinecrest will likely be restricted to a Right-in right-out configuration in favor of directing traffic to the new signalized Merrick/US23 signalized intersection.*

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- Street Stubs

- *In principle, all street stubs should be extended as originally intended when constructed in support of improving neighborhood connectivity for all motorists, pedestrians, cyclists etc. entering and exiting a particular area.*
- *All neighborhoods should be provided with access to the north, east, south, and west to promote efficient and quality access.*
- *Neighborhood connectivity provides critical routes to minimize emergency responder response times*
- *Neighborhood connectivity provides improved access and routing for public services such as refuse collection, snow removal and school busing.*
- *Neighborhood connectivity provides improved access and routing for delivery services from US Mail and private carriers.*
- *Neighborhood connectivity spreads traffic flows throughout the street network, reducing higher concentrations at limited access connection points*
- *Elimination of any planned street connection remains subject to completion of a TIS and subsequent review by staff.*
- *The following stub conditions are under consideration -*
 - *Hayloft Drive – Remain as a pocket park. May be supportable with an agreement placing responsibility of maintenance and repair to HOA and construction of a public path between Pinecrest and Merrick with the development of Addison.*
 - *Woodhaul Drive – To be connected as planned*
 - *Executive Drive connection to the west (Vacant lot) – If supported, would likely result in minor increase in traffic on Woodhaul heading to Merrick. Public paved walking path between Executive and Addison required.*
 - *Taylor Ave – Acceptable with termination in new cul-de-sac constructed by Addison.*
 - *Bruce Rd. – Required connection for network connectivity. To be constructed by Addison.*
 - *Hope Lane – If abandoned, pavement must be removed and modifications to Kennington made. Right of way to be abandoned.*
 - *Sylvan & Kennington Connections – Both required for neighborhood connectivity. Elimination of either creates permanent public stub street(s) serving private property, and ninety-degree intersection operations at Hope Lane. Establishing access restrictions is not approvable as they are difficult to monitor and will be violated by motorists. Neither Kennington or Sylvan should serve as ‘cut through’ streets as there are no commercial or business attractors within the immediate vicinity to attract those type of movements away from Heritage or Hills Miller.*

- Heritage Extension

- *Designed as loaded street with parking on both sides to the south of Merrick*
- *Designed as controlled access unloaded with traffic calming incorporated to the north of Merrick*
- *Improvements at Hills Miller to be included with Addison project*

- Private Streets

- *All streets serving multifamily and commercial parcels are to be privately owned and maintained, but to be constructed to public standards where applicable.*

- Cul-de-sac streets

- *Cul-de-sac streets constructed with center islands must be signed with No Parking within the bulb area.*
- *Landscaping maintained by the HOA should be required in all center islands.*

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- Transportation Fees and Financing

- *There is no agreement to date outlining the nature, amount, or use of transportation fees, TIF, and/or NCA financing methods in association with the Addison development, though it is anticipated one will be developed. A typical inclusion in such an agreement is a payment per unit dedicated toward area transportation improvements not otherwise accounted for such as the grade separated railroad crossing, pedestrian connection to Smith Park, and others the City Engineer may determine. Typically, this has been \$1,000 per dwelling unit.*
- *Potential fees and/or financing may be used to offset public roadway infrastructure development costs that provide significant benefit to the city transportation network outside of the transportation needs of the development.*
- *When public funds are used to offset transportation costs, the City will have significant authority to direct the geometrics of the associated improvement(s) to be sure it serves the intended greater public use outside of just the development*

- **BIKE PATHS AND PEDESTRIAN ROUTES:** Per the adopted Bicycle and Pedestrian Master Plan 2027, the developer is proposing multi-use paths on the south side of Merrick Parkway, on the east side of the Bruce Road connector, along the west side of Heritage Blvd. north of the roundabout, from Executive Blvd through a city owned lot to the proposed park in Sub Area C, and an easement for a future path along the frontage of US 23 in Sub-Area G. Sidewalks will be required along all public roads on both sides of the street unless a bikepath is specified for one side of street in which case it would substitute for the sidewalk on that side. In Sub-Area C a field located, stone/gravel path would extend from the stub of Taylor Avenue west thru Open Space J to Heritage Boulevard. Staff recommends that the subject field located stone/gravel path should be installed by the developer and extended thru the proposed park in Sub-Area D (Open Spaces L) westward to the proposed multi-use path stub in reserve N extending from and connecting to the Merrick Parkway multi-use path. The exact alignment of this path would be determined during the Final Development Plan process and via field location during the construction process for this Sub-Area.

Private streets shall have a sidewalk on at least one side to be consistent with other similar approved projects and connecting the development into the larger public pathway network surrounding the Sub Area in question. Regardless of if or when Merrick Parkway is extended over the railroad tracks, this proposed development represents an important opportunity to account for a pedestrian connection (hopefully sooner than a grade separated roadway connection) from the proposed development to the expanded Smith Park. This element could be considered as part of any financing agreement to facilitate the City's efforts to complete such a project either over or under the railroad.

- *Below are Staff comments including from the Parks and Natural Resources Director, Public Works Department, City Engineer, and Planning & Community Development Director.*
 - *Pathways shown on private property shall be maintained by a HOA or other overall master development association as well as the multi-use path along Heritage north of the Roundabout.*
 - *The City shall maintain multi-use pathways along Merrick, Bruce/Woodhaul Dr., and the future path along US23. The City shall maintain the gravel/stone path in Open Space J should it be dedicated to the City as well as the recommend required such path through open space L regardless of if that Open space is dedicated to the City.*
 - *Staff recommends along the north side of Merrick Parkway west of the roundabout and connecting to the Heritage Blvd. multi-use path, in place of the required sidewalk a multi-use path should extend to the railroad tracks for connectivity and continuity.*
 - *As Sub Area development plans come forward for Sub Area G, the developer proposes to dedicate an easement for a multi-use path. This is appreciated. Staff recommends that as lot by lot development occurs along the US 23 frontage in this Sub Area, the development shall be required to install this path or make a payment in lieu of installation at the sole discretion of the city.*

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- **PARKLAND AND OPEN SPACE:** The proposed development would have preliminarily about 69 acres of open space which is approximately 25% of the 272.698 acres site. The open space areas are specifically noted with minimum requirements for each Sub Area within the Development Text as well as on the active/passive open space plan. Responding to public comments for limited playground space in favor of passive space which can be activated with multi use and gravel/stone pathways, the proposed plan reflects this as well as adding a playground area in Open Space J. Additionally, private development sites would have their own amenity plans consistent with their individual use and layout to be determined at the time of Sub Area planning and consistent with the Development Text and active/passive open space plan at a minimum. Single family detached subdivisions are expected to provide for tot lots, half-court basketball, exercise stations, and the like distributed as determined with Sub Area planning. Every privately developed Sub Area is expected to have some active amenities consistent with use and as determined through the Sub Area Development Plan process. The amount of open space in each Sub-Area is documented in the development text with a minimum of 20% of open space in all the Sub-Areas except for Sub-Areas F & G which is a minimum 5% because the uses in these Sub-Areas are primarily non-residential but in combination with the Active/Passive Open Space plan these sub areas will exceed the minimum percentages in the Development Text primarily to protect and step back from the existing stream corridor running through these areas. Also, roadway landscaping treatment along US 23 shall meet the requirements of the Gateways and Corridor Plan (monoliths, piers, landscaping, etc.) as well as frontage treatments per the adopted plan. Finally, the open space, detention basins, reserves and all amenities shall be maintained by the HOA or overall master development association except as noted herein.

 - *Staff recommends a more detailed open space and parkland plan should be submitted and reviewed during the preliminary development plan(s) review process for each Sub-Area. Single family detached subdivisions are expected to provide for tot lots, half-court basketball, exercise stations, and the like distributed as determined with Sub Area planning. Every privately developed Sub Area is expected to have some active amenities consistent with use and as determined through the Sub Area Development Plan process.*
 - *The proposed park area in Open Space J (a 7.2-acre park proposed to be dedicated to the City) shall be programmed by the developer with amenities which should include accessible play features, play equipment appropriate for a wide age group, the gravel/stone field located pathway, etc. An overall detailed open space plan would need to be submitted during the Preliminary Development Plan for review during that process. The City shall maintain this area after (and if) dedication to the city occurs.*
 - *Staff would recommend that the planned open spaces be maintained by an overall master association where not otherwise specified herein.*
 - *The roadway landscaping treatment along US 23 shall meet the requirements of the Gateways and Corridor Plan and shall be maintained by the overall master association.*
- **TREE PRESERVATION:** The developer has submitted updated and clarified tree information that identifies the approximate caliper inches of trees (and number of trees) within the development based on 7 sample plots which is an acceptable general method. The City Arborist selected the sample plot areas based upon common best practices and after the Applicant had suggested sample areas both less in amount and area and not as geographically disbursed. All sites were specifically staked in the field as well as trees noted. In summary, Site 2 was selected because it was a representation of the many treed fence lines located throughout the site. Site 4 was selected to represent an area in the woodlands to the south end of the site. The Site 5 survey area does not include the farmers lane, the location of it on the plan is a general area. Actual field locations show the survey area outside of the farm lane. Site 6 does not include Oakhurst Park or an easement. Site 7 represents a slope section on the site. The City Parks and Natural Resource Director and City Arborist have verified the tree survey, sample plots, and condition ratings finding that they are accurate and are representative of the overall wooded areas. This information and the PMU text sets the basic regulatory framework for the subject development that would then need to be documented as to removal and preservation Sub-Area by Sub-Area during the future Preliminary Development Plan and Final Development Plan review processes as well as construction. Below is a summary of the current information and requirements contained with the Applicant submitted Development Text.

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- Total treed acres – 118.9 A
- Note A on Plan reflects Developer will make all efforts to preserve as many Existing Trees on site as possible with emphasis on the trees that are buffering and protecting the natural stream corridor and with the goal of 50% Tree Preservation for the development. This is less any exemptions noted in the Text and Credits for additional trees planted.
- Sub Areas A, F, G, and H –
 - Exact count to be completed with Sub Area planning.
 - Note A on Plan reflects Developer will make all efforts to preserve as many Existing Trees on site as possible with emphasis on the trees that are buffering and protecting the natural stream corridor and with the goal of 50% Tree Preservation for the development. This is less any exemptions noted in the Text and Credits for additional trees planted. Under that goal:
 - Total preliminary acres of trees preserved in Sub Area A – 7.6 A.
 - Total preliminary acres of trees preserved in Sub Area F – 3.95 A.
 - Total preliminary acres of trees preserved in Sub Area G – 3.3 A.
 - Total preliminary acres of trees preserved in Sub Area H – 6.45 A.
- Sub Areas B-E and including Reserve Areas #1-3 –
 - Based upon the Overall Preliminary Plan.
 - Total preliminary acres of trees preserved – 28.5A
 - Total preliminary acres of trees removed – 33.8 A
 - Total preliminary inches of trees preserved per Text including condition rating – 25,189.05 inches or about 46%.
 - Total preliminary inches of trees removed per Text including condition rating – 29,258.50 inches or about 54%.
 - Adding the additional payment per lot and additional trees to be planted per dwelling unit per Text gives a net total in caliper inches of 29,829.05 preserved, payment-in-lieu, and/or additional planting - or slightly above 50%.
 - If a straight base code Chapter 1168 is applied to the proposed removal with no additional credits for the preservation proposed, additional planting, or payment per dwelling unit, a payment at \$100 per caliper inch would be required of \$3,425,600.
- Proposed Development Text requires regardless of Sub Area:
 - Additional payment of \$500 per single family detached dwelling unit
 - Additional payment of \$200 per non-single family detached dwelling units (includes attached units, multifamily, and townhouse)
 - Additional 2 trees planted above code requirements per dwelling unit regardless of type
- Proposed Development Text removal exemptions
 - Thoroughfare Plan roads of Heritage Boulevard, Merrick Parkway, Bruce Road connector
 - Sanitary Trunk Sewer per Sanitary Master Plan
 - Basin A which is 100% for off-site water
 - ½ Basin B which is 50% for off-site water runoff and 50% for development generated water runoff.
 - The previously included exemption for the A-1 property has been removed in favor of the regulatory schedule included.
 - To this point, it is important to recognize that the A-1 Zoned portion of the property, as it sits today, could be timbered without replacement. There are 75 acres of trees on the A-1 portion of the property which equates to almost 80,000 caliper inches in total or

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almost 76,000 discounting estimated dead trees per acre. This represents a cost if a straight base code Chapter 1168 approach would be taken at \$100 per caliper inch of \$7,600,000.

- The submitted Development Text is preferable to any decision that results in by-right timbering as for the A-1 zoned portion of the property preliminarily approximately 30 acres of trees are proposed for preservation.
 - Without the exemptions and applying a straight code Chapter 1168 payment at \$100 per caliper inch to the exemption removals would total be \$1,691,710
- If a straight base code Chapter 1168 is applied at \$100 per caliper inch -
 - The total for exemptions and Sub Areas B-E removal would be \$5,117,310 preliminarily
 - The total for Sub Areas A, H, F, and G for potential removal as preliminarily outlined in Text and plan would be \$2,258,990
 - The total estimated across the development would then be \$7,376,000
- It is estimated based on only preliminarily known infrastructure that thousands of caliper inches of trees will be added in street trees, additional buffer area trees, and required landscaping trees. This will be determined during future Sub Area Development Planning but will certainly add to the overall tree canopy especially in areas that are open farm fields today.
- If any additional preserved qualifying trees are removed during construction, they shall be replaced at \$100 per caliper inch or planted inch per inch above any required landscaping for that Sub-Area or a combination of both.

In general, staff recommends that utilities should not be located within tree preservation zones in the single-family detached residential Sub-Areas. However, it is imperative that lots have utilities and proper stormwater management. The subject lots impacted need to yield a house with a functional rear yard with room for a deck or the like or be restricted as to building envelop limiting the house size. In all Sub-Areas, utilities should not conflict with the tree preservation zones. As Sub Area plans are developed Staff would work to accommodate both the preservation zone and needed utilities.

Staff would recommend no changes to the submitted Tree Removal and Preservation Development Text (and submitted supporting material) as developed and submitted by the Applicant as it is similar to other approved planned developments, consistent with Delaware Together actions (principally A.12.3 and E.4.1), and in light of recent court cases (specifically the United States Court of Appeals, Sixth Circuit in *FP Development, LLC v. Charter Township of Canton, Michigan* (2021)) and the overriding principal of enhanced defensibility of the ultimate decision by City Council in this regard.

- **SITE LAYOUT:** The subject development encompasses approximately 272.698 acres and is divided into eight Sub-Areas (A-H) with Merrick Parkway being the east/west main spine road and Heritage Boulevard being the main north/south spine road. The land use characteristics for each Sub-Area are as follows (essentially from west to east):

SUB-AREA A

The subject Sub-Area is located on the northwest corner of Merrick Parkway and Heritage Boulevard and encompasses approximately 37 acres. The conceptual diagram and Development Text proposes land use and development type options of 2-3 story townhomes/multi-family residential, single-family attached or detached dwellings, and senior housing – attached or detached, and assisted living or nursing homes are permitted. Maximum numbers of units by type are enumerated in the Text as are other specific standards including height, buffering, landscaping, design, and the like. Access to the Sub-Area would likely be through Sub-Area B, Heritage Blvd. as maybe approved per the City Engineer based on the proposed site layout and through future Sub Area Development Plans. A retention basin would be located on the southeastern portion

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of the site fronting Merrick Parkway and Heritage Boulevard. Any buffer to the north will be determined by the proposed use in this Sub-Area and, at a minimum, as enumerated in the Text. Per the development text, a minimum 20% (7.4 acres) of the Sub-Area shall be open space which shall also be detailed in the future required Sub Area Development Plan reviews. A tree preservation zone is located along the northwest and western perimeters of the site at a minimum, but it is specifically noted in the proposal that Developer will make all efforts to preserve as many Existing Trees on site as possible with emphasis on the trees that are buffering and protecting the natural stream corridor and with the goal of 50% Tree Preservation for the development. This is less any exemptions noted in the Text and Credits for additional trees planted.

SUB-AREA B

The subject Sub-Area is located north of Merrick Parkway and just east of the railroad tracks and south of Sub-Area A and encompasses approximately 18.4 acres. The conceptual site plan and Development Text proposes 133 residential, 2 story attached dwellings/townhomes in 23 buildings in a looped street design with one curb cut from Merrick Parkway and two stub streets to Sub-Area A for a density of 7.23 units per acre. Maximum numbers of units by type are enumerated in the Text as are other specific standards including height, buffering, landscaping, design, and the like. A retention basin is located along Merrick Parkway just west of the main entrance. The plan identifies 6 acres of open space (approximately 32.61%) of which 4 acres would be active open space and 2 acres being passive open space to be detailed through the future Sub Area Development Plan process. A tree preservation zone is located along the railroad tracks to the west.

SUB-AREA C

The subject Sub-Area is located on the southeast corner of Merrick Parkway and Heritage Boulevard and encompasses approximately 28.5 acres. The conceptual site plan proposes 76 single family detached lots for a density of 2.6 units per acre. Maximum numbers of units are enumerated in the Text as are other specific standards including height, buffering, landscaping, design, and the like. The proposal would have two lot sizes. The majority of the lots (60) would have minimum lot width of 65 feet with minimum 125-foot lot depths (8,125 square feet) and 16 lots abutting Merrick Parkway would have a minimum lot width of 52 feet with 125-foot lot depths (6,500 square feet). Also, the lot widths along the eastern perimeter would match the existing minimum lot widths of the adjacent subdivision (Shelbourne Forest). A more detailed sub area diagram has been prepared and submitted showing each lot and its dimensions to assist in review at this preliminary stage. The two stub streets from Shelbourne Forest would be terminated with Taylor Avenue extended into a cul-da-sac and the stub street west of Executive Boulevard converted into a multi-use path connection into a proposed park. There would be 7.7 acres of open space (approximately 27.02%) of which 7.2-acres would be an active park with amenities and two retention ponds located in the southeastern portion of the Sub-Area. Tree preservation zones would be located along the perimeter of the eleven lots to the east and within the park area to the south.

- *The five proposed single family lots located on the east side of Heritage Boulevard adjacent to the proposed park (Open Space J) are recommended to be eliminated. Staff recognizes this is a significant reduction of lots from that proposed by the Applicant. However, good design, continuity of the proposed parkland, properly addressing the parkland to the proposed street network, as well as additional Tree Preservation dictate that this area should be used to expand the proposed park. The area of the lots represents 1 acre (bringing the park land to a total of 8.2 acres) and would result in a calculated total caliper inch preservation addition to the noted Tree Preservation of 1,066 inches.*
- *The proposed cul-de-sac at the end of Taylor Avenue shall be as small as possible to achieve compliance with City requirements.*
- *The proposed park area in Open Space J (a 7.2-acre park proposed to be dedicated to the City) shall be programed by the developer with amenities which should include accessible play features, play equipment appropriate for a wide age group, etc. An overall detailed open*

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space plan space plan would need to be submitted for review during the Preliminary Development Plan process for the Sub-Area.

SUB-AREA D

The subject Sub-Area is located on the southwest corner of Merrick Parkway and Heritage Boulevard and encompasses approximately 53 acres. The conceptual site plan proposes 180 single family lots for a density of 3.40 units per acre. Maximum numbers of units are enumerated in the Text as are other specific standards including height, buffering, landscaping, design, and the like. The majority of the subdivision (156 lots) would have 52-foot lot wide lots with the vast a majority being shown as 125 ft. deep to 130+ ft. deep and twenty-four 65-foot-wide lots that would have minimum 125-foot depths (8,125 square feet). There are 10 lots located adjacent to future Rutherford Acres Subdivision that are generally 65 ft. wide by 120 ft. deep (7,800 sq. ft.). The lots abutting existing developed Hayes Colony would match the minimum widths required in that pre-existing subdivision. The subdivision would have two access points from Heritage Boulevard and would extend two stub streets to the south into proposed Rutherford Acres Subdivision. There is approximately 11.5 acres of open space (approximately 21.7%) in this Sub-Area. Detailed active/passive open space plan not inconsistent with the Development text and submittal documents will be developed during Sub Area Development Planning. A stream bisects the southern portion of the subdivision with two retention basins on the eastern portion of the site with one fronting Heritage Boulevard. A tree preservation zone is located in the rear of ten lots adjacent to Hayes Colony, along the railroad tracks to the west and adjacent to the stream that bisects Open Space L.

- *Staff recommends the approximate 8.6 acre proposed passive park (Open Space L) have a developer installed stone/gravel path to create a connected linear open space/greenway with Open Spaces J and N. If Open Space J is dedicated to the City, the City shall maintain this field located path in Open Space L and the HOA shall maintain all other aspects of this open space to be documented in the Sub Area development plan.*
- *Staff would recommend buffering with mounding and landscaping and/or a tree preservation zone adjacent to the railroad tracks for the future single-family homes in addition to other such noted areas which should be documented and detailed with the Sub Area Development Plan.*
- *The remainder of the Open space identified shall contain amenities including benches, a tot lot, and the like and shall be maintained by the HOA.*

SUB-AREA E

The subject Sub-Area is located on the northeast corner of Merrick Parkway and Heritage Boulevard and encompasses approximately 53 acres. The conceptual site plan proposes 315 one-story multi-family units for a density of 5.9 units per acre – a density not inconsistent with density between the R-3 and R-4 Districts today. Maximum numbers of units are enumerated in the Text as are other specific standards including height, buffering, landscaping, design, and the like. Importantly to creating an appropriate transition to the adjacent Oakhurst Subdivision is the height / story restriction for this unit type which is 1 story and 25 ft. Also vitally important is the proposed setback, mounding, landscaping, preservation of existing trees, and additional evergreen tree plantings. It is perhaps instructive to know that if this site were proposed to be zoned simply R-5 not only could the density be between 6-8 dwelling units per acre and multiple stories in height would be expected, but also the perimeter setback would be 10 ft. wide and include a 6 ft. tall privacy fence, wall, or other such screening. This proposal would include a setback 6 times as wide and combination mounding and tree height of 14 ft and/or preservation of existing trees. While the City has many examples of higher density development closer and less buffered to single family detached housing, the proposal and recommendations herein are more responsive to concerns expressed during the process specific to this development which will provide significantly enhanced buffering and screening to any base code requirement. Redwood, who is the proposed builder in this Sub-Area, has built similar apartments behind Glenwood Commons (the Quail Pass Apartments) on US 36/37. Redwood's single-story garden apartment design, with quality materials, attached

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garages, price points (currently \$1,500-\$2,000 per month – all units are 2 bedroom minimum), and good management have proven to be a positive addition to the City providing housing opportunities for renters by choice, work force housing and empty nesters. The multi-family development would have two access points from Merrick Parkway, one access point from Heritage Boulevard and one access point on the Bruce Road connector. The street system within the Sub-Area would be private streets but would have to be constructed to public standards. There would be approximately 20.5 acres of open space (approximately 38.68%) within the development. The open space should include amenities such as pavilions, walking paths, benches, etc. which would be consistent with the Quail Pass development and would be detailed on future Sub Area development plans. There would be two retention basins within the development fronting Merrick Parkway and a preliminarily identified potential wetland in the central portion of the development. To ensure an appropriate transition the north a minimum 60-foot-wide tree preserve area in part and where the area is open (approximately one half of the northern boundary) a minimum 6-8-foot-high earthen mound with minimum 6-foot-tall evergreen trees planted in a staggered course is proposed to create a continuous screen along the northern property line exclusive of any stormwater or other utilities. Also, a tree preservation zone shall be established throughout the Sub-Area.

Reserve #1 (approximately 4.6 acres) is located south of Merrick Parkway and is a tree preservation zone that would be supplemented with minimum 6-foot-high evergreen trees where feasible to create a continuous screen adjacent to the Shelbourne Forest Subdivision. If the bike path remains in the previous farm lane as proposed, Evergreen trees and coordinated landscaping shall be planted along Merrick Parkway. Landscaping plans and final location for the path shall be detailed, documented, and reviewed during the Overall Infrastructure Final Development Plan. It is perhaps helpful to know that the city has many examples (as does the county) of roadway development not dissimilar to Merrick Parkway adjacent to and with less or completely without buffering and landscaping to adjacent single family detached homes. Responding to public comment through the process, this reserve area in size, scale, width, and tree preservation together with enhanced plantings noted, will create a much more significant setback and buffer than many other similar developments throughout the community including but not limited to portions of Glenn Parkway, Houk Rd., and even portions of Merrick Parkway west of the railroad tracks. Responding to requests, the Applicant has prepared an exhibit detailing setbacks from property lines and homes along the length of this reserve which is contained in the submitted information. Together with moving the roundabout north and west from the previous submission, this enhanced the distance (and tree preservation buffering) in this reserve to between 122 and 197 feet to existing property lines (182 to 267 feet to existing houses).

- *The northern buffer plan shall be detailed during Sub Area Development Planning. However, Staff recommends that the mound height shall be a minimum 8 ft. high, and the mound constructed in a continuous fashion (not undulating) together with minimum 6 ft. high evergreens planted in a staggered course atop the mound. The mound shall be exclusive of any utility provision which shall additionally be included to ensure proper drainage from the adjacent existing subdivision as well as the development proposed in the Sub Area. Additionally, where trees are preserved within this 60 ft. wide buffer (primarily on the eastern half) additional evergreen trees shall be planted between the preservation zone and the proposed development units in Sub Area E to ensure year-round screening.*
- *Staff recommends that if the bike path along Merrick Parkway remains as proposed – through the farm lane – then evergreen planting shall be incorporated along this section of Merrick Parkway to ensure year-round screening. If the bike path is placed along Merrick Parkway (this would provide continuity with the rest of the path), Staff would recommend additional evergreen planting occur in the farm lane to ensure year-round screening.*

SUB-AREA F

The subject Sub-Area is located on the north side of Merrick Parkway located between the commercial access drive to the east and the Bruce Road connector to the west (between Sub-Areas E and G) and encompasses approximately 17.5 acres. The conceptual diagram and Development Text proposes a range of land uses

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including mixed use, multi-family, light office, and retail. The development text indicates potential gas stations in Sub-Area F (accessory use only) or G for a total of only one gas station in either Sub-Area F or G for the entire development. Further, the text limits a gas station if in Sub Area F to accessory to a big box user only with several other limitations and requirements. In other words, a stand-alone gas station is not permitted in Sub Area F under the current proposed Text. Any gas station in either Sub Area is further limited to passenger vehicle fueling only. Access to the site be from the commercial access drive and Bruce Road connector per the City Engineer during Preliminary and Final Development Plan review process. A retention pond is located in the southeastern portion of the Sub-Area along Merrick Parkway and a regional detention basin located in the northwest corner of the site. A tree preservation zone will be located adjacent to the stream that bisects the northern portion of the site in an east/west direction. Also, per the development text, a minimum 5% of the site will be open space and according to the active/passive open space plan a minimum of 2.5 acres will be maintained. The minimum setback for buildings from Merrick Parkway proposed in the Text is 100 ft. From a setback and buffering perspective to adjacent existing development to the south, coupled with the 100 ft. Merrick Parkway right of way and the Reserve Area #2 width which varies, the setback to any building would be at least 250 ft. to property lines and approximately 300 ft. to the back of any existing house. The distance, tree preservation, mounding, and additional plantings serve as a significant buffering and screening which Staff recommends be further enhanced through the use of evergreen trees.

Reserve #2 (approximately 2.2 acres) is located south of Merrick Parkway is a tree preservation zone that would be supplemented with minimum 6-foot-high evergreen trees where feasible to create a continuous screen adjacent to the Shelbourne Forest Subdivision. It is perhaps helpful to know that the city has many examples (as does the county) of roadway development not dissimilar to Merrick Parkway adjacent to and with less or completely without buffering and landscaping to adjacent single family detached homes. Responding to public comment through the process, this reserve area in size, scale, width, and tree preservation together with enhanced plantings noted, will create a much more significant setback and buffer than many other similar developments throughout the community including but not limited to portions of Glenn Parkway, Houk Rd., and even portions of Merrick Parkway west of the railroad tracks. Responding to requests, the Applicant has prepared an exhibit detailing setbacks from property lines and homes along the length of this reserve which is contained in the submitted information. This enhanced the distance in this reserve to between 89 and 118 feet to existing property lines (131 to 220 feet to existing houses). It will be important that any required grading for Merrick Parkway outside of the right of way occur on the north side (into the Sub Area F) to preserve the proposed buffering, tree preservation area, and setbacks proposed.

- *Staff would want to have input on the proposed buffer and mounding on the south side of Merrick Parkway. Staff would recommend a natural treatment that would tie into the preserved areas to be determined through the Sub Area Development Planning process.*
- *Staff recommends enhancement of the mounding height and landscaping including evergreen trees along the north side of Merrick Parkway to create better screening in this area to be determined through the Sub Area Development Planning process.*
- *Staff recommends that any grading activity outside of the right of way for Merrick Parkway take place to the north of the proposed reserve area (into the Sub Area development) to preserve the reserve area setbacks shown.*

SUB-AREA G

The subject Sub-Area is located west of US 23 and north of Merrick Parkway and encompasses approximately 11.8 acres. The conceptual diagram proposes commercial, restaurant and a gas station use while the development text proposes a wide range of uses. The development text indicates potential gas stations in Sub-Area F (accessory use only) or G for a total of only one gas station in either Sub-Area F or G for the entire development. If in Sub Area G a gas station could be a stand-alone use in this Sub Area which is adjacent to US23. Any gas station in either Sub Area is further limited to passenger vehicle fueling only. The developer is proposing a right-in only into this Sub-Area from US 23 and from Merrick Parkway while the remainder of the access points to this Sub-Area would be from the commercial access drive located on the western portion of the Sub-Area per the City Engineer. A multi-use path easement would be granted along US

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23. A retention pond is located in the southeast portion of the Sub-Area while a tree preservation zone will be located adjacent to the stream that bisects the northern portion of the site in an east/west direction. Also, per the development text, a minimum 5% of the site will be open space and according to the active/passive open space plan a minimum of 1.5 acres will be maintained.

Reserve #2 (approximately 2.2 acres) is located south of Merrick Parkway and is a tree preservation zone that would be supplemented with minimum 6-foot-high evergreen trees where feasible to create a continuous screen adjacent to the Shelbourne Forest Subdivision. It is perhaps helpful to know that the city has many examples (as does the county) of roadway development not dis-similar to Merrick Parkway adjacent to and with less or completely without buffering and landscaping to adjacent single family detached homes. Responding to public comment through the process, this reserve area in size, scale, width, and tree preservation together with enhanced plantings noted, will create a much more significant setback and buffer than many other similar developments throughout the community including but not limited to portions of Glenn Parkway, Houk Rd., and even portions of Merrick Parkway west of the railroad tracks. Responding to requests, the Applicant has prepared an exhibit detailing setbacks from property lines and homes along the length of this reserve which is contained in the submitted information. This enhanced the distance in this reserve to between 89 and 118 feet to existing property lines (131 to 220 feet to existing houses). It will be important that any required grading outside of the right of way for Merrick Parkway occur on the north side (into the Sub Area G) to preserve the proposed buffering, tree preservation area, and setbacks proposed.

- *Staff recommends that any grading activity outside of the right of way for Merrick Parkway take place to the north of the proposed reserve area (into the Sub Area development) to preserve the reserve area setbacks shown.*
- *Staff would want to have input on the proposed buffer and mounding on the south side of Merrick Parkway. Staff would recommend a natural treatment that would tie into the preserved areas.*
- *Staff does not support the right-in proposed from US23.*

SUB-AREA H

The subject Sub-Area is located south of Hills-Miller and west Heritage Boulevard and encompasses approximately 18.8 acres currently located in the township. The developer is proposing to annex this land into the City in the near future. The conceptual diagram and Text propose a limited range of land uses including single family attached or detached dwellings and senior age restricted housing. Maximum numbers of units by type are enumerated in the Text as are other specific standards including height, buffering, landscaping, design, and the like. Access to this site would likely be from Heritage Boulevard. A multi-use path would be required on the west side of Heritage Boulevard while a sidewalk would be required along the east side of Heritage Boulevard. Any internal public streets would require sidewalks on both sides of the street. Two retention ponds would be located along Heritage Boulevard. Tree preservation zones would be located along both streams the bisect the site in an east/west direction and along western perimeter of the site.

Reserve #3 (approximately 1.0 acres) is located just east of Heritage Boulevard and which would include a tree preservation zone. The reserve is proposed to be a minimum of 30 ft. in width. It is perhaps helpful to know that the city has many examples (as does the county) of roadway development not dis-similar to Heritage Blvd. adjacent to and with less or completely without buffering and landscaping to adjacent single family detached homes. Responding to public comment through the process, this reserve area in size, scale, width, and tree preservation together with enhanced plantings, will create a much more significant setback and buffer than many other similar developments throughout the community.

- *Mounding and landscaping along Heritage Blvd. north of the roundabout needs to be further examined to ensure that any stand of existing trees can be preserved first with supplemental natural landscaping and where there are no trees mounding and landscaping consistent with the text, plan, and comments herein is provided.*

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- **BUILDING DESIGN:** In the development text, the developer is proposing specific building design criteria for all single family attached and detached residential structures, the proposed Redwood multi-family in Sub-Area E, other multi-family developments and for all commercial buildings. Some of the requirements for all single family attached and detached include: 1. 35% natural materials (brick, stone or cultured stone) on the front elevation; 2. Minimum 8-inch overhangs; 3. Minimum 4-inch window trim; 4. All single-family detached houses shall have a minimum 2 car attached garage; 5. All houses shall have a roof pitch of not less than 6:12. Also, all the single-family lots shall have enough depth to have a functional rear yard to provide for a deck and the like without protruding into any easements (utility, tree preservation, etc.) and all the corner lots shall be oversized by 33% to achieve compliance with the zoning code. In addition, each residential development in each Sub-Area will have minimum square footage size for ranch and two-story houses along with minimum unit sizes for all multi-family developments per the approved text.

The Redwood multi-family development in Sub-Area E would be single-story garden style ranch units that should be designed and constructed similar to the Quail Pass development located behind Glenwood Commons on US 36/37. Any other multi-family developments would have minimum design and building material requirements per the development text.

In the development text, the commercial buildings shall have four-sided architecture with exterior walls of limestone, face brick or the like. Pitched roofs are preferred to match the existing residential character of the area, but flat roofs are an option with appropriate architecture features. All building appurtenances (coping, downspouts, etc.) should be painted to match the adjacent building color. Also, any mechanical equipment on the roof shall be screened from public view.

A PMU Overlay District zone change would memorialize development standards in text, plan, and associated materials and would be the governing documents for the development and each Sub-Area. An overall unifying upgraded design scheme should be selected including colors, designs, signage, etc. that helps to tie the entire development and the various uses and areas together from a design perspective.

- *Building elevation examples with design, material and colors for all residential and commercial building shall be submitted for review during the Final Development Plan review process for each Sub-Area.*
 - *Overall design and landscaping approach shall be determined with Sub-Area Preliminary Development Plans.*
 - *Corner lots shall be oversized by at least 33%*
- **LIGHTING PLAN:** A lighting plan has not been submitted but would be required for Final Subdivision Plat and/or Final Development Plan approval process for each Sub-Area and would have to achieve compliance with the zoning code and approved by the City. The public streets would have to meet minimum City lighting requirements while the private streets and the Sub-Areas should have a comprehensive lighting plan with design specifications including cut-off style fixtures, minimum light pole heights, color, etc. that should be consistent and compatible with all the Sub-Areas.
 - *The lighting plan shall be consistent in design, color, height, light fixture, etc., for each Sub-Area and should have a consistent theme throughout the development*
- **COMPREHENSIVE SIGN PLAN:** Per the development text, a Comprehensive Sign Plan for the entire development is required. The comprehensive sign plan should incorporate Gateway and Corridor treatments (monoliths, piers, landscaping, etc.) as well as frontage treatments per the adopted plan. Also, the development should incorporate city wayfinding signage for jurisdictional signs at the appropriate location. Per the development text, an overall ground signage plan for the roadway network including primary and secondary ground signage for the entire development. Also, each Sub-Area should have a comprehensive sign plan that should be consistent and compatible for the entire development.

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- *The comprehensive sign plan shall be consistent in design, color, materials etc., for each Sub-Area and should have a consistent theme throughout the development*
- **FIRE DEPARTMENT:** The proposed development shall achieve compliance with all fire department requirements. At this time, the fire department has provided the following comments: 1. The Bruce Road connection with the Addison Farms development should occur because this is a high demand area with numerous residents in this area and the road connection is a high priority. Currently this is a single ingress/egress City street in this area; 2. The Merrick Parkway connection between US 23 and Troy Road is a large safety and response time issue for the fire department. This connection would provide direct access to this development and adjacent existing developments from Station 303 located on West Central Avenue and decrease response time in this area thus making the road connection a high priority; 3. As this property develops, there will be an increase in responses and demand on existing services. We will continue to monitor the impacts this has and make adjustments as needed.
- **POLICE DEPARTMENT:** At this time the Police Department has the following comments pertaining to this development: 1. Merrick Parkway should be extended between US 23 and Troy Road; 2. Bruce Road needs to be connected with Addison Farms; 3. The build-out result of this development will create a negative impact on public safety if additional demands on law enforcement are unmet by an increase in staffing.
 - Some questions have arisen as to the previous statement with some mis-interpretations being made. This statement should be taken in the light of overall policing service needs throughout the community which need to be addressed during the normal and customary budgeting process. These issues have been raised during the 2022 budgeting process with City Council regardless of this development.
 - The Department has reviewed 3 months of activity relative to certain apartment complexes within the community concluding that the calls for service have not been overwhelming. The past 3 months of calls for service from selected developments (others can be provided) are:
 - Seattle House – 30
 - Quail Pass / Redwood – 7
 - Flats on Houk – 5
 - London Towne - 56
- **DELAWARE CITY SCHOOLS:** Staff has supplied the superintendent with the applicant's materials and is seeking any specific comment and review. The City values its outstanding relationship with the city school system.
 - The schools have a pre-existing Enrollment Projection Report indicating that across the city and accounting for all development types approximately 0.5 students are attributed to each permitted dwelling unit.
 - They indicate that this is across all unit and development types which vary with single family detached housing attributing the most students and other types of housing attributing typically lesser numbers of students. Factors by unit type were not developed in the current analysis.
 - When asked about Quail Pass (Redwood) the schools indicated they estimated currently 10-20 students across its nearly 300 units. Other apartment and development types attribute more or less (senior housing for example) without specific estimation being given at this time. Thus, Sub Area E is likely to attribute far fewer students than if it were developed as single family detached housing for example.
- **EXISTING STRUCTURES:** There are several existing structures on the development site. Some of these have been inventoried including the creation of Ohio Historic Inventory sheets. The development is not subject to a local, state, or national historic district, site, or designation and/or regulations. The owner is not

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restricted from removing the structures. In point of fact, the landowner could apply for demolition permits today and the city would be compelled to issue them should they meet all normal and customary requirements for such. In other such circumstances, Staff has requested that an Applicant photo document the structures prior to demolition and allow the Delaware County Historical Society access to procure any material(s) they deem to be of historical value to their collection prior to demolition – this would be purely voluntary on the part of the Applicant.

- **DEVELOPMENT OVERALL:** Staff across multiple Departments appreciate the involvement of citizens to date and agrees with many of the comments received. Staff notes that the Applicant's formal proposal has incorporated substantive changes from the initial concept proposal to address many of the comments and suggestions received to date, though perhaps not all.

The development overall is proposed to be a unified, master planned, and coordinated development even as future final development would likely be accomplished by a series of private developers for each Sub Area or portions of Sub Areas. Alternatively, if pursued in piecemeal fashion with a series of changes to existing base zoning districts or as the property is zoned today, a master planned approach could not effectively be achieved and certain critical elements such as tree preservation, additional buffers, landscaping, preserves, design requirements and the like would likely not be possible nor required.

Ultimately, however, the proposed plan will require a careful balancing of the city policies, plans, goals, strategies, and objectives. Some of these may be in conflict as to this specific proposal and will need to be decided upon by City Council ultimately. In the opinion of Staff, the overall proposed development does represent the largest and, in many ways, the most complex mixed use development to date in the community.

STAFF RECOMMENDATION (2021-3843 – REZONING AMENDMENT)

Staff recommends the request by Addison Properties for approval of a Rezoning Amendment from A-1 (Agricultural District), R-3 (One-Family Residential District) and B-4 (General Business District) to A-1, R-3 & B-4 PMU (Agricultural District, One-Family Residential District and General Business District with a Planned Mixed Use Overlay District) for Addison Farms on approximately 272.698 acres located west of US 23 and east of Smith Park with the following conditions that:

1. Any new structure(s) or any change of land use shall require conformance to all provisions of the Development Text and any conditions of approval.

STAFF RECOMMENDATION (2021-3844 – CONDITIONAL USE PERMIT)

Staff recommends the request by Addison Properties for approval of a Conditional Use Permit allowing the placement of PMU (Planned Mixed Use Overlay District) to be established for Addison Farms on approximately 272.698 acres located west of US 23 and east of Smith Park

STAFF RECOMMENDATION (2021-3845 – OVERALL PRELIMINARY DEVELOPMENT PLAN)

Staff recommends the request by Addison Properties for approval of an Overall Preliminary Development Plan for Addison Farms on approximately 272.698 acres located west of US 23 and east of Smith Park 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. A traffic impact study shall be submitted, reviewed, and approved by the City Engineer, County Engineer and ODOT. The results of the traffic impact study shall determine street design, specifications, and the like.
3. Staff recommends as Sub Area planning proceeds that analysis should be done to consider moving the Merrick/Woodhaul/Bruce roundabout as far north as possible, while minimizing impacts on streams

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- and trees, and that landscaping enhancements are incorporated in this roundabout area to provide the maximum buffering possible to the south while ensuring safety and site line visibility per the City Engineer.
4. 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. There is no agreement to date outlining the nature, amount, or use of transportation fees, TIF, and/or NCA financing methods in association with the Addison development, though it is anticipated one will be developed. A typical inclusion in such an agreement is a payment per unit dedicated toward area transportation improvements not otherwise accounted for such as the grade separated railroad crossing, pedestrian connection to Smith Park, and others the City Engineer may determine. Typically, this has been \$1,000 per dwelling unit.
 5. Pathways shown on private property shall be maintained by a HOA or other overall master development association as well as the multi-use path along Heritage north of the Roundabout.
 6. The City shall maintain multi-use pathways along Merrick, Bruce/Woodhaul Dr., and the future path along US23. The City shall maintain the gravel/stone path in Open Space J should it be dedicated to the City as well as the recommend required such path through open space L regardless of if that Open space is dedicated to the City.
 7. Along the north side of Merrick Parkway west of the roundabout and connecting to the Heritage Blvd. shall be constructed a multi-use path, in place of the required sidewalk extended to the railroad tracks for connectivity and continuity.
 8. As Sub Area development plans come forward for Sub Area G, the developer proposes to dedicate an easement for a multi-use path. As lot by lot development occurs along the US 23 frontage in this Sub Area, the development shall be required to install this path or make a payment in lieu of installation at the sole discretion of the city.
 9. A more detailed open space and parkland plan should be submitted and reviewed during the preliminary development plan(s) review process for each Sub-Area. Single family detached subdivisions are expected to provide for tot lots, half-court basketball, exercise stations, and the like distributed as determined with Sub Area planning. Every privately developed Sub Area is expected to have some active amenities consistent with use and as determined through the Sub Area Development Plan process.
 10. The proposed park area in Open Space J (a 7.2-acre park proposed to be dedicated to the City) shall be programed by the developer with amenities which should include accessible play features, play equipment appropriate for a wide age group, the gravel/stone field located pathway, etc. An overall detailed open space plan would need to be submitted during the Preliminary Development Plan for review during that process. The City shall maintain this area after (and if) dedication to the city occurs.
 11. The planned open spaces shall be maintained by an overall master association where not otherwise specified herein.
 12. The roadway landscaping treatment along US 23 shall meet the requirements of the Gateways and Corridor Plan and shall be maintained by the overall master association.
 13. The five proposed single family lots located on the east side of Heritage Boulevard adjacent to the proposed park (Open Space J) shall be eliminated. The area of the lots represents 1 acre (bringing the park land to a total of 8.2 acres) and would result in a calculated total caliper inch preservation addition to the noted Tree Preservation of 1,066 inches.
 14. The proposed cul-de-sac at the end of Taylor Avenue shall be as small as possible to achieve compliance with City requirements.
 15. The approximate 8.6 acre proposed passive park (Open Space L) shall have a developer installed stone/gravel path to create a connected linear open space/greenway with Open Spaces J and N. If Open Space J is dedicated to the City, the City shall maintain this field located path in Open Space L and the HOA shall maintain all other aspects of this open space L to be documented in the Sub Area development plan.
 16. Buffering with mounding and landscaping and/or a tree preservation zone adjacent to the railroad tracks for the future single-family homes in addition to other such noted areas shall be included which should be documented and detailed with the Sub Area Development Plan.

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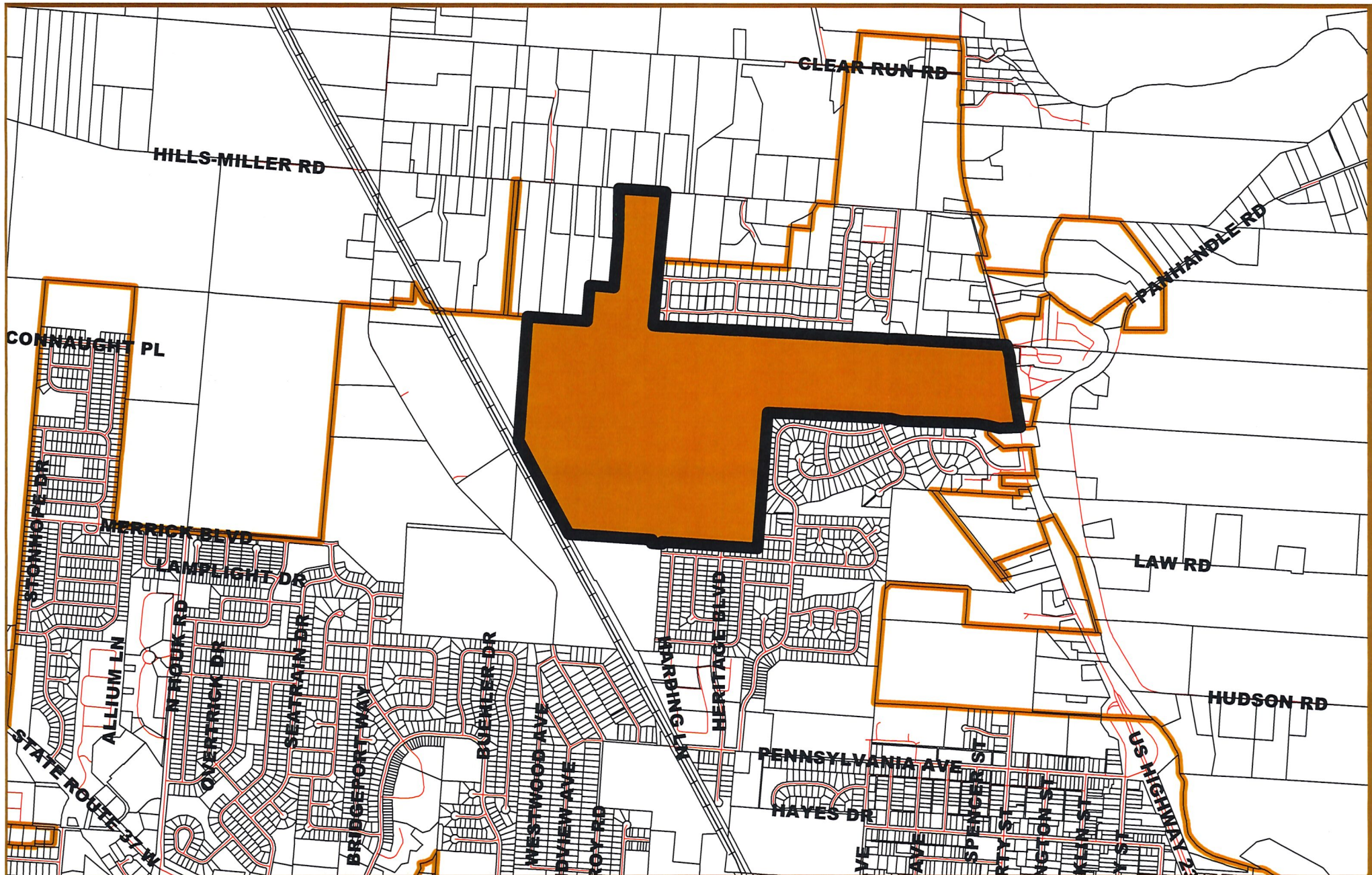
17. The northern buffer plan shall be detailed during Sub Area Development Planning. The mound height shall be a minimum 8 ft. high, and the mound constructed in a continuous fashion (not undulating) together with minimum 6 ft. high evergreens planted in a staggered course atop the mound. The mound shall be exclusive of any utility provision which shall additionally be included to ensure proper drainage from the adjacent existing subdivision as well as the development proposed in the Sub Area. Additionally, where trees are preserved within this 60 ft. wide buffer (primarily on the eastern half) additional evergreen trees shall be planted between the preservation zone and the proposed development units in Sub Area E to ensure year-round screening.
18. If the bike path along Merrick Parkway remains as proposed through the farm lane area then evergreen planting shall be incorporated along this section of Merrick Parkway to ensure year-round screening. If the bike path is placed along Merrick Parkway in this location (this would provide continuity with the rest of the path) additional evergreen planting shall be included the farm lane to ensure year-round screening.
19. Staff shall have input on the proposed buffer and mounding on the south side of Merrick Parkway and it shall have a natural treatment that would tie into the preserved areas to be determined through the Sub Area Development Planning process.
20. Enhanced mounding height and landscaping including evergreen trees along the north side of Merrick Parkway shall be included to create better screening in this area to be determined through the Sub Area Development Planning process.
21. Any grading activity outside of the right of way for Merrick Parkway shall take place to the north of the proposed reserve area (into the Sub Area development) to preserve the reserve area setbacks shown.
22. The right-in access point proposed from US23 shall be eliminated.
23. Mounding and landscaping along Heritage Blvd. north of the roundabout needs to be further examined to ensure that any stand of existing trees can be preserved first with supplemental natural landscaping and where there are no trees mounding and landscaping consistent with the text, plan, and comments herein is provided.
24. Building elevation examples with design, material and colors for all residential and commercial building shall be submitted for review during the Final Development Plan review process for each Sub-Area.
25. Overall design and landscaping approach shall be determined with Sub-Area Preliminary Development Plans.
26. Corner lots shall be oversized by at least 33%
27. The lighting plan shall be consistent in design, color, height, light fixture, etc., for each Sub-Area and should have a consistent theme throughout the development
28. The comprehensive sign plan shall be consistent in design, color, materials etc., for each Sub-Area and should have a consistent theme throughout the development
29. The Applicant is requested to photo document the existing structures prior to demolition and allow the Delaware County Historical Society access to procure any material(s) they deem to be of historical value to their collection prior to demolition
30. Specific access locations to the Sub-Areas shall be determined during Preliminary and Final Development Plan process per the approved Traffic Impact Study and City Engineer.
31. All multi-use paths shall be constructed to City standards.
32. Sidewalks shall be located on both sides of all public streets except for where there is a multi-use path.
33. A sidewalk shall be located on one side of all private internal streets.
34. All public utilities shall be extended to stub to the adjacent property lines and appropriate sections within the development.
35. The development shall achieve compliance shall achieve compliance with all the fire department requirements.
36. Solar panels shall not be restricted throughout the development

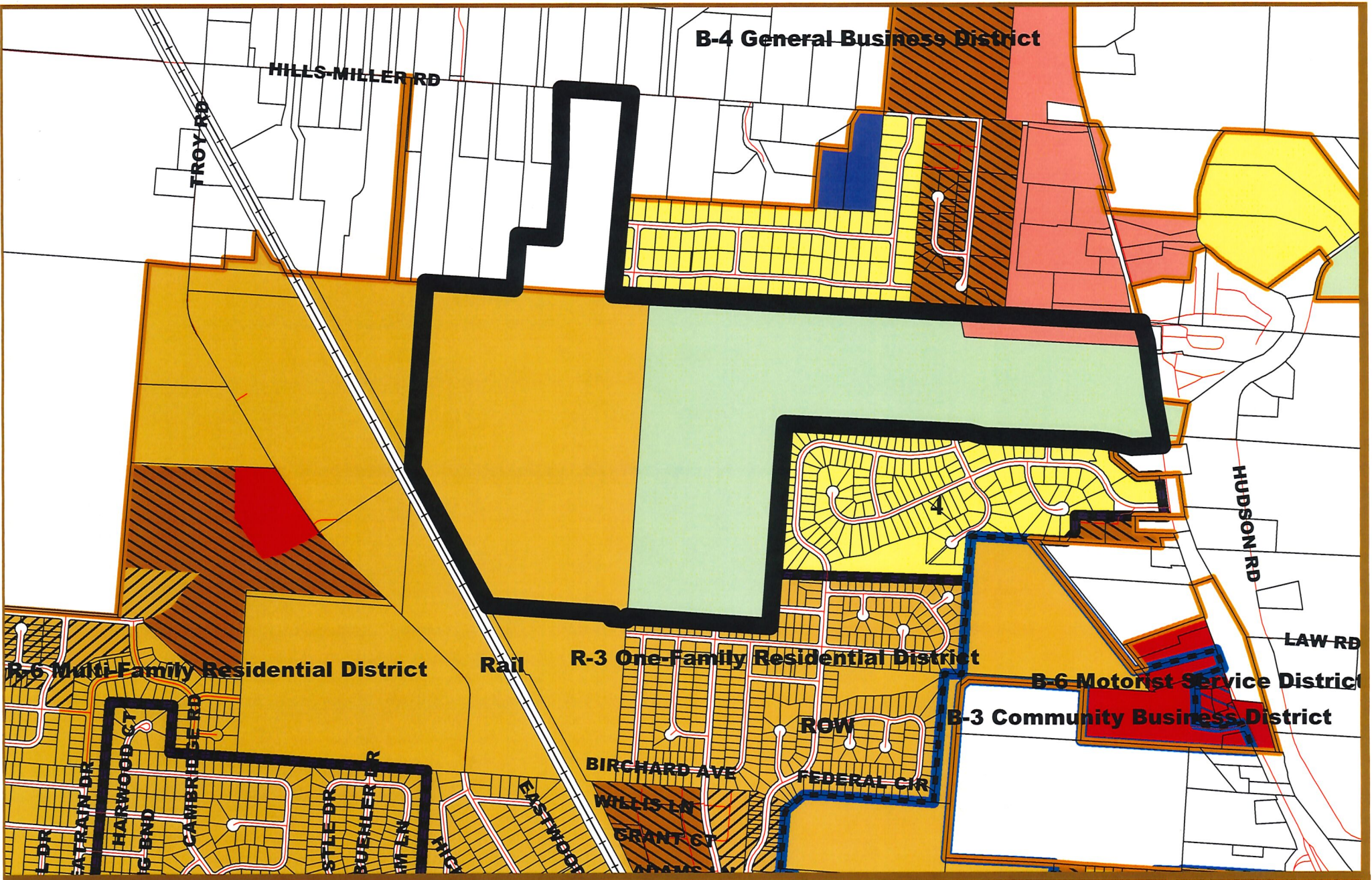
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COMMISSION NOTES:

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

CONDITIONS/MISCELLANEOUS:

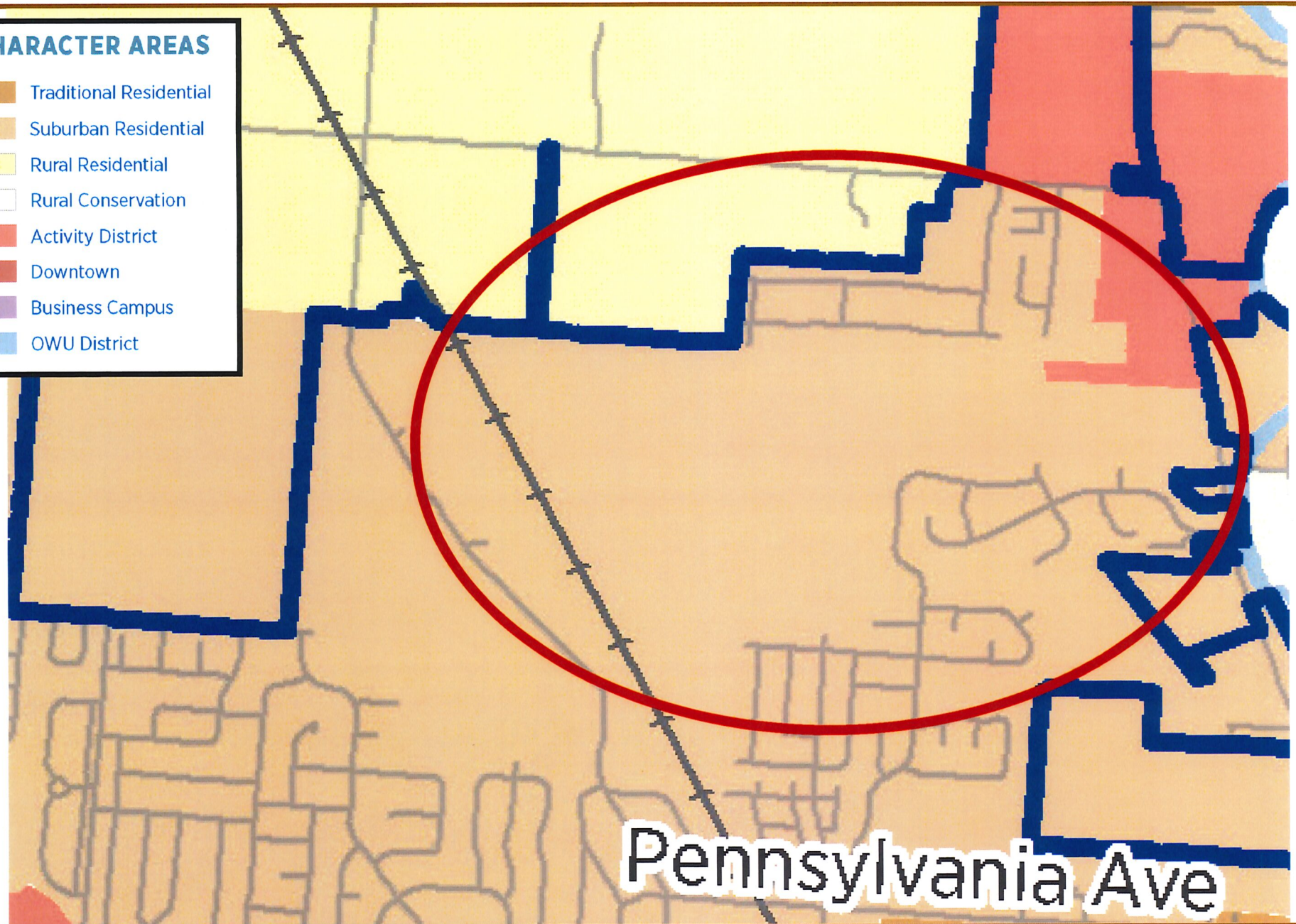






CHARACTER AREAS

- Traditional Residential
- Suburban Residential
- Rural Residential
- Rural Conservation
- Activity District
- Downtown
- Business Campus
- OWU District



The following are excerpted elements of the Delaware Together Comprehensive Plan that could bear upon the Addison Farms proposal. It is encouraged to read the Plan in its entirety and weigh and balance the, sometimes, competing elements when applied to a specific development proposal as in this case.

GOALS

A. MANAGE GROWTH AND CHANGE

Direct, design and encourage new development to promote compatible land uses, create strong quality of place including a mix of uses where appropriate, support fiscal health and promote sustainability.

B. ADVANCE ECONOMIC PROSPERITY

Provide economic opportunity for all residents and support diverse, successful and resilient business and industry.

C. BUILD SOCIAL COHESION AND EQUITY

Foster Delaware's sense of community across geographies, income categories and demographic groups and provide stable foundations for a high quality of life.

D. PROMOTE HOUSING QUALITY AND VARIETY

Ensure a broad spectrum of housing options to meet the current and future needs of the population.

E. LEVERAGE RESOURCES, INFRASTRUCTURE AND AMENITIES

Preserve and enhance key historic buildings and neighborhoods, natural areas and open spaces, transportation and mobility options, and quality facilities and services.

F. ENSURE FISCAL SUSTAINABILITY

Promote development, land use, infrastructure and other policies that will support a healthy fiscal position.

OBJECTIVE A.1

Encourage a greater mix of land uses in selected locations.

Mixed-use development—which can blend residential, commercial, cultural, institutional and/or entertainment uses into one area—can create vibrant environments with a high degree of social interaction. In selected locations in Delaware, mixed-use districts can also help to promote more walkable, less infrastructure-burdened, more environmentally sustainable (less car-dependent) and economically

stable (more diversified) development. In order to be mixed-use, not all uses must be present but a diverse enough array of uses must be included in an area to fulfill the goals of this plan. Additionally, uses need not mix solely on a single parcel of land if size, scale and design do not support it. The City has several different examples of mixing uses, constructed at differing points, from which to draw inspiration. Utilizing these examples, as well as examples elsewhere in the field, will inform best practices about mixing uses moving forward. Examples can be found Downtown, along Houk Road South at Glennwood Commons and at Coughlin's Crossing.

Actions

A.1.1

Adopt mixed-use zoning districts. Updates to the Zoning Code (see Objective 20) should encourage Planned Mixed Use Districts (PMUs) or equivalent that are consistent with the specific locations and generally desirable types of areas as described in Chapter 5, Character and Land Use. If Focus Area Plans are adopted as recommended in this Comprehensive Plan, overlay districts allowing by-right mixing of uses where appropriate should be considered.

OBJECTIVE A.2

Encourage quality, higher density development in selected locations.

As a complement to encouraging mixed use development in selected locations, allowing for higher density in desired locations can help to support more sustainable and desirable growth (for example, the addition of in-demand housing units) while minimizing strain on expanding infrastructure and protecting open and agricultural space. It can help to provide a range of housing including attached housing for residents who work in the local community, enhancing the City's economic development goals. However, in order for higher density development to integrate into the existing environment, it will be critical that it is located so as to not adversely impact existing single-family only neighborhoods. It also must meet high standards for design quality of the units and the site, including landscaping, layout, roads, pedestrian paths, trees and other features.

Actions

A.2.1

Identify appropriate locations for quality, higher-density development. In accordance with the recommendations in this plan, locations in Downtown and certain areas in the vicinity may be appropriate for some additional density. In addition, mixed-use Activity Centers (nodes within or adjacent to existing development) can be appropriate for higher density if edge development conditions provide a buffer with single-use residential areas and design is of a high quality. In addition to the mixed-use Activity Centers identified in this plan, as Area Plans are developed for the Southeast and Southwest Focus Areas, specific locations for higher density should be identified, generally around transportation corridors. This should include decreasing density in reasonable ranges moving outward from these corridors, culminating in single family detached development.

A.4.2

Develop criteria to be used for development outside of Focus Areas. Development located outside of Focus Areas should be based upon the following criteria for the proposal (See Chapter 5 for Focus Area Maps):

- > It meets the goals, principles and objectives of the Comprehensive Plan;
- > It is consistent with the Zoning Code and development policies of the City;
- > It does not conflict or compete with current development and infrastructure needs of the City;
- > It fulfills fiscal sustainability goals and/or a strategic need for the City.

OBJECTIVE A.5

Ensure transportation infrastructure investments that are sufficient to support new and existing development.

In close association with any new development, transportation infrastructure is needed in order to provide adequate access and connections within and between newly developed areas. The City should also recognize changes to commuting patterns, including increases in telecommuting, in concert with these investment decisions. It is important to consider uncertainties regarding long-term work-from-home trends following from the COVID-19 pandemic.

Actions

A.5.1

Pursue recommendations of the City's Thoroughfare and Transportation Improvement plans. The City is currently undertaking new Thoroughfare and Transportation Improvement plans (to be adopted concurrently with this plan) that include new roadway and infrastructure improvements for anticipated long term growth. Delaware City Council has also adopted a complete street strategy and policies that accommodate demand for new travel alternatives, including bicycles / bicycle sharing, car / ride sharing, electric vehicles, and others. Innovative engineering solutions to roadways and the application of smart technology are also prioritized.

OBJECTIVE A.9

Maximize compatibility between existing and new development, while allowing for appropriate changes.

As new development takes place, it will be vitally important to the City's character that edge conditions between areas create buffers between incompatible uses to ensure compatibility. It is equally important to create a connected and seamless community when uses are generally compatible and where a certain mixing of uses is desired. This will require enhanced use of design parameters instead of buffering.

Actions

A.9.1

Require transition areas at edges of development. As the plan is implemented, it will be important that Development Types allowed for at the edges of new development areas, including but not limited to the Southeast and Focus Areas, are compatible in use, character and scale with existing neighborhoods. In historic neighborhood patterns, these transitions can often be created in subtle ways using transitional uses designed expertly to provide connections between core development type areas. Future zoning code changes in these areas should specifically require that only Development Types that are appropriate to the surrounding context are located at edges, which could include the use of missing middle development housing to provide for appropriate density transitions. (See Chapter 3 for more information on missing middle housing). In addition, landscape buffers including parks, trails and natural areas should be encouraged in transition areas and transitional uses should be utilized.

OBJECTIVE A.10

Limit commercial sprawl to maintain land values.

Disconnected linear development along major corridors will create a sprawl-type pattern that will negatively impact traffic flow, devalue private investments in the long term, and create management issues for the City (such as service issues). Compact, clustered, connected and better-integrated development could accommodate a wider range of uses, create meaningful open spaces and coordinate services.

Actions

A.10.1

Require coordinated development on larger parcels. Through the use of design guidelines for corridors, as described in Action A.8.1, the City should require coordinated development with consistent architecture, materials, signage, and landscaping, consolidating access and utilities. (This may not be possible for all lots and developments where there are pre-existing small lots.) The use of Planned Mixed-Use Development Districts (PMUs) may also be appropriate at selected locations. Finally, corridor plans should be pursued for key corridors that align with the elements of this Comprehensive Plan.

OBJECTIVE A.11

Encourage development of vacant and underutilized parcels.

There are many vacant and underutilized parcels throughout the City. Some of these areas are smaller parcels that would be appropriate for infill. Others are much larger and could accommodate significant new development or redevelopment. These areas should be targeted for their economic development opportunity and potential to revitalize neighborhoods while ensuring that they add to the fabric of a neighborhood as opposed to replacing or destroying it.

Actions

A.12.1

Maintain current required environmental analysis. Developers for major developments are required to submit information regarding the environmental impacts of any proposed new development. Standards have been adopted to discourage development of significant slopes and mitigate development on poorly drained soils. Development is also generally prohibited in the regulatory floodplain. Development has also worked to address environmental goals such as preserving trees, enhancing green space, buffering waterways, and allowing more compact development, thereby limiting sprawl. These requirements should be continued.

A.12.3

Revise requirements for landscaping and species listings. Currently, the City requires that new development proposals include measures for conservation and mitigation of species habitats as well as a list of plant species to be used in landscaping. More specific requirements are needed to ensure that native species are protected and that introduction of new landscaping is generally compatible with native species (free from invasive species). The tree preservation code should be updated to better balance preservation and new planting and to reasonably exclude requirements where public infrastructure is required. The current regulations should be reviewed, revised, and adopted in accordance with this.

A.12.5

Require developers to show greenspace connectivity. Greenspace connectivity and identified greenway corridors should be required to be provided, similar to road connectivity, for new subdivisions and developments. The City should maintain flexibility with respect to what is deemed to be acceptable based on the specifics of each proposal.

OBJECTIVE A.14

Enhance bicycle and pedestrian connections in association with growth and development.

As the City grows and develops it will be important to link new areas with desired bicycle and pedestrian connections, including enhanced sidewalks, multimodal paths, greenways and other accommodations. This objective should be pursued in combination with other efforts to support multimodal travel as described in Goal E.

Actions

A.14.1

Implement the Bicycle and Pedestrian Master Plan 2027. As described in Action E.10.1, the City's Bicycle and Pedestrian Master Plan proposes both overarching approaches and specific recommended connections for people traveling by foot and bicycle. It anticipates further growth of the City and its implementation will be a key way in which growth can be accommodated while supporting high quality of life.

A.14.3

Provide connections from newly developed areas to greenway corridors. As new neighborhoods and employment centers are built, connecting them to greenway corridors will support bicycle and pedestrian

travel. The City should work with developers and others to anticipate future needs and accommodate them as feasible within and between new developments as they are built (or even prior to construction) as opposed to designing and constructing them later. This will help to ensure that travel patterns are established and other investment decisions coordinated as new communities are emerging.

OBJECTIVE B.6

Support workforce development.

Companies tend to follow the workforce in a tight labor market such as is anticipated in the future in central Ohio, so attracting a workforce—especially younger, well-educated and skilled people—helps in securing opportunities for business development. If directed toward current residents, workforce development also supports local employment. Delaware lacks the necessary labor pool (un/semi-skilled and skilled production workers) to support industrial growth beyond the amount that already exists. Key issues relate to the lack of services and amenities, housing, and the environment that is created around industrial zones for attracting workers to Delaware.

B.6.3

Increase the amount of workforce housing. While many units exist today, local employers and other community members have expressed a need for more attainable workforce housing to attract and retain quality workers in Delaware. Actions as specified in Goal D should be pursued to address this action.

OBJECTIVE D.1

Provide more attainable housing.

Meeting the housing needs of existing and potential residents, including workers at Delaware's manufacturing and business facilities, is a priority. Addressing the need for attainable housing will ameliorate the cross-commutation patterns (number of people working in Delaware but living elsewhere because they cannot afford to live there and vice versa) that characterize Delaware's labor market. It will also help to make Delaware a more complete community with a population that is diverse in income levels.

D.1.5

Review zoning requirements to identify changes that could support "missing middle" housing. The City should review its zoning code to determine if there are opportunities to encourage more missing middle housing (such as duplexes, fourplexes, cottage courts, and multiplexes) especially in appropriate Focus Areas such as the Southeast and Southwest to improve transitions between uses.

OBJECTIVE D.3

Diversify the housing stock.

Encouraging the retention and construction of a variety of housing types will help the City to attract new residents and accommodate the existing population as preferences and needs change over time. This will create a more robust housing market and provide the choice in lifestyles that will continue to make the City desirable in the upcoming decades.

Actions

D.3.1

Support senior and multigenerational housing. The City worked to bring to fruition the senior affordable housing project Riverside Landing at Delaware Place. The City should continue to work with for profit and non-profit housing providers to facilitate the development of senior housing that is consistent with the policies of the Comprehensive Plan. In addition, the City should support appropriate multigenerational housing products. This work should be conducted in association with creating an age-friendly plan for the City. (See Objective C.4.1.)

D.3.2

Support "empty-nester" housing. Some empty nesters of the Baby Boom generation are moving "down" (with respect to house size) within the Delaware market while others are moving to Delaware from other parts of the Columbus region, including more rural areas, in order to downsize and be closer to medical and other services. There is overlap in the types of housing in demand among this cohort with other attainable housing. (See Objective B.1).

D.3.3

Attract master planned developments with a mix of housing types. Delaware can position itself as a more competitive community of choice for young professionals, families and others by avoiding "cookie-cutter" housing development, and encouraging more walkable developments that incorporate some mix of uses. Where possible, new communities should be integrated seamlessly with existing neighborhoods but not in a way where drivers are "lost" within cul-de-sac developments that are indistinguishable from each other. Delaware has the opportunity to attract master-planned development that offers a mix of single- and multi-family housing (including "missing middle" housing types) along with commercial uses in a walkable environment. This is especially important in the Southeast and Southwest Focus Areas.

D.3.9

Define and permit a wide range of housing types in the Zoning Code. An update to the City's Zoning Code should include definitions for a range of housing and other building types, their design characteristics and their appropriate land use context. This can help support desired missing middle housing as described in Action D.1.5. Residential development intensity could be determined by design characteristics such as building type, height, distance from the street, location along arterial roadways, architectural variety and streetscape features (form-base characteristics) rather than by units-per-acre alone.

D.3.10

Allow mixed housing types within new neighborhoods. While the City's current zoning classification "planned mixed use overlay (PMU)" allows for flexibility in neighborhood design with multiple housing types, the PMU process is more involved than a conventional zoning district. An update to the City's Zoning Code should build off the Suburban Mixed Residential Development Type presented in Chapter 4 of this plan and clearly define criteria for mixed or "traditional" neighborhood development and allow such development through a standard approval process. This can help support desired missing middle housing as described in Action D.1.5.

D.3.11

Ensure quality rental apartments. The City of Delaware has a higher proportion of rental housing than the County. However, the housing market analysis has identified a potential need for additional rental housing in the future due to increased demand. The need for more rental housing dovetails with the need for more attainable housing generally as well as changing demographics for home ownership. New rental units could help to retain and attract recent graduates entering the work force or employees at Delaware's manufacturing and other industrial facilities, many of whom cannot otherwise find affordable, new single-family detached housing in the City. While the City must appropriately balance rental with for sale housing, quality of rental housing should also be a priority regardless of rent rate. Several actions can be taken to incentivize the amount and kind of rental housing that is available, including providing incentives for rehabilitation (Action D.3.12), incorporating rental housing into area plans for Focus Areas (Action D.3.13) and licensing rental properties (Action D.3.14).

D.3.16

Implement relevant recommendations from the Mid-Ohio Regional Planning Commission's 2020 Regional Housing Strategy. The City should review and identify recommendations from the study that should be supported through policies, programs or projects. A Local Housing Action Agenda should be undertaken with MORPC as a next step.

OBJECTIVE D.4

Maintain and protect housing values and character.

Current and potential future residents of Delaware desire to live in neighborhoods that retain high quality housing. This is important both to maintain housing values and to preserve existing character.

OBJECTIVE D.6

Enhance linkages between housing and amenities.

Planning and constructing housing that allows for easy access to services and amenities will help Delaware to continue to differentiate itself as a community of choice in central Ohio. This will require both innovating with respect to new housing and fostering connections between existing housing and amenities.

Actions

D.6.1

Incorporate Community-Scale Activity Centers into new residential neighborhoods when possible. As indicated in the presentation of the Southeast and Southwest Managed Growth Areas in Chapter 5, new residential areas should include nodes with commercial, civic and other uses that provide amenity value. This can help to market potential new residential development, reduce the need for car travel and improve the quality of life of residents.

D.6.2

Explore opportunities to enhance neighborhoods through well-connected street networks and walkable blocks. The City's land development policies should be reviewed relative to their ability to promote

development that utilizes a street pattern of walkable blocks with minimal use of cul-de-sacs. Specifically, opportunities to increase connections to adjacent neighborhoods should be explored including retrofitting existing neighborhoods to provide connectivity. Preferences for neighborhood streets to include sidewalks on both sides of the street should continue to be expressed.

OBJECTIVE E.2

Enhance parks and open space.

The City's existing public and private parks and open spaces are key amenities that support a high quality of life. Their benefits for recreation, environmental quality and public enjoyment have been well-supported through the comprehensive plan process. This includes the preservation and enhancement of existing parks and open space that are accessible from the City's neighborhoods, as well as ensuring accessibility of parks and open space in new neighborhoods to the benefit of potential future residents of these areas as well as the public generally.

Actions

E.2.4

Revise and improve open space/ parkland dedication requirements for new development. Following the previous comprehensive plan, qualitative standards for parkland dedication requirements were established. However, the requirements should be revisited and revised in order to reflect the most up-to-date thinking about what kinds of parks best serve communities. From a regulatory perspective, establishing a "menu" of options based on type of park would allow for flexibility and a range of acceptable options while providing more explicit direction to the development community, enhancing likelihood of approvals.

E.2.8

Ensure open space and active recreation provisions in development standards. Standards for new development currently include standards for open space and active recreation provision. In light of the desire by residents to ensure and better connect open space and active recreation, quantitative and qualitative standards should be provided and better defined.

OBJECTIVE E.3

Preserve natural environments.

Through a combination of managing new development and pursuing policies and programs, the City should seek to preserve natural environments and the habitats they support. This should be pursued while connecting and integrating them (where appropriate) to the larger community network.

Actions

E.3.1

Continue river and stream protection measures. The City will continue to promote conservation along rivers and streams through the location of parks and open space, floodplain preservation, requirement of forested buffers, and promotion of conservation easements. This will include continuation of the following policies and programs:

- > Public parkland and private open space along the Olentangy River and its tributaries should be acquired/ designated. Park impact fee funds should be set aside to acquire identified natural areas and preserves to protect the resources, provide for their connection to Greenway networks (where appropriate), and integrate them into the larger community.
- > Development continues to be strictly regulated within in the 100-year regulatory floodplain. However, it should be recognized that portions of the built urban environment such as Downtown are within this area and should be allowed to continue and be enhanced over time.
- > Permanent conservation easements are designated on public and private property along riparian corridors as appropriate and/or concurrent with development.

OBJECTIVE E.4

Enhance the urban tree canopy.

Delaware benefits from an urban tree canopy in many locations that provides aesthetic value, contributes to shade, reduces the urban heat island effect, provides stormwater benefits and provides natural habitat. Improvements can be made to the urban tree canopy in key locations.

Actions

E.4.1

Maintain and adjust policies and standards for the City's tree canopy. The City has policies in place to help preserve, enhance and maintain its tree canopy. However, specifications regarding ongoing maintenance, tree types and the number of trees in certain parts of the City should be revisited to determine if adjustments should be made. Methods of encouraging alternative site designs to reduce tree loss should also be developed and pursued. Other adjustments may include accounting for new street trees and required on-site trees to count toward replacement trees for any new development. In addition, trees that must be removed due to specific and unavoidable City utility placement requirements could be potentially exempted from the replacement tree requirements.

OBJECTIVE E.5

Protect water quality.

The quality of Delaware's water plays a major role in supporting a healthy natural environment for all community members to enjoy.

Actions

E.5.1

Maintain forest buffers along identified streams and tributaries. Forest buffers are important to filtering stormwater, which improves water quality by removing silt and dissolved chemicals that pollute surface water. The City amended its Code since the previous plan was adopted to require buffers. Development was also subsequently required to comply with new Ohio EPA regulations which the City is additionally compelled to enforce. Care should be taken to allow mitigation as provided for in regulations for ditches and minor stream resources while focusing preservation efforts on major identified resources within the regulations. Likewise, existing urban areas should be allowed to remain and reasonable enhancements

made such as along the Delaware Run Downtown. (See Action E.3.2.) Code requirements should continue to be met and, where feasible, reforestation should also be encouraged.

OBJECTIVE E.9

Create better roadway and vehicular connections throughout the City.

Many improvements have been made to roadways and intersections since the last Comprehensive Plan was adopted. However, many long term roadway improvements remain to be completed. Additionally, with recent and anticipated new development further changes are recommended along with funding and implementation strategies to help plan for the costs of roadway construction and maintenance.

Actions

E.9.1

Continue roadway and intersection improvements, including those recommended in the 2021 Thoroughfare Plan. The City's 2021 Thoroughfare Plan delineates specific roadway and intersection improvements that are recommended in order to facilitate safer and more convenient travel throughout the City while enhancing economic development opportunities. Improvements as indicated in the Thoroughfare Plan should be prioritized in support of the other objectives put forth in this Plan and/or as funding is available. Pedestrian access points and supplemental transit infrastructure opportunities should also be integrated with roadway improvements.

E.10.1

Implement bicycle master plan recommendations. The City's Bicycle and Pedestrian Master Plan 2027 was adopted in 2017. This was the second such Citywide plan, updating previous efforts. It included an assessment of existing conditions, a public engagement and visioning process, and recommendations to implement the vision. The plan put forth a series of infrastructure projects, as well as program and policy recommendations that should be pursued in conjunction with this Comprehensive Plan.

E.10.2

Implement bicycle paths to link neighborhoods to destination points such as schools, business districts, the Delaware Community Center/YMCA and to community parks such as Mingo and Smith Park. Improved bicycle connections to these two community assets would assist residents in accessing them by means other than car. The active transportation route connections should consider more than recreation uses but also transportation corridors. The recommendations in the Bicycle and Pedestrian Master Plan, including where bicycle paths could be built, should be implemented.

E.10.3

Implement a variety of pedestrian connections. Connections should serve both travel and recreation demand. Routes should include a variety of surfaces from paved ADA compliant routes to primitive recreation trails that make connections between higher level pedestrian ways and bikeways.

E.10.5

Implement “complete street” design for new and existing roads. A complete streets policy was adopted by the City of Delaware in October 2020. The policy considers the public right-of-way, including sidewalks and streets, as infrastructure for pedestrians, cyclists, and smaller motorized vehicles in addition to cars. The policy should inform new street design in association with the implementation of this Comprehensive Plan and will be especially important for new streets that may be constructed in Focus Areas where significant new development is anticipated.

E.10.7

Maintain bicycle and pedestrian connectivity requirements for new residential development. As part of a review of the City's Zoning Code, the City should continue to include requirements for sidewalks, bike paths and other accommodations for people traveling to, from and within these areas by modes other than car. Improvements should be in accordance with the most recent Bicycle and Pedestrian Plan. There may be very limited times when cash-in-lieu payments from development could be available to general citywide multimodal trail planning and construction.

OBJECTIVE E.12

Provide safe and sufficient water and sanitary sewer facilities.

Planning for water and sanitary sewer must be considered in parallel with land use planning in order to promote development that is fiscally prudent, environmentally sustainable and makes the best use of land resources. Utilities decisions should inform land use decisions and, conversely, land use decisions should take into account available utilities. The City can proactively coordinate these efforts.

Actions

E.12.1

Implement water and sewer master plans. The City must implement water and sewer master plans in order to assess the current service relative to demands placed by land uses and activities and to provide a framework for future actions. The plans provide an important roadmap to ensure a match between where, how much and what type of service is provided.

F.2.3

Prepare estimate of fiscal impacts of development. As follow-up to this Comprehensive Plan, the City should hire a consultant to prepare an analysis of the City's general fund account for the last ten or more years. This analysis will be used to conduct a Return on Investment analysis as described in Action A.3.1. The purpose is to have a more nuanced understanding about which development will and will not pay for itself. The findings can then be used and weighed alongside with other considerations, to make decisions about which development types should be pursued in which locations in accordance with this Comprehensive Plan.

OBJECTIVE F.3

Link land use planning to fiscal policy.

In making future land use decisions and implementing the recommendations in this plan, it will be essential to consider and take into account fiscal impacts. A series of recommendations are presented in Objective A.3, which are also summarized below.

Actions

F.3.1

Conduct a “return on investment” analysis for major development proposals. A fiscal return on investment (ROI) analysis would determine the net fiscal benefits to the City relative to costs for providing public improvements to support a development. In order to support this Action an estimate of the fiscal impact of different development types should be completed as described in Action F.2.3. See Action A.3.1 for more information.

4. DEVELOPMENT FRAMEWORK

This chapter puts forth a development framework that underpins the plan's Character and Land Use Plan (Chapter 5) and Goals, Objectives and Actions (Chapter 7).

APPROACH

In the following pages information about the existing physical environment within the planning area is presented, including the following:

1. **Development Context.** The Development Context describes overall guidelines that should inform new development in applicable areas of the City. These are presented with text descriptions and illustrative photos.
2. **Infill and Redevelopment Opportunities.** There are opportunities for infill (development of vacant parcels within an existing built environment), redevelopment (conversion of existing property into another use) and new development within the existing City limits. These are presented in a map.
3. **New Development Opportunities.** There is potential for new development opportunities outside of the City limits but within the planning area for this plan. These are presented in a map.
4. **Community Network.** Existing parks, open space, government, institutional and other public or publicly accessible property are key amenities for the public. This is presented in a map.
5. **Transportation Network.** This map shows the existing road network as well as proposed arterials and intersection improvements.

PLANNING AREA BOUNDARY

The planning area used in this plan includes all property within the City of Delaware's jurisdictional boundary as well as property that falls outside of the City as well as property that a) is serviceable by water and sewer infrastructure, and b) has been identified as potentially developable within the ten-year time horizon of this plan based on market trends and anticipated population growth. (Note: just because property has been identified as potentially developable, does not mean that this plan *recommends* development.)

DEVELOPMENT CONTEXT

The Development Context describes the overall purpose and general guidelines that should inform any change within each Character Area and Focus Area described in Chapter 5. A major focus in the future for the City of Delaware will be preserving and protecting what makes Delaware special, including undeveloped areas, existing parks and open spaces, historic neighborhoods and other unique places that contribute to the City's quality of place. At the same time, new development must be directed to help build connections, enhance vibrant neighborhoods and improve neighborhoods, commercial corridors and other areas experiencing disinvestment. New development is also encouraged in the focus areas.

The five contexts identified are:

- ▶ Preservation
- ▶ Adaptive Re-use
- ▶ Infill
- ▶ Redevelopment
- ▶ Suburban Edge Development

Any new development should be evaluated based on its context. This will ensure that new development is compatible and consistent with the established character of Delaware while providing new opportunities for future residents and businesses and being responsive to shifting demands in the marketplace.



The building at 20-26 E. Winter Street was originally built to house multiple businesses, eventually including the New York Cash Store. The Strand Theatre was added to it in 1916 and became the oldest continually-running movie theater in Ohio. A portion of the building has been adapted for re-use and provides gallery space and office space for non-profit organizations.

INFILL

Infill is development within an existing developed area on vacant lots that is generally consistent in form and scale with its surroundings. It can also include construction on a mostly built-out lot that intensifies the use. Examples of infill are where a new home is built between two older homes or a new building is constructed on an empty lot in a commercial district between two existing structures. Infill will usually occur in areas with an established housing or business base that is experiencing an increased demand and has a supply of available lots or underutilized lots. Infill requires sensitive design guidance to ensure compatibility in character with surrounding buildings.

- ▶ **Benefits:** Infill projects increase development intensity in areas with existing infrastructure and public services and provide additional housing options, commercial space or retail/services. They can help to re-knit existing built fabric of an area, such as when built on a vacant lot between two existing uses.
- ▶ **Challenges:** Infill projects are surrounded by established development. Larger-scale buildings and an increased level of activity can be viewed as encroaching on established lifestyles and character.

GUIDELINES

- ▶ New buildings should be built at a similar scale and with similar lot configuration (setbacks and location of parking and outbuildings), as well as with architectural proportions in context with the block and street.
- ▶ If infill takes place on lots at the edge of an area with more intense development, buildings may be constructed in between the scale of the two areas to provide a transition.
- ▶ The style of new structures should take cues from the existing context, but should be distinguishable and reflect the era in which it was built rather than mimicking older styles.
- ▶ All features of the rights-of-way, including sidewalks, curbs and gutters, curb cuts, and access should be consistent with the existing context if it is of a desirable quality. In contexts where the surrounding environment lacks desired features or amenities, new development should (and may be required by City regulations to) include a higher standard in such features.
- ▶ Consider the fiscal impacts of the development along with other factors.



Infill housing located between an older residential area and a shopping center (Redwood / Glenwood Commons) has a contemporary style but is compatible with the scale and character of existing development.

REDEVELOPMENT

Redevelopment is development where the existing pattern is modified on lots that already contain some buildings through lot consolidations or subdivisions, multiple new buildings, or a single, significant change in buildings or use on a site. This could occur where most of a city block is purchased and subdivided and new internal streets are designed. It can also be where a larger property (like a school, golf course or hotel) is developed for housing or a senior living facility.

- ▶ **Benefits:** Redevelopment projects offer the greatest potential to meet demand for intensification of uses and activities. These projects are usually limited to targeted areas where the original buildings have been degraded or underutilized or as identified in specific area or corridor plan.
- ▶ **Challenges:** Redevelopment can dramatically change an area unless properly managed for context-appropriate design and density. The transition to surrounding uses is vitally important to ensure sensitive integration of uses and buffering may be required.

GUIDELINES

- ▶ The established street and block network should guide building scale and the orientation of new construction. Reverse frontage (where a building is oriented toward a different street than others on the block) should be avoided.
- ▶ The use of alleyways or smaller secondary streets and private drives is encouraged to provide intensification of development within a site.
- ▶ A similar scale, lot configuration (setbacks and location of parking / outbuildings), and architectural proportions should be used. In select locations, such as street corners, new buildings may be of a larger scale than adjacent existing buildings, but should avoid overwhelming established development.
- ▶ A vehicular trip generation study and local road capacity assessment should be submitted for consideration.
- ▶ A bicycle and pedestrian trip estimate should be submitted to help evaluate the need for supporting facilities in the vicinity.
- ▶ Consider the fiscal impacts of the development along with other factors.



Ohio Wesleyan University's Dittrick House is a redevelopment project that provides duplex-style small living units (SLUs) for students.



A commercial redevelopment improved the side and back frontages of a building with landscaping to create a more welcoming approach from all directions.

SUBURBAN EDGE DEVELOPMENT

Suburban Edge Development is when a large piece of land (usually more than 50 acres in size) that was previously used for agriculture or forestry, and is surrounded by at least two sides of other large parcels, is developed. The property could be subdivided, condominiumized or part of a Planned Unit Development (PUD). A new street network, infrastructure, and buildings are built. This type of development has been common in Delaware in recent decades and typically involves annexation from one of the surrounding Townships in accordance with the City's plans and utilities.

- ▶ **Benefits:** Suburban Edge Development does not require demolition or adaptive re-use of existing structures except in cases where land needs to be cleared, for example, where there is an old farm or barn. It can accommodate large format uses or larger residential developments at a time of high demand for more housing or other uses. The initial cost of land can be less expensive than in redevelopment or infill projects because there is no existing infrastructure or no significant structures present.
- ▶ **Challenges:** Establishing connectivity to existing public road networks through adjacent development can be difficult. It can have adverse, long-term fiscal implications for local government from a maintenance perspective. The cost of infrastructure, improvements in rights-of-way and new services can outweigh the marginal cost difference in the land. Achieving the most appropriate balance between the existing character of Delaware while meeting demand for housing and other types of development will require thoughtful development standards or PUD. While PUDs can create valuable oversight and flexibility they can increase the need for City staff resources. They can also make approval processes lengthy, uncertain and costly for land owners.

GUIDELINES

- ▶ Multimodal transportation connectivity to adjacent areas should be emphasized.
- ▶ Protected and accessible open spaces and connections to nearby open space networks should be provided.
- ▶ Private sector applicants should build new roads following the City's Major Thoroughfare Plan to accommodate multimodal travel and include sidewalks, bike lanes, and on-street parking consistent with the City's Bike and Pedestrian Plan.
- ▶ New development should be coordinated and timed relative to infrastructure availability. Infrastructure, particularly sewer and water service, should be available concurrently with new development or developers must pay to extend it within a project.
- ▶ When development occurs adjacent to existing development an appropriate transition is needed and adjacent lots should be consistent in use and size. Smaller lots or more intense uses may be located in the interior of the development.
- ▶ While accommodating development, preservation of (or mitigation of) impacts to significant environmental features, wetlands, streams, large stands of trees, and the like (where appropriate) is expected.

INFILL AND REDEVELOPMENT OPPORTUNITIES WITHIN CITY LIMITS

This map shows areas within the City boundary where redevelopment and/or infill opportunities may be possible. It is a first step in an analysis of where and how Delaware has potential to grow within its current limits. There are clear fiscal, sustainability, transportation and other advantages of directing growth to locations that are already partially developed or adjacent to existing development.

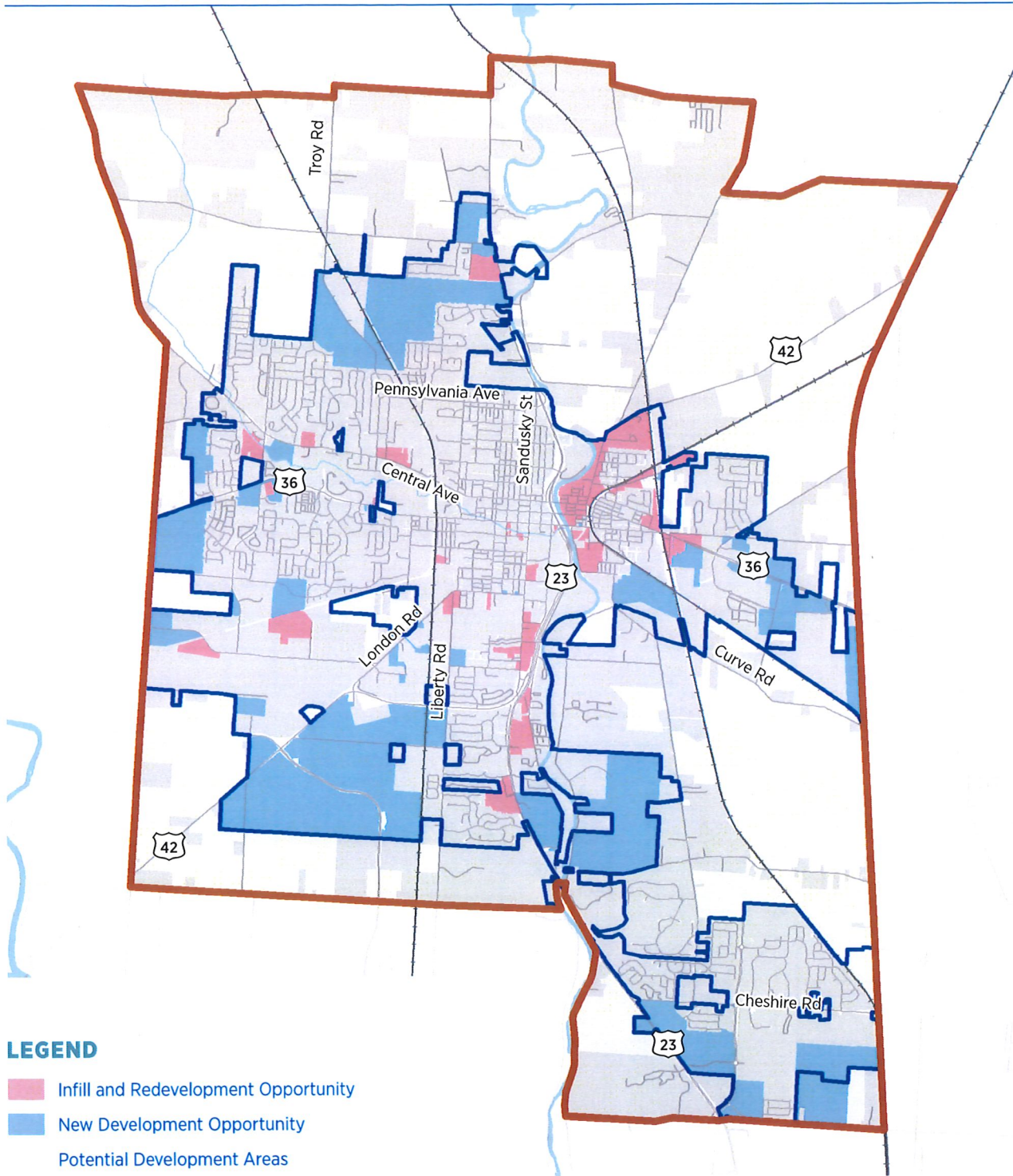
Areas in pink (Infill and Redevelopment Opportunity) are platted lots with structures that generally have a ratio of less than 2:1 improvement (house plus structures per the County Auditor) to land value and can therefore be deemed “underutilized” or are legacy retail or shopping centers with room for Infill or Redevelopment. Also included are residential properties that generally have fewer than five acres that were absent of any structures and commercial land since it tends to move as communities grow and most commercial uses update or change every 5-10 years. Parcels identified would likely be developed as traditional single lot infill sites unless consolidated.

Areas in blue (New Development Opportunity) are either vacant / partially vacant or agricultural in use and are generally greater than five acres (in most cases greater than 20 acres). Some of these properties are already in the City's pre-development pipeline (meaning they may be zoned, they have appeared in plans or development might have started). It is important to note that some may be more advantageous for development than similar sites outside of current City limits because they are adjacent to or surrounded by existing development and are currently or readily served by infrastructure. Their development could therefore provide a natural continuity with and complement developed areas. Guidance by the applicable Development Context designations should help to transition from existing development to new development.

Areas in light gray (Potential Development Areas) are locations outside of City limits where new larger-scale development is possible as detailed in the following map (New Development Opportunities).

Areas in dark gray (Committed) are platted but unbuilt subdivisions (pipeline development sites).

INFILL AND REDEVELOPMENT OPPORTUNITIES WITHIN CITY LIMITS



LEGEND

- Infill and Redevelopment Opportunity
- New Development Opportunity
- Potential Development Areas
- Committed
- Planning Area
- City of Delaware
- Roadway
- +— Railway



SUBURBAN RESIDENTIAL

Suburban Residential Character Areas are found toward the perimeter of the current city limits and along corridors. These areas include existing, post-1940s subdivisions and the car-oriented, non-residential corridors associated with them. They are primarily characterized by individual subdivisions or neighborhoods with a specific street and block patterns adjacent to other subdivisions or neighborhoods with a different patterns. A common characteristic of these neighborhoods is homogenous housing types and architectural styles in a block, along a street, or clustered in pods around a common open space. However, types vary between areas, ranging from detached single-family to multi-family complexes. Driveways, garages, and accommodation of the car is predominant.

KEY ATTRIBUTES

- ▶ The street network is typically curvilinear with irregular block structure. It may have limited points of connections and frequent use of culs-de-sac, especially in subdivisions developed between 1980 and 2000.
- ▶ Streets vary in width from 30-foot rights-of-way to 60-foot rights-of-way. Sidewalks are common.
- ▶ Blocks vary in dimension by subdivision and may be similar to an urban block or be less defined and more organically shaped by the landscape or former parent lot (lot that existed prior to development).
- ▶ The pattern within each subdivision is typically very consistent in terms of lot size. Lot shape may vary and include rectangular parcels, wedge/pie shaped parcels consistent with a more curvilinear street network, or other shapes.
- ▶ Buildings are typically located near the center of the lot, with similarly sized front and back yards, and often present the wider façade to the street with the greatest dimension of the lot being the frontage width.
- ▶ Attached garages with driveways are common.
- ▶ Housing types are typically developed in separate subdivisions (multi-family, single-family, townhouses). Mixing of housing types within a block or along a street is uncommon.
- ▶ Buildings are typically one to three stories, with some four-story buildings in multi-family complexes.
- ▶ Architectural details may vary within each subdivision depending on the mix of residential types and era of construction. Infill development respects the existing horizontal and vertical proportions of homes as well as location and orientation of buildings on the lots.
- ▶ Open space, when present, is provided in an informal and passive manner as well as through neighborhood recreation facilities and clubhouses. In older, larger lot Suburban Residential Character Areas there is usually limited public open space. More recently built areas are more likely to have common open spaces and parks.

PLANNING GUIDELINES

Existing Suburban Residential Character Areas represent established and stable development in Delaware that are not likely to see significant new development and change. For this reason, the applicable development context is infill and the planning approach for these areas should be to maintain and enhance the character of existing development. New Suburban Residential Character Areas should embrace the trends of more recent subdivisions toward incorporating public open space and pedestrian accommodations, adhering to high quality design standards and integrating conservation development principles, such as retaining natural features and encouraging more clustered development to allow for more open space. Where feasible, integrating or promoting proximity to Activity Districts is also desirable to maximize residential access to commercial goods and services and reduce car-dependence.

The critical factors to consider in design and any improvements include:

- Maintaining or improving the connectivity of roads to provide alternative routes and reduce traffic congestion on major roads.
- Improving the connectivity between destinations and residential areas through completion of sidewalk and trail connections.
- Providing adequate common open spaces in developments with small individual yards to offset the compact character of the built areas.
- Encouraging the use of alleys and rear loaded garages whenever feasible to increase the walkability of new neighborhoods by removing driveways and curb cuts from residential streets.
- Establishing transitional zones in each new subdivision that allow for step up or step down between types of housing to adjacent neighborhoods.
- Requiring tree lawns along all residential streets or consider deep enough front yards that large species shade trees can be planted and maintained in front yards.
- Requiring infill projects to match the size, scale, and setback of existing homes.
- Addressing stormwater impacts and mitigation.

APPROPRIATE DEVELOPMENT TYPES*

- Traditional Small Lot-Single-Family
- Traditional Medium Lot Single-Family
- Traditional Small Block Neighborhood
- Traditional Large Block Neighborhood
- Early Suburban Single-Family
- Late Suburban Single-Family (Existing)
- Multi-Family Complex (Existing)
- Commercial Corridor (Existing)
- Suburban Mixed Residential
- Neighborhood-Scale Activity Center
- Community-Scale Activity Center
- Fairgrounds
- Camps or Ecological Conservation Campus
- Eco-Village
- Natural Conservation/Preserves

* Development Types are described in detail on pages 81-90.



ACTIVITY DISTRICT

Activity District Character Areas are nodes that provide local and regional destinations for the community. Some include retail and commercial uses that are smaller scale, serve a local population and are more pedestrian-oriented. Others accommodate community or regional-scale commercial uses, are more car-oriented and larger in scale. Some also serve a "gateway" function, marking entrance points into the City. In addition to commercial activities, these districts incorporate a mix of other uses, including institutional, residential and open space/recreational.

APPLICABLE PLANNING CONTEXT GUIDELINES

Both Infill and Redevelopment are appropriate development contexts for Activity District Character Areas. In many cases, taking advantage of infill opportunities can help to intensify uses in such a way as to maximize the potential of existing infrastructure and limit the need for suburban edge development in other locations. Redevelopment is appropriate in locations where certain types of buildings are functionally underutilized or market conditions changed. In some activity districts public realm improvements and amenities (such as pocket parks, bicycle lanes, street furniture, lighting, public art, etc.) offer the potential for improving quality of place and making areas more appealing as destinations for both residents and visitors.

APPROPRIATE DEVELOPMENT TYPES*

- Neighborhood-Scale Activity Center
- Community-Scale Activity Center
- Regional-Scale Activity Center
- Suburban Mixed Residential
- Multifamily Complex
- Commercial Corridor
- Fairgrounds
- Camps or Ecological Conservation Campus
- Hospital/Medical Campus
- Natural Conservation/Preserves

* Development Types are described in detail on pages 81-90.





MEMORANDUM

TO: Dave Efland, Planning Director
 CC: R. Thomas Homan, City Manager, Kyle Kridler, Asst. City Manager
 FROM: Ted Miller, Parks and Natural Resources Director
 DATE: 12.10.21
 RE: Addison Properties

The following memorandum is intended to address the amenities associated with the proposed Addison Properties development from the plan set dated October 5, 2021. The specific amenities addressed would be directly related to the Parks and Natural Resource Department.

Trails

The development has proposed an eight-foot multi-use trail parallel with Merrick Parkway and the Bruce Road connection. The proposed trails are consistent with the Bicycle and Pedestrian Master Plan 2027. In addition, we have requested an eight-foot multi use trail parallel with the proposed Heritage Blvd extension north of the roundabout and sidewalk connections south of the roundabout to connect into the existing neighborhoods to the south..

The community response has also pointed out a need for better connectivity to Smith Park which is adjacent to this development but separated by an active rail line. The city would like to make the pedestrian connection and would be open to potential funding sources that this development may be able to assist with. Even a partial funding source would enable us to leverage funding towards potential grants that could support a rail crossing project.

Parks

The open space area calculations presented on the plan details active and passive open space for Sub Areas "B", "C", "D" and "E" and our comments are based specifically on these areas. Overall, the sub areas equal 152.9 acres and have 45.7 acres of active/passive open space. The plan has dedicated almost 30% of the area to towards open space which exceeds zoning requirements. Each sub area individually exceeds 20% dedicated open space. In addition, the open space has been located to preserve existing woodlands and wetlands as much as possible and to provide linear greenway connections, particularly along Merrick and through Sub-Areas C and D to the future Smith Park pathway.

The open space calculations for these Sub Areas would be higher if the buffer area north of Shelbourne Forest Subdivision (Reserve #1) were included in the Sub Area E calculations.

Tree Preservation

Our analysis reviewed the Tree Preservation / Removal Exhibit as updated with recent changes submitted by the Applicant. Again, we examined Sub Areas "B", "C", "D" and "E" with the addition of Reserve Areas #1 & #2. The overall (no condition rating applied nor discounting for dead trees) proposed preserved woodlands in these areas of 27.8 acres while removed woodlands proposed is approximately 33.8 acres. The sub areas and reserve areas preserve 45% of the woodlands estimated. Preserving approximately half of the trees on a planned unit district is consistent with past planned unit developments. Additionally, the proposed payment per the Development Text into the Tree Fund combined with the additional planting per unit in the Development Text in these areas brings the overall percentage to approximately 50% on a caliper inch basis and/or payment-in-lieu-of at \$100 per caliper inch equivalent basis.

In addition, the tree preservation calculations do not factor in the street trees that will be added to this site, buffer area trees, and required landscaping trees. Based on feet of roadway proposed, the single family lot areas (Sub Areas "D" & "C") will likely add around 700 caliper inches of street trees, Merrick and Heritage road right of way will likely add around 900 caliper inches of street trees that will ultimately increase the canopy coverage particularly in the areas that are predominantly agricultural land today. Adding tree canopy to the agricultural areas, which largely are devoid of trees today, could be beneficial to the overall site and the proposed development.



MEMORANDUM

TO: David Efland, Planning and Community Development Director
FROM: Sean Hughes, Economic Development Director
DATE: November 18, 2021
RE: Addison Development Plans Review Economic Development Comments

In response to community questions in regards to the Addison Development mixed-use project, my team wanted to contribute our thoughts and comments as part of the plans review process.

This plan appears to be consistent with national trends towards mixed-use development as well as components of our recently adopted updated comprehensive plan. The developer has incorporated retail and office with very diverse housing options. Not only will this provide the rooftops necessary to attract and support retail and service based businesses, but it also provides the necessary housing to support workers at varying income levels. Many of these workers will be staffing the retail, service and office based business in the development, however, many also will support our existing retail, restaurant, service and industrial businesses. This is greatly needed considering the post-pandemic worker shortage that all of our employers are currently facing.

The city's unemployment rate is hovering at 3.7%, which is a normal unemployment rate for our community. With that being said, the only way to increase our workforce is to provide transportation solutions for bringing workers to Delaware from surrounding communities or providing affordable housing options for their varying levels of income.

The following excerpt from a real estate market assessment we had completed by DiSalvo Development Advisors earlier this year demonstrates a demand for affordable rental housing.

Demand: A five-year projected growth of 1,289 renters from 2020 to 2025. There will be an estimated 3,727 renter households with incomes above \$40,000 by 2025. DDA expects a site-specific market-rate property to support 186 to 260 units. Based on the five-year market-rate potential of 590 units, the market can absorb up to three market-rate projects over the next five years (source: *Residential Market Analysis*, Randall Gross).

There are an estimated 2,743 renter households with incomes below \$40,000, representing demand for additional affordable housing in the market. The Residential Market Analysis estimates demand for 360 to 600 units within this income group. The Low-Income Tax Credit program represents the most likely vehicle to develop additional affordable housing.

Mixed-use projects also create diverse job opportunities. While we try to focus our efforts on high-paying white-collar jobs in particular, the trends for office are moving away from dedicated office parks to mixed-use development with walkable access to amenities such as restaurants and retail as well as walkable access to housing where the employees live. We saw this happening nationally before the pandemic, but it has certainly escalated after the pandemic as more employees and employers adopt work-from-home or hybrid work options. Therefore, the lower-paying jobs of retailers and restaurants serve as part of the soft-infrastructure that is necessary to attract the higher-paying jobs.

With that being said our real estate market assessment identified that we have a need for more retail in the City.

Demand: The City of Delaware residents will have an estimated retail trade spending potential of \$700 million by 2025, approximately \$100 million above current estimated retail spending, of which \$55 million represents retail trade excluding automobile and online sales.

The trade area has a population 10,000 above the City of Delaware and in 2017 has current sales potential of \$650 million, of which approximately \$425 million are non-automobile sales. The trade area consumer spending potential is 80% of local estimated sales. The non-automobile spending potential in the trade area is projected to increase to \$477 million by 2025.

The potential unmet demand for the \$90 million retail spending could generate approximately an additional 210,000 square feet of occupied retail space in the City of Delaware.

Estimated restaurant sales per square foot in 2017 were \$319 per square foot. This is considered a healthy overall sales per square foot amount. DDA projects restaurant spending power within the local trade area will reach \$87 million by 2025. Assuming 80% of the restaurant spending occurs in the trade area, at an average of \$325 per square foot, in the next five years there is potential to support another 50,000 square feet of food and beverage space in the City of Delaware.

While we have not been given any specifics on square-footage of retail, restaurant or office, this project appears to be consistent with meeting the space demand identified in our real estate market assessment and creating both office and retail/restaurant/service jobs.

The developer has not requested any incentives for the project, therefore, we have not requested an economic impact analysis on the project.



**PLANNING COMMISSION /
PUBLIC WORKS DEPARTMENT STAFF RESPONSE**

CASE NUMBERS: 2021-3843-3845

REQUEST: Multiple Requests

PROJECT: Addison Farms

MEETING DATE: December 1, 2021

During the November 3, 2021 Planning Commission Meeting, there were many inquiries made specific to Cases 2021-3843, 2021-3844, 2021-3845 associated with Addison Farms/Addison Properties. This staff response is to address concerns specifically relating to Public Works/Engineering, and in no particular order:

A. General Engineering Review Process

The City's Engineering Standards are contained within the **Engineering Design Standards (EDM)** and is accessible via the City's website at this location: <https://www.delawareohio.net/government/departments/engineering/engineering-design-standards>.

As denoted **City Code Chapter 903** and in the **EDM Chapter 3**, all proposed developments in the City of Delaware are subject to review by the Public Works Department to verify conformance to current City design and construction standards, specifications, and regulations. Engineering and construction plans typically include, but not limited to the following: Site demolition, Storm sewer including submission of associated calculations, Grading, Basin details, Erosion and sediment control, Sanitary sewer including submission of associated calculations, Roadway Improvements, Waterline including water modeling and flow analysis, and water meter sizing calculations for commercial/private sites, Maintenance of Traffic, Signage and Striping, Street lighting and/or site lighting, Traffic signal plan and details, when appropriate.

Other submittal requirements include:

- Traffic Impact study, where determined appropriate
- Preliminary and/or Stormwater Management Plan (Preliminary is not always required). See below for more detailed information
- Stormwater Pollution Prevention Plan (SWPPP or SWP3)
- All necessary easement and/or agreements (such as a cross access agreements, offsite easements required for development, temporary construction agreements, memorandums of understanding with other jurisdictions (such as adjacent townships, Delaware County)
- Any required permits, as appropriate, including but not limited to:
 - OEPA NDPEs NOI (Approval Under Ohio EPA (OEPA) National Pollutant Discharge Elimination System (NPDES) - Construction Site Stormwater -Olentangy Watershed-current permit)
 - OEPA Surface water Permit to Install (PTI)
 - OEPA Drinking water Permit to Install (PTI)
 - United States Army Corps of Engineers (USACE) Preliminary Jurisdiction Determination and Nationwide Permit verifications, including any special conditions where appropriate

Within the Public Works Department there are two full time professional engineer staff members, who comprise the Land Development section. These staff members begin to be integrated with a potential developer as early as a concept plan or even a concept discussion is initiated. For any development project to proceed to Planning Commission and Council a Final Development Plan and/or Final Subdivision Plat, Public Works must first have received the initial final engineering plan for review. It is typical that any project goes through no more than three (3) plan reviews, and when all items are submitted as required and meet the engineering design standards, the plan is approvable and routed for required City of Delaware signatures (the Public Works Director/City Engineer, Deputy City Engineer, Public Utilities Director, Planning and Community Development Director).

When all permits are obtained (OEPA required a signature on a plan in order to approve and grant a PTI), and all required items are submitted as required, and all required Council approvals have been obtained by the developer/applicant, Land Development staff can schedule a pre-construction meeting with the developer and their contractor(s) so that construction can commence. Also, in conformance with **City Code 903**, all developments during construction are inspected for conformance with the approved engineering plan.

B. Northwest Arterial Corridor Analysis (NWACA)

The City has been studying the planned Merrick Bl extension to US 23 to fully understand the traffic related impacts associated with the project, and the interim impacts from development related traffic to the surrounding roadway

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MEETING DATE: December 1, 2021

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network until such time as Merrick is completed. A full report identifying all transportation impacts and proposed improvements will be developed and be available at the conclusion of the study.

C. Addison Farms/Properties Traffic Impact Study (TIS)

As of the end of October, the NWACA study data collection and initial analysis has been accepted by the city. Upon approval of the requests indicated by the requests denoted in Planning Commission Cases 2021-3843, 2021-3844, 2021-3845, including finalization of zoning, City staff can coordinate the initial methodology meeting so that the developer can first submit a memorandum of understanding outlining the scope of the study and once accepted, proceed with their traffic impact study. The methodology meeting will include discussion on traffic counts and how to properly take into consideration count data that may or may not be affected due to COVID-related impacts to vehicular activity.

The TIS will be completed as specified in **EDM Chapter 8**. Per **Engineering Design Manual Chapter 3** a Traffic Impact Study (and Preliminary Stormwater Management Plan) is required to be approved before final engineering plans will be accepted for review.

a. Speed Limit

For the Traffic Impact Studies and roadway design the developer/design engineer will utilize the design speed for design of roadways and roadway improvements; design speed is based upon the legal speed. Design speeds are defined by the American Association of State Highway and Transportation Officials (**AASHTO Green Book**), and on a state level the **ODOT Location and Design (L&D) Manual** (specifically, Volume 1, reference: <https://www.dot.state.oh.us/Divisions/Engineering/Roadway/DesignStandards/roadway/Location%20and%20Design%20Manual/Entire%20Manual.pdf>).

The legal speed is determined by **Ohio Revised Code (ORC)**, specifically ORC Section 4511.21 (<https://codes.ohio.gov/ohio-revised-code/section-4511.21>) and Section 4511.65 (<https://codes.ohio.gov/ohio-revised-code/section-4511.65>). Upon this determination and completed construction this will be the posted legal speed limit, specifically on Merrick Bl. Local streets, both existing and new streets, per **ORC 4511.21(B)(2)** have a legal speed limit of 25-mile per hour (MPH).

Reference **EDM Chapter 7** which references roadway design requirements with reference to design speed.

b. Proposed Merrick Bl Profile

The TIS will assist with determining the profile of Merrick Bl, particularly with respect to turn lanes and roadway width. Merrick Bl in the vicinity of Houk Rd is established with a 100-FT right-of-way, and for concept and planning purpose discussion within the proposed Addison Farms development this width has been utilized to date.

c. Roundabout Intersection Control

Also referred to as “modern roundabouts”.

The **ODOT L&D Volume 1** states:

“Modern roundabouts have geometric features that slow all vehicles down, regardless of the posted speed limits on the approaching roadways. Entering traffic is slowed down and deflected to the right by the approach splitter island into an appropriate curved path along the circulating roadway and around the central island of the roundabout.

Generally, roundabouts can process high left turn volumes more efficiently than all-way stop control or traffic signals; as well as, accommodate a wide range of side road volumes.

Roundabouts can improve safety over that of a conventional intersection through the reduction of vehicular speeds through the roundabout (average 15-25 mph), the reduction of crossing conflicts where the paths of opposing vehicles intersect and a lower angle of impact in the event of a crash. Roundabouts are recognized by FHWA as a Proven Safety Countermeasure.”

As such, staff support the inclusion, design, and construction of roundabouts on the proposed Merrick Bl. Also reference **EDM Chapter 7** regarding design requirements for roundabouts.

Existing driveway accesses, specifically at 999 Executive Bl and 178 Woodhaul Dr will be required to be fully accessible from Woodhaul Dr and unobstructed by the splitter island of the roundabout. It is noteworthy to emphasize that many municipalities and jurisdictions are choosing to proceed with a roundabout intersection for both new intersections and as a modification for an existing intersection.

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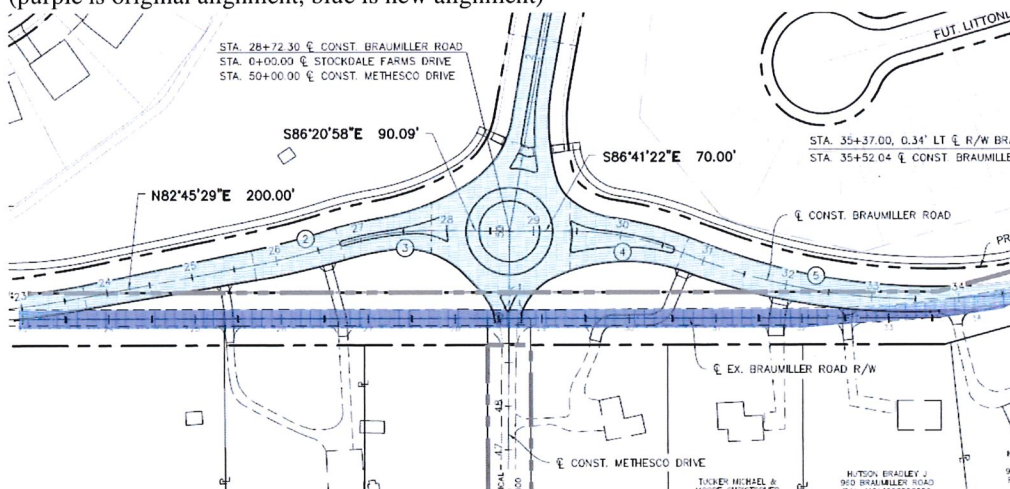
MEETING DATE: December 1, 2021

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- Example of drives being accommodated within Delaware County can be reviewed by Google Maps at Smothers Rd and Schott Rd/Red Bank Rd, or at Liberty Street and Salisbury Dr, see images below:



- Below is an example of drives being accommodated on a City of Delaware developer-led project in association with Terra Alta subdivision on Braumiller Rd, with new road Stockdale Farms Dr (purple is original alignment, blue is new alignment)



D. Thoroughfare Plan

The Official Thoroughfare Plan was codified through **ORD 02-21** Passed 2/25/2002. This plan depicts, and specifically states and notes on exhibits:

“New roads are conceptual and shown for planning purposes only. Specific alignments will be determined in future studies.”

More recently, the 2020-2040 Plan Project Summary, a part of the Thoroughfare Plan, was updated via **ORD 21-22** Passed on 5/10/2021. On this document, attached as **PWD-Appendix A**, the above note was inadvertently omitted as it was anticipated the newly implemented GIS-based online mapping would contain this note.

Regardless, the Official Thoroughfare Plan contains this notation as well as the depiction of Merrick Bl in Figure E2. Excerpts of this document are attached as **PWD-Appendix B**.

Therefore, the alignment of Merrick Bl is not obligated to be a specific alignment; the alignment is required to be determined via future study, which this developer is pursuing through initially these cases, the future TIS, and subsequent engineering design. The same applies to Heritage Bl.

Ultimately, per the Executive Summary of the Thoroughfare Plan (**ORD 02-21** Passed 2/25/2002) the purpose of it is to

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protect and aid in right-of-way acquisition for future road corridors; serve as a guideline for public agencies and developer when establishing future access points and roadways in the City; coordinate with County and township transportation plans; allow better integration between transportation and land use planning.

All street stub extensions and proposed roadway improvements are identified on the 2020-2040 Thoroughfare Plan Project Summary, notably for these cases:

a. Street Stub Extensions

The 2020-2040 Thoroughfare Plan Project Summary adopted 5/10/21 via ORD 21-22 include stub street extensions to be made by either the City or a developer. Specifically, for Addison Farms this includes:

- 16 – Hayloft Drive

Note: As a result of public concern and comment primarily directly associated with the temporary park permitted at this location, staff have yielded to allow for this extension to not be pursued.

- 17 – Hope Lane

Note: Staff have evaluated and with the proposed development presented in these cases, this connection can be eliminated; the developer will be required to restore this area to grass and any additional processes deemed required by the City to remove this from public right-of-way and maintenance.

- 18 – Kensington Drive

- 21 – Sylvan Drive

- 22 – Taylor Avenue

Note: As a result of public concern and comment primarily directly associated with preservation of wooded areas, staff have yielded to allow for this extension to not be pursued.

- 28 – Woodhaul Drive Extension

Regarding stub street connections of (18) Kensington Dr (21) Sylvan Dr to proposed Heritage Bl: As is standard with any subdivision, new or existing, Delaware Fire Department staff have consistently specified that connection to existing streets to the Oakhurst Subdivision will be required for their approval.

Per Ohio Fire Code 503.1.2 Additional access:

The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

b. Proposed Roadway Improvements

- 7 – Bruce Road

- 20 – Heritage Bl

- 29 – Merrick Bl

- 36 – Residential Connector Street (reference City-owned parcel 51931103017000, between 829 and 841 Executive Bl.

Note: As a result of public concern and comment at this location, staff have yielded to allow for this extension to not be pursued.

E. Stormwater Management Plan Requirements

All developers must meet the stormwater requirements as specified in **EDM Chapter 15: Stormwater Management and EDM Chapter 16: Stormwater Quality Regulations**, which includes the requirements of the OEPA General Construction Stormwater Permit OHC000005.

As is consistent with **EDM Chapter 15**, the design engineer has been in contact with the Public Works Department as early in the design process as they possibly could, and to date has submitted and received comment back on a preliminary stormwater management plan for the subject case(s).

The developer must include with any initial engineering plan design submission (a step in the process that typically occurs once preliminary development plan approval is achieved and is required in advance of submitting a final

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development plan for approval) a Stormwater Management Plan for review that includes, but is not limited to, the following:

- Existing conditions tributary map
- Proposed conditions tributary map
- Soils map
- Proposed storm structure tributary map
- Site description
- Hydrologic methodologies used to determine the runoff
- Existing hydrologic conditions, including county and local field tile systems and drainage ditches are identified on current Delaware Water and Soil Conservation District office records.
- Developed hydrologic conditions
- Stormwater management plan – how the runoff is being moved through the site
- Applicable permits, including all EPA and USACE permits
- Calculation sheets and hydrograph printouts
- Identify proposed major flood routing, storm sewer outfall points, and off-site improvements
- Identify downstream capacity concerns or limitations to the existing system
- Critical storm calculations
- Required detention volumes for 1-year and critical, and 100-year events
- Proposed detention and/or retention basin locations.
- Including considerations for discharge point, stormwater diversions, and field tiles

Approval of the Stormwater Management Plan is required, as indicated above (see **General Engineering Review Process**).

a. Stormwater Offsite Runoff/Offsite Tributary Area

Per **EDP Chapter 15**: *“Stormwater runoff from offsite upstream tributary areas that discharge to or across a development site shall be accommodated within the stormwater facilities planned for the development site. No stormwater management plans will be approved until it is demonstrated that offsite runoff will be adequately conveyed through the development site in a manner that will not cause or contribute to hazardous or detrimental upstream and downstream flooding and erosion. The estimation of the offsite flows must be done separately from the estimation of onsite flows (i.e., separate hydrographs for offsite areas must be determined). Detention / Retention is not required for the offsite flows unless downstream condition warrant it. Offsite flows must be treated for water quality per Ohio EPA requirements. The allowable release rate from a site that is “passing through” offsite runoff shall be the allowable release rate for the site plus the pre developed offsite flow for the design storm.”*

b. Riparian Setback Requirements, Mitigation, Streamside Buffers

The geographical area within this potential development is within the Olentangy River Watershed. The riparian setback requirements and mitigation are specified within OEPA General Construction Stormwater Permit OHC000005.

EDP Chapter 16 also includes the Construction Stormwater Permit Riparian Setback Figures for streamside buffer and mitigation, specific to the Olentangy River main stream, perennial streams, intermittent streams, ephemeral streams. Where and when appropriate stream classification is determined by the USACE on the Jurisdictional Determination. Engineering plans will be reviewed to verify they are compliant with any obligations established by these documented requirements, as well as any USACE Jurisdictional Determination and/or the EPA.

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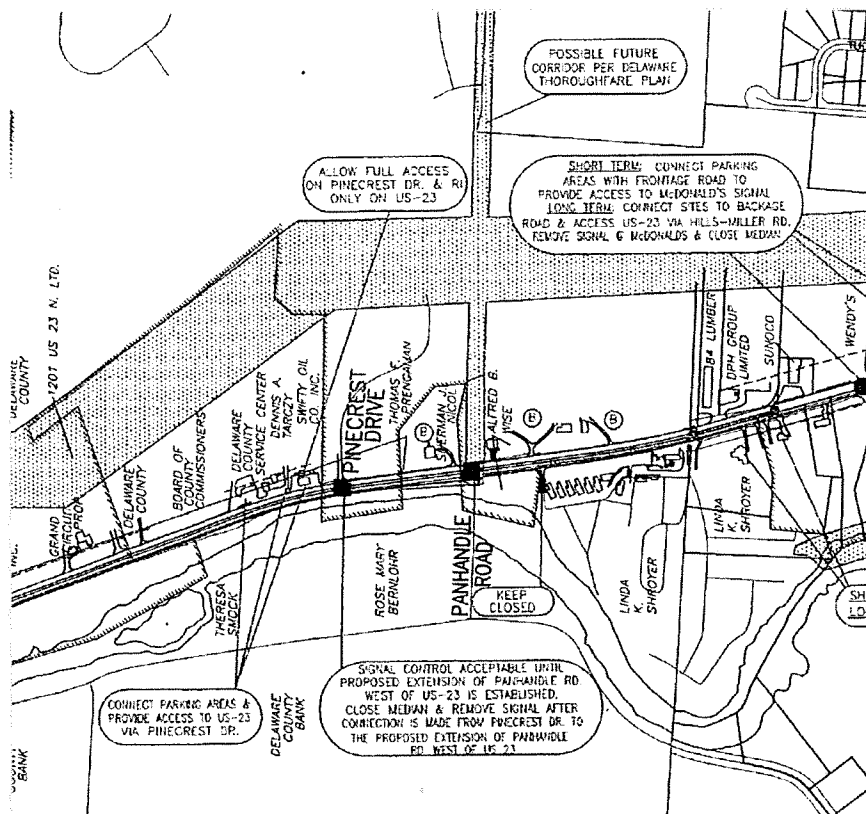
c. Existing Wetlands

Provisions are also included in **EDM Chapter 16: Stormwater Quality Regulations**, and the OEPA General Construction Stormwater Permit OHC000005, with respect to existing wetlands. The USACE Jurisdictional Determination and the EPA determine what, if any, impacts can be made to existing wetlands and any associated restoration and/or mitigation required. Engineering plans will be reviewed to verify they are compliant with any obligations established by these documented requirements, as well as any USACE Jurisdictional Determination and/or the EPA.

F. Safety concerns at Pinecrest Dr & US 23 at Gas Station

The gas station south of Pinecrest Dr on US 23 is not within the jurisdictional boundary of the City of Delaware, as such Delaware had no approval authority when a gas station was redeveloped at this location.

An excerpt of the **US 23 Access Management Plan, DEL-23-0.00** completed by ODOT District 6 dated 8/14/2002, sheet 7 of 11, is provided below, with respect to the intersection at Panhandle Rd it is stated: *“Signal control acceptable until proposed extension of Panhandle Rd west of US-23 is established. Close median & remove signal after connection is made from Pinecrest Dr to the proposed extension of Panhandle Rd west of US 23.”*



This intersection will be specified to be included in the Traffic Impact Study to be completed by the developer, and per the above study and understanding of a rule established by ODOT, the intersection of Pinecrest Dr and US 23 will be improved such that right-in right-out access only is provided once connection to proposed Merrick Bl is completed.

G. Sidewalks and Bike Paths

Per **City Code 1149.12** Sidewalks are required to be on both sides of all public and private streets within or adjacent to a development, including along existing streets that do not have sidewalks; sidewalks are to be at least five feet in width.

Per **City Code 1111.08(c)(3)** Sidewalks shall be required on both sides of the street. Sidewalks shall be at least five feet in width; **City Code 1111.08(c)(5)** In addition, sidewalks and/or bike paths shall be required in all open spaces in all subdivisions (unless the Planning Commission and Council grant an exception), in locations selected by the Planning

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MEETING DATE: December 1, 2021

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Commission. In addition, bike paths shall be provided as shown in the Comprehensive Plan, any specific plan, the Bike path/Pedestrian Master Plan or to provide local and collector connections to those bike paths shown in said plans. Bike paths shall meet minimum City requirements and standards for such and shall be at least 8 feet wide. All bike paths not located in the public right-of-way shall be within a public access easement.

Public Works Department supports having sidewalk (5-FT minimum width) on one side of the street and bike path (8-FT minimum width) on the opposite side of the street for both proposed Merrick Bl and Heritage Bl.

H. Lighting requirements

Lighting plan requirements are established in **City Code 1158**. Developments having site lighting, for example restaurants, office buildings and associated parking lots, retail shopping, are reviewed and approved by the Planning & Community Development Department for compliance with this code.

Street lighting plans are reviewed and approved by the Public Works Department, meeting the lighting requirement included in City Code as well as **EDM Chapter 12** and **Standard Drawings RDWD-34.1, 34.2, 34.3, 34.4, and 34.5**. Specifically, a minimum of 0.5 foot-candle average is required for all roadways, with a Luminance Uniformity "L" average to "L" minimum of 6 to 1 per American National Standard Practice for Roadway Lighting prepared by IES (Illuminating Engineering Society).



**PLANNING COMMISSION /
PUBLIC WORKS DEPARTMENT STAFF RESPONSE**

CASE NUMBERS: 2021-3843-3845

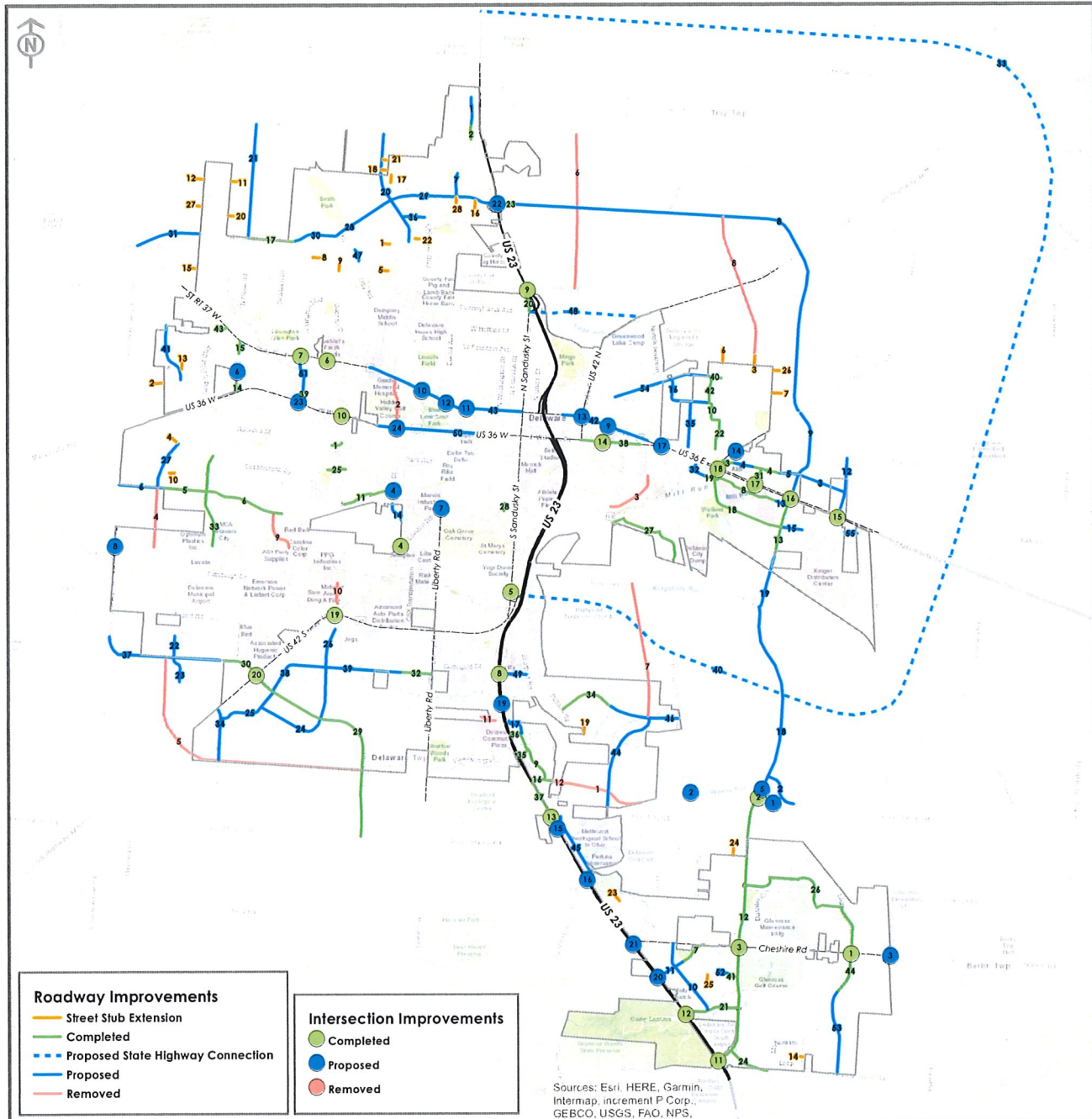
REQUEST: Multiple Requests

PROJECT: Addison Farms

MEETING DATE: December 1, 2021

PWD-Appendix A

2020-2040 Plan Project Summary, a part of the Thoroughfare Plan,
updated via **ORD 21-22** Passed on 5/10/2021



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS,

Roadway Improvements

Proposed:

- 1 Backage Road Extension
- 2 Berlin Station Road Relocation
- 3 Baltimore Drive Extension
- 4 Baltimore Drive Extension
- 5 Baltimore Drive Extension
- 6 Boulder Drive Extension
- 7 Bruce Road Extension
- 8 Byxhe Parkway Extension
- 9 Byxhe Parkway Extension
- 10 Cheshire Crossing Drive Extension
- 11 Cheshire Road Extension
- 12 Commercial Connector Road
- 13 Commercial Frontage Road
- 14 Curtis Street Realignment
- 15 Davidson Lane Extension
- 16 Ferguson Avenue Extension
- 17 Frontage Road Extension
- 18 Glenn Parkway Extension
- 19 Glenn Road Improvement
- 20 Heritage Blvd. Extension
- 21 Hawk Road Extension to Hills Miller Rd.
- 22 Industrial Access Drive (North)
- 23 Industrial Access Drive (South)
- 24 Industrial Backage Road Construction
- 25 Industrial Backage Road Construction
- 26 Jags Blvd. Extension
- 27 Lehner Woods Blvd. Extension
- 28 Merrick Blvd. CSX RR Crossing
- 29 Merrick Blvd. Extension
- 30 Merrick Blvd. Extension (Cambridge to Troy)
- 31 Merrick Blvd. Extension West to SR 203
- 32 Mill Run Loop Extension
- 33 Northeast US36/SR37/US23 Bypass
- 34 Owen Frisley Road Realignment
- 35 Residential Connector Street
- 36 Residential Connector Street
- 37 Sawmill Parkway Extension Phase G

- 38 Slack Road Realignment
- 39 Slack Road Reconstruction
- 40 Southeast US23/US42 to US36/37 Bypass
- 41 Springer Woods Blvd Extension
- 42 SR37 (E Central Avenue) Improvement
- 43 SR37 (W Central Ave. Reconstruction)
- 44 Stockdale Farms Drive
- 45 Stratford Road Extension
- 46 Tero Alla Drive Extension
- 47 Troy Road Realignment
- 48 US 42 to US 23 Connector
- 49 US23/Stratford Connector
- 50 US36 (W William Street Reconstruction)
- 51 Valleyside Drive Extension
- 52 Vata Ridge Drive Extension
- 53 Winterbourne Drive Extension
- 54 Vernon Avenue Reconstruction
- 55 Nuller Farm Lane Extension (East)

Street Slub Extensions:

- 1 Rulherford Ave Extension
- 2 Aaron Drive Extension
- 3 Ashburn Drive Extension
- 4 Benjamin Street Extension
- 5 Birchard Ave Extension
- 6 Billary Drive Extension
- 7 Billary Drive Extension
- 8 Broadview Chase Dr Extension
- 9 Buehler Dr. Extension
- 10 Burgoyne Street Extension
- 11 Connaught Place Extension
- 12 Connaught Place Extension
- 13 Cury Smart Circle Extension
- 14 Ensigns Lane Extension
- 15 Farmland Drive Extension
- 16 Hayloff Dr Extension

- 17 Hope Lane Extension
- 18 Kensington Dr Extension
- 19 Flat Road Extension
- 20 Silvermill Lane Extension
- 21 Sylvan Lane Extension
- 22 Taylor Ave Extension
- 23 Unnamed Street Extension
- 24 Unnamed Street Extension
- 25 Unnamed Street Extension
- 26 Wallace Drive Extension
- 27 White Elm Drive Extension
- 28 Woodlawn Dr Extension

Complete:

- 1 Applegate Lane Extension
- 2 Backage Road
- 3 Baltimore Drive Extension
- 4 Baltimore Drive Extension
- 5 Boulder Drive Extension
- 6 Boulder Drive Extension (Houk to Firestone)
- 7 Cheshire Road Relocation
- 8 Commercial Frontage Road
- 9 Coughlan Lane Extension
- 10 Ferguson Ave Extension
- 11 Firestone Drive Extension
- 12 Glenn Parkway Extension
- 13 Glenn Road Improvement
- 14 Houk Road Improvement
- 15 Houk Road Realignment
- 16 Meeker Way Construction
- 17 Merrick Blvd. Extension
- 18 Mill Run Crossing Construction
- 19 Mill Run Loop Extension
- 20 N Sandusky Street Extension
- 21 Ohio Health Blvd.
- 22 Old Colony Drive Extension
- 23 Parhande Road Bridge Replacement
- 24 Peachblow Road Realignment

- 25 Penick Avenue Extension
- 26 Residential Loop Connection
- 27 Rochdale Run/Randall Rd.
- 28 S Washington St Extension
- 29 Sawmill Parkway
- 30 Sawmill Parkway Extension Phase F
- 31 Sky View Lane Construction
- 32 Slack Road Reconstruction
- 33 South Houk Road Extension
- 34 Tero Alla Drive
- 35 US23/Hawthorn Blvd. Intersection & Extension
- 36 US23/Parry Way Improvement
- 37 US23/SR315/Stratford Rd Intersection Improvement
- 38 US36 (E William) Widening
- 39 Valleyside Drive Extension
- 40 Vernon Avenue Extension
- 41 Vata Ridge Drive Extension
- 42 Wallace Drive Extension
- 43 Warrenburg/SR 37 Intersection
- 44 Winterbourne Drive

Removed:

- 1 Braumiller Road Realignment
- 2 Curtis Street Extension
- 3 East Point Crossing Extension
- 4 Industrial Connector Street
- 5 Industrial Loop Road
- 6 Neighborhood Collector Street
- 7 Neighborhood Collector Street
- 8 Neighborhood Collector Street
- 9 Neighborhood Collector Street
- 10 Pittsburgh Drive Connector
- 11 Polyanna Drive Extension
- 12 Stratford-Pollock Road Connection

Intersection Improvements

Proposed:

- 1 Berlin Station Road Railway Crossing Removal
- 2 Braumiller/Berlin Station Intersection
- 3 Cheshire Road/CSX Crossing
- 4 Curtis St/Firestone Drive Intersection
- 5 Glenn Parkway Railroad Grade Separation
- 6 Houk Road/Greenlawn Drive Turn Lane
- 7 London Road/Liberty Road Intersection
- 8 Pittsburgh Drive/Section Line Road Intersection
- 9 SR37/Channing Street Intersection Improvement
- 10 SR37/CSX RR Bridge Clearance Improvement
- 11 SR37/Elizabeth Intersection Improvement
- 12 SR37/Eucled Ave. Intersection Improvement
- 13 SR37/US42 (Centrol/Lake) Intersection
- 14 SR521/Bowlton Intersection Modification
- 15 Stratford Road/US23 Intersection Modification
- 16 Stratford/US23 Intersection
- 17 The Point Improvement
- 18 US 23/Hull Drive Intersection Modification
- 19 US23/Cheshire Road Intersection
- 20 US23/Cheshire Road Intersection Modification
- 21 US23/Merrick/Parhande Intersection
- 22 US36/Carson Farm/Valley Side Dr. Signalization
- 23 US36/Curtis Street Intersection Improvement
- 24 US42/Owen Frisley Rd. Intersection Improvement

Complete:

- 1 Cheshire Road/Winterbourne Intersection
- 2 Glenn Parkway/Berlin Station Intersection
- 3 Glenn Parkway/Cheshire Road
- 4 London Road/Curtis Street Intersection
- 5 Sandusky/Belle Intersection Signalization
- 6 SR 37 (Central Ave.)
- 7 SR 37/Lexington Blvd. Intersection Signal
- 8 US 23/Coffswold Drive Intersection Modification
- 9 US 23/N Sandusky Intersection
- 10 US 36/Delaware Crossing Intersection
- 11 US23/Glenn Road/Winter Rd Intersection
- 12 US23/Ohio Health Blvd. Intersection
- 13 US23/SR315/Stratford Rd Intersection Improvement
- 14 US36/Cheshire Street Signal
- 15 US36/Davidson Lane Intersection
- 16 US36/Glenn Road Intersection Improvement
- 17 US36/Glenwood Commons Intersection
- 18 US36/SR521 Intersection Improvement
- 19 US42/Jepp Blvd. Intersection
- 20 US42/Sawmill Parkway Intersection



City of Delaware, Ohio
2020-2040 Thoroughfare Plan
Project Summary

Adopted by
City Ordinance: 21 – 22
Adopted May 10, 2021

Last Updated: 05/24/2021



**PLANNING COMMISSION /
PUBLIC WORKS DEPARTMENT STAFF RESPONSE**

CASE NUMBERS: 2021-3843-3845

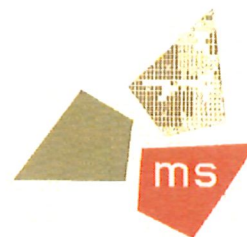
REQUEST: Multiple Requests

PROJECT: Addison Farms

MEETING DATE: December 1, 2021

PWD-Appendix B

Excerpt of the City of Delaware Thoroughfare Plan, Figure E2,
codified through **ORD 02-21** Passed 2/25/2002



ms consultants, inc.

City of Delaware Thoroughfare Plan

**Adopted on February 25, 2002
by the Delaware City Council**

Prepared for...

The City of Delaware, Ohio
1 South Sandusky Street
Delaware, OH 43015

August 16, 2001

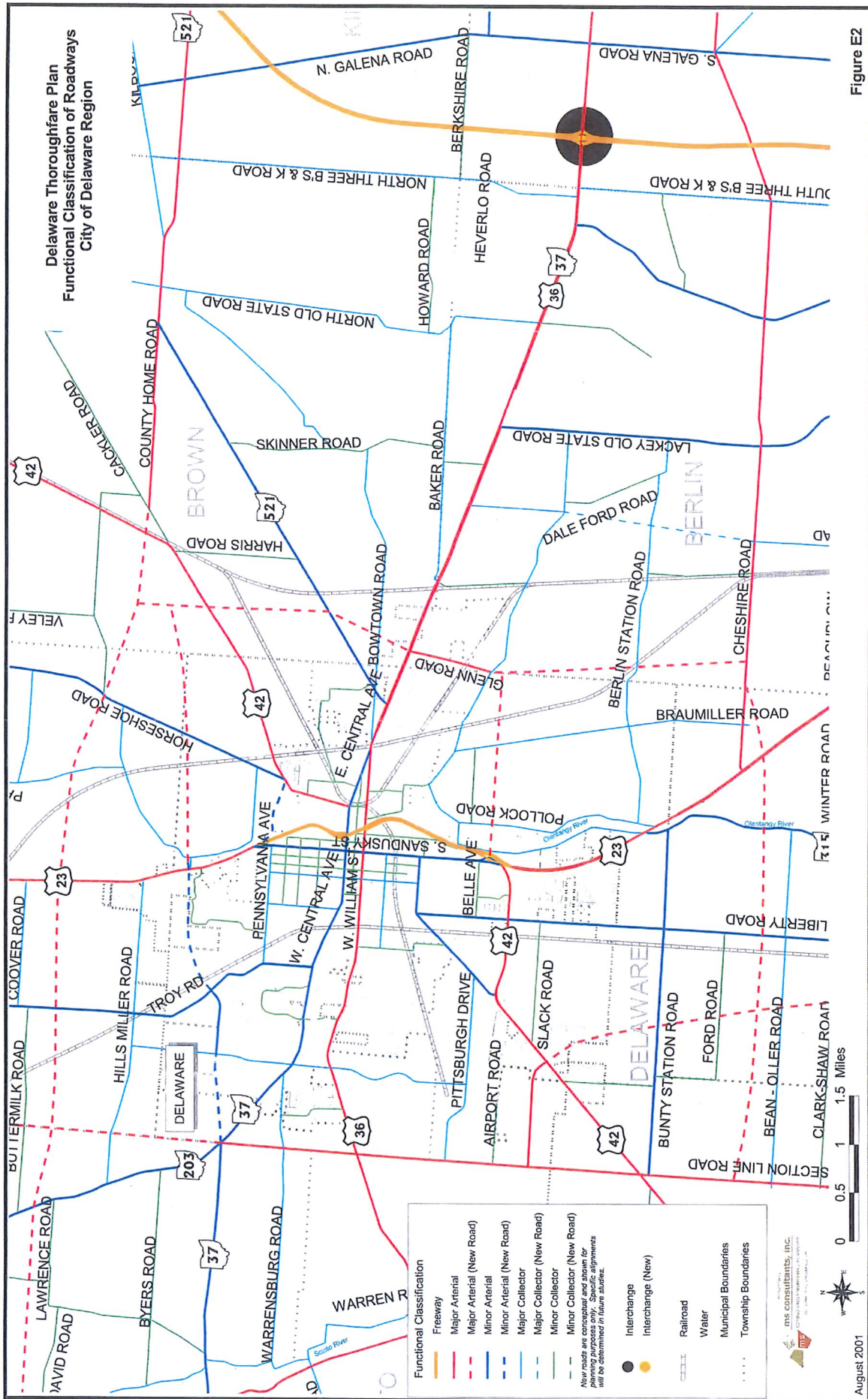


Figure E2

**PUBLIC
COMMENT
RECEIVED**

**Planning Commission
December 15, 2021**

From: [stacy simpson](#)
To: [Pat Westlund](#)
Cc: [Elaine McCloskey](#)
Subject: Re: Shelbourne
Date: Thursday, November 4, 2021 7:04:52 PM

Hi Mrs. Westlund,

I want to acknowledge receiving your note below. I've also reviewed a copy of the note you and your husband submitted to Elaine McCloskey on Wednesday, November 3rd @ 14:37 PM regarding public comment for the Addison Farms case. Thank you for both of these submissions.

Elaine,

For the record, Mrs. Westlund's address is 961 Executive Boulevard per the previous submission.

Best regards,
Stacy

Sent from my iPhone

> On Nov 4, 2021, at 18:19, Pat Westlund <mgb2go@gmail.com> wrote:
> My husband and I were at the meeting last night. We are senior citizens, and chose our home here on Executive Blvd. because of its serene back yard.
> We have been actively involved in learning about the Addison Project since July, attending city meetings, city council meetings, researching to learn more, signing petitions, and communicating with city officials. We are definitely a part of Delaware. Our residents have careers and jobs here, and pay our city of Delaware taxes. We own property, thus support the schools. When I retired from Dublin City Schools and moved here, I substituted in Delaware City Schools. We are friends with our neighbors, and we maintain our property, and make continuous improvements, inside and out. We are active in many of the special events in Delaware, and support many large and small businesses in Delaware. As far as location, our neighborhood is right beside the fairgrounds, which is a large part of Delaware. We also exit/enter our neighborhood from 23, a major travel route for Delaware residents.
> And, yes, we vote, and obviously care about what happens in our city/community. You reminded the citizens to be respectful in their comments last night. I ask that the same respect be shown by city officials to our Delaware citizens.
> Pat Westlund
>
> Sent from my iPhone

The request by Addison Properties LLC to grant a planned multi use overlay (PMU) is inconsistent with and a violation of Delaware City code and zoning as well as the comprehensive City Plan.

The city plan and code indicates like housing and density is to blend with existing development or residential housing. For example, Oakhurst abuts 5.4 units per acre of high-density housing vs 1-2 units per acre.

There are no reasonable circumstances to justify a blanket zone change.

There is no evidence provided by the developer that the zone change will NOT AFFECT adjacent property values. If stub roads Kensington and Sylvan Dr. are opened to through traffic to route 23, housing values will plummet in Oakhurst subdivision. Most of Oakhurst has no sidewalks. Streets are walking paths and children stand in the street waiting for school buses. The streets can only be opened to emergency vehicles and properly gated or mounded.

There needs to be a written guarantee protecting home values. The city is to request a Bond from the developer for the full duration of development and construction. This Bond and guarantee should cover at least 10 years.

In addition, there are objections addressed by the City of Delaware staff that public services, particularly the police and fire departments are negatively financially affected by this development. There is evidence to support this in the 2 year 911 log from Seattle House apartments which has overwhelmed the police. 911 evidence was given to Mr Friedman and ignored.

Has the planning commission and city council factored in the 178 apartments approved for Coughlin Crossing in 2020.

Mr Efland is quoted in 2020 that the GATEWAY development (Coughlin Crossing) is a "handsome entrance into the city of Delaware along US 23"

It will take a lot of creativity to make this Delaware's Gateway. Thoughtful planning should do better.

Where is the money coming from to finance all of the proposed and approved high density housing in the city of Delaware?

City staff indicates police resources are impacted negatively by the proposed high density housing in Addison Farm.

Only ONE of the aforementioned reasons is sufficient to reject a zoning change by Planning Commission and City Council..

It is obvious that this 273 acre development will set a course for the city of Delaware for the foreseeable future and determine it's future.

The Delaware city staff report to the PLANNING COMMISSION for November, 3, 2021 and the public have raised many reasonable concerns including:

The TRAFFIC STUDY is still unfinished. Current traffic and travel is reduced and constrained by COVID at the public and state level, rendering current counts and predictions grossly inaccurate.

TREE counts and removal of 90 to 100 acres of forest with predictable detrimental affects on

WATER ABATEMENT and the mandate for URBAN TREE CANOPY has not been resolved by the Delaware city staff. Reimbursement to the City of Delaware for tree loss could be bountiful and in the millions of dollars using Addison's tree counts.

ROADWAYS where they exit and terminate is a dilemma. Build it and they will come won't work here. Both potential exits for Merrick are problematic. Building a railroad bridge won't work because NORTH travelers recross the railroad at Hills Miller road and SOUTH travelers hit a dead end at Central Avenue. The same congestion exists for the Houck road intersections, Merrick Pkwy intersects US Route 23 at a constriction and is not amenable to an interchange. Merrick will be obsolete almost immediately. A better choice is to use existing TROY or HOUCK and HILLS MILLER road rightaways with a 23 exit north of Speedway which was proposed in 2015.

BIKEWAY, WALKWAY and PARKS are not fully vetted and resolved.

PUBLIC SERVICES are already impacted by the high density housing at Seattle House as evidenced by the 911 logs from the last two years.

Where is the introspection and imagination we expect from government and city officials?

A PMU fits nicely in certain circumstances such as the Short North, Grandview and the Bridge development in Dublin adjacent to River Road and Highway 161. A PMU does not fit the 273 acres at this level of discussion. There are too many unanswered questions as noted above.

Premature approval of the requested zoning change is not appropriate at this time.

A PMU for Addison Farms is not consistent with the city plan and city code drafted to prevent inappropriate development.

All of the questions proposed by the public and city staff have to be carefully addressed and answered before proceeding with a blanket zone approval requested by Addison Farms.

The future of Delaware City resides with your careful consideration.

Thoughtfully submitted.

Dr. John W McGrail

16 November 2021

Dear Commissioners and City staff:

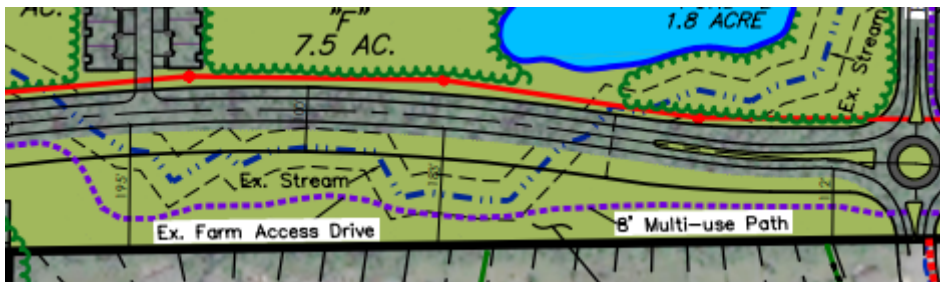
I wish to submit these questions into the record for consideration by the City regarding Addison Farms. In addition to these and other questions I have already submitted, I may have more going forward.

1. The southernmost point of the Woodhaul/Merrick roundabout has a truncated splitter island. How will that affect the functionality of the roundabout? If a longer splitter island is installed on Woodhaul, how will that affect the two closest existing properties' ability to access their driveways, which are also on that section of Woodhaul?



Roundabout splitter island as represented on the development map. Note that it's significantly shorter than others represented. (Also is this showing that the pavement coming into / out of Woodhaul narrows at this point from the width of the existing roadway?)

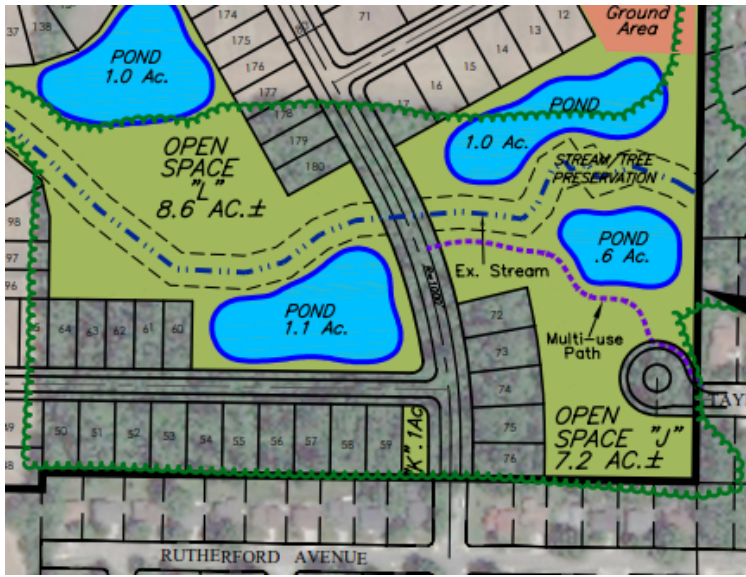
2. Why does the multi-use path not remain in the right-of-way south of Merrick Parkway?



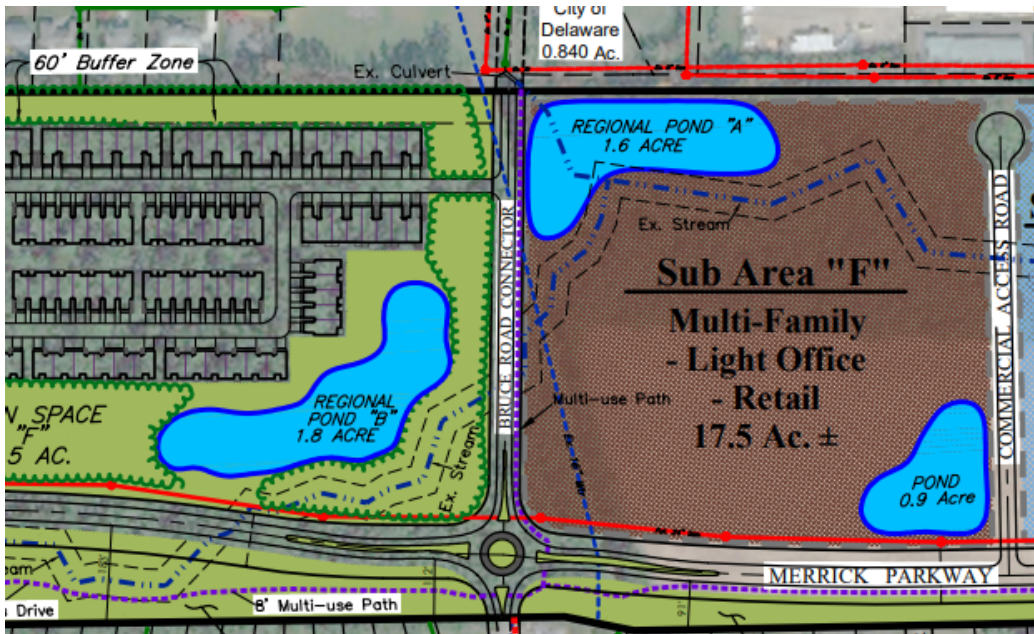
Example of section where multi-use path deviates from location in right-of-way. Also it appears to show the allocated right-of-way in the stream buffer south of Merrick Parkway.

3. Is it permissible to have right-of-way in the stream corridor? (See south of Merrick Parkway, above.) Is there any risk to this protective buffer by having the right-of-way in that area, and the roadway so close?
4. As planned, can the roadways be installed without disrupting the vegetative buffer around the stream corridor?
5. During what phase is a pedestrian crossing to Smith Park added? Is it going to be an over-, above-, or at-grade crossing?
6. How much tree canopy is preserved in the plan?

7. Why are the retention ponds in the treed areas (especially in sub areas C, D, E, and F)?



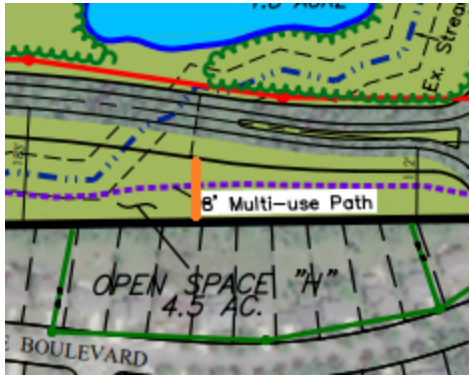
Example of ponds to be added to wooded area in sub areas C and D.



Examples of ponds to be added to wooded areas of sub area E and F (the 1.8 acre and 1.6 acre ponds are in tree-covered areas).

8. Once Merrick Parkway crosses the railroad tracks, it will function as an artery instead of a collector street. Relatedly:
 - a. Will additional lanes be required at that time? How much more pavement will be added to the road to make this a functional artery? (How much of the right-of-way will be covered in pavement once the roadway is expanded?)
 - b. What additional accommodations in terms of buffering and screening as well as protection of property value, quality of life, and safety is being provided to existing residents to manage the effects of having an arterial road placed close to their existing properties?

9. What is the distance as measured from the back of each existing property to the Merrick Parkway southern right-of-way boundary? Please provide measurements at the narrowest point. Please include all properties south of sub areas E, F, and G.



Example of measurement marker desired shown in orange: narrowest point from property boundary to right-of-way.

10. If Council wished to keep Merrick Parkway a collector street, as shown on the current *Thoroughfare Plan*, what additional measures should be taken in the design of the road that would prohibit its future use as an artery?
11. Can the city point to any existing arterial roads that have been installed after existing residences have been in place? Or does the installation of this arterial road behind homes that have been in place for decades set a new, undesirable precedent for our city?
12. If Merrick Parkway must be on this land, what measures can be taken to minimize its impact on surrounding residents? What minimum proximity of the road to existing homes should be considered acceptable given that it will function as an arterial road?

Thank you for your consideration of these matters.

Sincerely,

Stacy Chaney-Blankenship,

943 Executive Blvd, Delaware, Ohio 43015

Nora Hiland

799 Executive Blvd.
Delaware, OH 43015
614-581-1893
norahiland@gmail.com

November 19, 2021

Delaware City Planning Commission

Dear Members:

I am a retiree of Franklin Soil and Water Conservation District where I was an educator. Township trustees and road superintendents were some of my audiences regarding stormwater management.

The flood of May 2020 caused damage to businesses in downtown Delaware. It also moved a fallen ash that straddled my stream to one side of the stream. I had used that log as a bridge before the storm. Climate change is causing more severe storms. Stormwater rushes from sidewalks, streets and roof tops (all impermeable surfaces) to the storm drains which dump it into the tributaries. There is nothing to slow the water down causing additional stream bank erosion. This fast moving water enters the Olentangy River with the debris it carries from the neighborhoods. As Addison Farms develops, consideration should be made regarding the effects of stormwater runoff to downstream properties.

Please consider saving some of the beautiful, large native trees not only for a native corridor but also for stormwater management. As rain falls it is slowed down by the leaves on the large trees and hits the ground at a much slower velocity than without large trees, often soaking into the soil. Incorporating a natural play area in the native corridor would serve two purposes; stormwater management and allow for children to become familiar with nature.

Sincerely yours,

Nora Hiland

From: [Jennifer Button](#)
To: [Elaine McCloskey](#)
Subject: Green Space
Date: Monday, November 22, 2021 3:03:27 PM

Caution! This message was sent from outside your organization.

Hello, my name is Jennifer Button and I live on 552 Rutherford Ave. in Delaware. I am writing to voice my concerns for the new development that is being proposed for my neighborhood. We have lived here for 13 years and what brought us to our neighborhood was the trees! We love having a wooded backyard and especially love all of the trees/forest in our neighborhood. It brings beautiful birds and wildlife and we would be extremely sad to lose this! We want to save as much green space as possible in our neighborhood. Please speak up for us at the City Hall meeting on December 1st. The residents living here want to keep our beautiful trees. These developers need to be responsible and make sure that they are keeping greenspace accessible for all of us. I hope that you will share this letter at the meeting and make our voices heard. Please advocate to keep the trees!!!

Thank You,
Paul and Jennifer Button

From: [stacy simpson](#)
To: [Stacy B. Chaney](#)
Cc: [Elaine McCloskey](#); [Stephen Tackett](#)
Subject: Re: Planning Commission - suggestion by Staff to table Addison Farms until 12/15
Date: Friday, November 26, 2021 9:06:54 AM
Attachments: [image.png](#)

Caution! This message was sent from outside your organization.

Mrs. Chaney-Blankenship,
Good morning and thank you for your note. I hope that you and your Family had a wonderful Thanksgiving.

Earlier this week I was informed by Planning Director Efland that more time was necessary for Staff to work through the information with the applicant and that a recommendation to table the cases would likely be forthcoming. As I expressed to Director Efland at the time, I fully support our Staff and the need for more time given the size and complexities of the subject site and the proposed development.

Regards,
Stacy

Sent from my iPhone

On Nov 26, 2021, at 08:16, Stacy B. Chaney <sbchaney@gmail.com> wrote:

Chairman Simpson,

Thank you for your commitment to the Delaware community.

In light of the recently released memo from City staff, contained in the [12/1/2021 Planning Commission agenda packet](#) (p.17) and excerpted below, my neighbors and I anticipate that the Planning Commission will table the Addison Farms cases until 12/15/2021.



MEMORANDUM

TO: Planning Commission
FROM: David M. Efland, AICP Director of Planning & Community Development
DATE: 12/1/21
RE: Addison Farms Cases

Staff and the Applicant have been working over the past month as discussed at the last Planning Commission meeting. Both parties have agreed that a little more time is needed. Therefore, Staff and the Applicant would recommend removing the cases (2021-3843, 2021-3844, and 2021-3845) from the Planning Commission's table and then tabling them until the Planning Commission's special meeting of December 15, 2021.

Given that no updates have been released to the public, and no additional information for review is included in the agenda packet, I support the staff recommendation to table the Addison Farms cases.

Respectfully,
Stacy Chaney-Blankenship,
943 Executive Blvd, Delaware, OH 43015

From: [Juliana Riggs](#)
To: [Elaine McCloskey](#)
Subject: Shade tree commission meeting for November 30
Date: Tuesday, November 30, 2021 11:37:40 AM

Dear Planning Commission and Shade Tree Commission,

I am a long time resident of the Shelbourne Forest neighborhood in Delaware. My children grew up playing in the woods behind our home. Many family photos have been taken in these woods over the years.

We purchased our home knowing that development would come someday. However, we trusted that the codes and laws of the city would protect our property value and the integrity of our existing community. Why have programs to protect the tree canopy, codes that ensure like property built next to like property, or zoning regulations if there is a loop hole for developers to totally disregard them. This is my concern with the PMU that is planned for Addison Properties. What will be the effect on the tree canopy, wetlands and streams on this property? Will the single family homes in my neighborhood back up to businesses, apartments and busy streets causing dual frontage property? If there are no laws and ordinances from the city to protect the integrity of this property, I fear we are gambling with the future of the city. The developer will not look out for my concerns and the future of our city we call home. Will you? There is a responsible way to develop this beautiful land without ruining it's natural resources and potential.

Thanks for supporting us!

Juliana Riggs

Sent from my iPhone

From: [Sue Chaney](#)
To: [Elaine McCloskey](#)
Subject: For the public record to Shade Tree Commission, Planning Commission, and City Council
Date: Monday, November 29, 2021 4:18:55 PM

Caution! This message was sent from outside your organization.

Dear Commissioners and Council Members,

Thank you for your attention to the details when making decisions about development in Delaware. It is an awesome responsibility--the future of Delaware truly is in your hands.

I would like to see more tree canopy preserved in the city. The long-term benefits of preserving the tree canopy far outweighs the short-term benefit of allowing more hardscaping and gray infrastructure.

It is clear that trees benefit us all in a variety of ways. One of those ways is through managing water which is going to be a huge issue if the trees owned by Jason Friedman of Addison Properties are cleared. Addison Property, Delaware OH, is part of the Olentangy Watershed and the trees and vegetation are a necessary component to allow that precipitation to percolate in the ground before gently draining into the Olentangy. Do you remember what happened when the trees in the Shelbourne Forest, Pinecrest Drive area were cleared? There was a huge flood on US 23 and the road was closed.

What do you think is going to happen when Addison clears their trees? Remember this spring when the downtown businesses flooded? That problem is only going to become exacerbated by the runoff that will happen north of the Delaware Run--impeding its flow into the Olentangy River. Clearing acres of trees in the watershed=flooding.

The Greeks said, "all things in moderation." Addison Properties can be developed responsibly and acres of trees can remain to fulfill the city's code requiring green space. It can easily be a win/win for all.

Below is an excerpt from one of many studies done supporting the necessity of preserving and planning more green infrastructure. I hope you get the opportunity to read it in its entirety.

"Trees are considered "decentralized green infrastructure" and can be important tools for managing water, especially in an urban ecosystem (Berland et al., [2017](#)). Water runoff is a serious issue in the city environment, as runoff can increase the exposure to pollution and cause property damage (Braden & Johnston, [2004](#)). Trees can help reduce and intercept stormwater and improve the quality of runoff water (Berland et al., [2017](#); Bolund & Hunhammar, [1999](#); Brack, [2002](#); Livesley, McPherson, & Calfapietra, [2016](#); Scharenbroch, Morgenroth, & Maule, [2016](#)). With less contact on impervious surfaces, stormwater is cooler and has fewer pollutants when it enters local waterways and water-related ecosystems (Schwab, [2009](#)). Trees can also be

valuable in phytoremediation, where they can remove heavy metals and other contaminants from the environment (French, Dickinson, & Putwain, 2006)."

Sincerely,
Sue Chaney
883 Executive Blvd.
Delaware OH 43015

From: [Debora Fuchs](#)
To: [Elaine McCloskey](#)
Subject: Addison Farms
Date: Wednesday, December 1, 2021 2:22:25 PM

Caution! This message was sent from outside your organization.

Dear Planning Commission Members,

I live in Shelbourne Forest and have several concerns with the Addison Farms PMU requests. I have signed the petitions and attended City meetings. While I'm not opposed to development I feel the continued giving of PMUs to developers is unsustainable for our city.

The Addison Farms request is extremely unsettling. Destroying so much well established tree canopy, existing wetlands and habitat is not acceptable. The current placement of Merrick Parkway and opening up of and connecting roads is concerning and totally unwanted in some places. I'm not happy about increased, unchecked traffic, safety issues, decreased property values and increased flooding issues.

There is a stream that crosses Executive Blvd near the nature trail. This stream does not appear on the maps that have been provided thus far(at least not that I can see). We have had flooding issues in the past. While I'm one house away from this my neighbors have dealt with high water levels, fast currents, and tons of garbage coming from the north. What will happen here down stream with all the development and topographical changes the Addison plan makes? Especially since it's not even on the maps? Does the owner even know it exists? It can barely handle the storm water runoff now and has flooded in the past. What guarantees are there that this won't be exacerbated?

I believe the Addison Farms development can be done with Delaware's current zoning of the property, not a PMU. The developers will still make tons of money. Merrick Parkway can be reasonably moved to a more acceptable position that still satisfies the traffic need but doesn't compromise current residents property, (it's value, it's safety, it's wonderful mature tree canopy and wetlands, etc).

I encourage you and all involved City departments to please take the time to truly make this a development that Delaware can be proud of, not just another money maker for the developers at the expense of current and future residents. We have zoning codes, tree preservation codes, etc in place for a reason. Please do not throw them all away with more PMUs.

Thank you for your time and consideration and for your commitment to the City of Delaware.

Deb Fuchs
788 Executive Blvd

From: [Stacy B. Chaney](#)
To: [Elaine McCloskey](#); [Stephen Tackett](#)
Subject: Addison Farms cases (public comment - Planning Commission - 12/1/2021)
Date: Wednesday, December 1, 2021 9:52:20 AM

Caution! This message was sent from outside your organization.

Dear Planning Commissioners:

Thank you for your important work for our city.

Your agenda for tonight includes the cases for Addison Farms, as well as a memo from City staff recommending that you table the cases until December 15. Given that no additional information about the Addison Farms cases has been provided to the public since the last hearing and the high level of complexity of the cases, the expectation of the residents would be that the Commission would table all of the Addison Farms cases. Based on the memo, it would appear the developer agrees to this and has the same expectation as well.

Over 80 families live adjacent to the proposed development, and will be directly impacted by it for as long as they live in their homes ([source](#)). The number of families impacted by the opening of the roads will be at least 200. The recommendations you make will impact us for a very long time, for as long as we live in our homes and raise our families here.

However, the public has not seen any updates to the PMU text nor the development plan since early October. Typically, development plans that have zone changes require advanced notice to the public. I understand that is not required at this point in this case, but leaving the public in the dark about changes to a major development is not in keeping with the spirit of those rules either.

Please provide us with the opportunity to participate in the conversation, and to provide *informed* input about how it will impact us. I ask you to **table all the Addison Farms cases and ask the applicant to provide updates to the public as soon as possible and in a reasonable amount of time prior to any additional discussion at City meetings**. While the City and the developer do have interests in the future of this property, so do those who will be directly impacted by living in proximity to these land uses. Thank you for your time and attention to this matter.

Respectfully,
Stacy Chaney-Blankenship,
943 Executive Blvd, Delaware, Ohio

Nora Hiland

799 Executive Blvd.
Delaware, OH 43015
614-581-1893
norahiland@gmail.com

December 6, 2021

Delaware City Planning Commission

Dear Members:

The Columbus Dispatch has a science article about climate change effects on precipitation in the Sunday, December 5, 2021 edition. The article is on A1 and is titled “Extremes in weather reveal shift in rainfall patterns”. I highly recommend you read it before considering additional housing developments within the city.

A stream goes through the property where I have lived for 12 years. Because it is not spring fed it has been intermittent especially in the fall when there is normally a dry spell, but not this year. This is one indication that the weather pattern is changing. I have a concern regarding stormwater management and the effects on the streams with the development of Addison Farms. The developer’s responsibility is to handle stormwater in a way that it will not cause damage downstream.

The article I recommended to you in the first paragraph refers to climate assessments, scientific papers, weather report and government documents. Reporters read through thousands of pages and interviewed more than 70 climate scientists, academic researchers, local and federal officials and residents for the article.

In summary, heat has changed how moisture moves across the country. The jet streams have been altered. Evaporation from land and water has increased. East of the Rockies, more rain is falling and coming in more intense bursts. Ohio is one of a dozen states that have had five of their 10 wettest years in history over the past two decades. Roads, bridges, sewer systems and communities face flood risks because climate change fuels the intensity of storms.

When talking about new development around the city it would be worth the effort to take into account recent rainfall increases and consider what the weather is going to look like in 30 or 40 years. How should the city adjust to this change?

Sincerely yours,

Nora Hiland



Extremes in weather reveal shift in rainfall patterns

Heat changes moisture movement across US

Dinah Voyles Pulver and Kevin Crowe

USA TODAY

Over eight days of wild weather in June, the realities of a changing climate grabbed the nation by its shoulders and shook.

In Michigan, a deluge dropped 7 inches of rain in Detroit, swamping highways and stranding cars.

At least 136 daily rainfall records were set during storms across five states along the Mississippi River.

Tropical Storm Claudette soaked a swath of the South, flooding homes in Louisiana and in Alabama, where it dropped up to 8 inches of rain and claimed 14 lives.

Meanwhile, the drought-stricken West grappled with soaring temperatures that shattered century-old records, prompted heat warnings and ultimately killed more than 200 people.

Wildfires exploded in Montana and scorched the earth in California.

Such events do occur naturally, but rarely have so many struck at once or to such an extreme degree, making it hard to ignore their connection to each other and to a warming world.

Rising temperatures and rising oceans have for years been framed as the impending disasters on the crest of climate change. But this year, like few before it, changing rainfall patterns bullied their way into the collective consciousness.

USA TODAY reporters analyzed more than a century of precipitation records from the National Oceanic and Atmospheric Administration and a unique collection of snow and rain extremes computed by Alaska-based climate researcher Brian Brettschneider.

Reporters read thousands of pages of climate assessments, scientific papers, weather reports and government documents. They interviewed more than 70 people, including climate scientists, academic researchers,

local and federal officials, and residents forced from their homes by drought and flood.

Taken together, the reporting reveals a stunning shift in the way precipitation falls in America.

Heat has changed how moisture moves across the country. Scientists say it alters the flow of the jet stream, extends droughts, and increases evaporation from land and from bodies of water, including the Atlantic and Pacific oceans, the Great Lakes and the Gulf of Mexico.

East of the Rockies, more rain is falling and it's coming in more intense bursts. In the West, people are waiting longer to see any rain at all.

Readings from hundreds of rain gauges across the continental U.S. tracked for more than 100 years reveal a noticeable inflection point before the turn of the 21st century.

Of 285 weather stations, 44% get at least one more top rainfall event per year now than they did three decades ago, based on data compiled by Brettschneider. That means what used to count as the top three wettest rainfalls of the year now happen at least four times a year.

Nineteen places doubled their previous number of days of extreme precipitation – from three a year to six.

As deluges grow in frequency and severity, annual precipitation has increased for more than half the nation. At some point over the past three years, 27 states – all east of the Rocky Mountains – experienced their highest 30-year average since record keeping began in 1895, according to a USA TODAY analysis of NOAA data.

A dozen states, including Iowa, Ohio and Rhode Island, saw five of their 10 wettest years in history over the past two decades.

At the opposite extreme, eight states – including five in the West – had at least three record-dry years in the same time period. That's double what would be expected based on historical patterns.

As states rack up records for rainfall, flooding, droughts and wildfire, it's becoming clear our country was built for the climate of the past.

Roads, bridges, sewer systems and entire communities that decades ago seemed safe from fire and flood now lie within one or both danger zones.

An October report by the nonprofit First Street Foundation warned that one-fourth of the nation's "critical infrastructure," including roads, utilities, airports and emergency services, now faces flood risk from rainfall and sea level rise, as do 1 in 7 residential properties – about 12.4 million.

Heat, lack of humidity, and wind are combining more frequently to enhance the risk of wildfire. Climate Central, a nonprofit research organization, looked at 17 Western states and found parts of New Mexico now have at least 60 additional days when the fire risk is more extreme than 50 years ago.

Parts of 11 other states, including Arizona, California, Colorado, Oregon and Texas, saw more than a 100% increase in these “fire weather days.”

These calamities displace families, claim lives and leave officials from coast to coast conflicted over which crisis to plan for next and how to pay for it all.

NOAA reported at least 133 “billiondollar disasters” in the decade ending in 2020, double the previous decade, at a cost of more than \$867 billion. Meanwhile, the annual average number of flood claims paid by FEMA also doubled between 1997 and 2020, to 52,000.

Scientists say it’s too late to stave off some of the climate change-driven precipitation extremes we’re experiencing today. But the nation could take steps to reduce greenhouse gas emissions that amplify the weather extremes and take more aggressive measures to reduce flood risk.

Given the increasing frequency of weather disasters, “one would think the nation might be galvanized to action,” said Rob Moore, a senior policy analyst with the Natural Resources Defense Council. “And yet we are not incorporating what we know about the future into our decisions about what we build, where we build and how we build as a nation.”

What’s causing it?

The earth has always produced erratic weather patterns. But now the heaviest downpours and droughts are growing more extreme. That trend started in the late 20th century, as the accumulation of greenhouse gases like carbon dioxide and methane reached critical levels in the atmosphere.

Climate scientists said these gases trap more of the energy radiating from the planet’s surface, causing the earth to warm.

This warming doesn’t just raise temperatures. It intensifies how water cycles between earth and sky.

Heat hastens evaporation. It draws more water into the air where it gathers into systems that can form wetter storms. For every 1.8 degrees Fahrenheit of warming, 7% more moisture is absorbed, said David Easterling, director of NOAA’S National Climate Assessment Technical Support Unit.

It's one of the reasons behind many of this summer's rainiest storms, including Hurricanes Henri and Ida, that flooded communities throughout the South and Northeast this August.

For these storms and others throughout the year, much of their moisture comes from the Gulf of Mexico, Great Lakes and Atlantic Ocean.

Gulf waters alone have warmed about 1.3 degrees over the past four decades.

A warmer Gulf contributes to more rainfall in hurricanes and tropical storms, but its moisture also helps form wetter storms as far north as Wisconsin, Easterling said.

At the same time, some scientists said rising temperatures have altered the summertime movement of the jet stream that transports moisture across the country. Weather systems that used to hustle along get stalled more often now, dumping more rain in one place.

Instead of flowing quickly across the north, the jet stream moves slower and gets bigger, wavy dips that trap high and low pressure systems in place, said Michael Mann, a climatologist at Penn State University and author of the book "The New Climate War."

The trapped highs and lows in the summertime affect the weather across the country, Mann said. For example, they can produce extreme heat, drought and wildfires in the West and drop huge amounts of rain to the east at the same time.

Scientists can't say for sure how much of the rain in each storm is directly attributed to the changing climate, Brettschneider said, but the shifts become apparent when comparing a sampling of current and older events.

More intense rains

Climate change also has been blamed for fueling the intensity of the storms that unleashed record rainfall and sparked deadly flooding across Tennessee in August.

The day that storm hit started like just another rainy morning in Humphreys County.

Weather forecasters had issued flash flood advisories, warning of 2-4 inches of rain, but no one had predicted four times that much or the catastrophe it would bring.

Typical summer thunderstorms sweep through at 50-60 mph. But on Aug. 21, a system got caught up with a stalled front and traveled through at only 10-15 mph. Meeting up with a pool of Gulf moisture overhead, it

forced storms to rain over the area again and again, dropping more than 12 inches of rain in seven hours in the small city of McEwen.

The total rainfall – 17 inches – broke the state’s all-time record and triggered deadly flooding in Waverly.

Around 7 a.m., Joe Duncan looked outside and saw water rushing through his yard. He gathered his wife, daughter and two grandchildren and headed out through knee-high water to pick up his mother so they could evacuate. When they reached her house, Duncan turned around just in time to see his mobile home tilt sideways.

By this time, 9 inches of rain had fallen in six hours, sending Trace Creek out of its banks and raging toward Waverly in a muddy torrent.

Calls started lighting up the Humphreys County 911 Center.

The debris-filled Trace Creek hurtled toward a pair of bridges east of Waverly – one for U.S. 70 and one for the railroad. Mayor Buddy Frazier and others believe debris lodged at the bridges, creating a temporary dam until the water crashed through and sent a “tsunami” into Waverly.

Duncan’s home slammed against a tree and split into three pieces. He said the nearby home built in the early 1900s also was destroyed.

Twenty people died in the disaster. They’re among 144 flood-related deaths in the nation this year, the second-highest since 1985.

Rising temperatures also lengthen dry spells, creating wild swings between downpours and droughts.

The length of time between rain increased by three days on average across the West from 1976 to 2019, according to research published this year by scientists with the U.S. Department of Agriculture and the University of Arizona.

The researchers also found the longest interval between rains each year increased by 11 days in the West, to 32 days across the region. In the desert Southwest, it increased by 17 days to 48 days.

More dry days and drought

While increasingly intense rains fall east of the Rockies, the West experiences intense drought. Rising temperatures and lingering high pressure systems zap greater moisture from soils and plants.

“With precipitation you’re only getting half of the picture,” said Daniel Swain, a climate scientist at UCLA and the National Center for Atmospheric Research. “When it comes to drought, temperature is increasingly important, and temperatures are rising a lot.”

Together, the intense heat and longer intervals between rains contribute to the conditions creating more record-breaking wildfires in the West.

All but two of California's 20 largest wildfires in history have happened since 2003.

Oregon had one of its most destructive wildfire seasons on record last year with roughly 2,200 fires that burned more than 1.1 million acres and destroyed more than 4,000 homes.

One of those homes belonged to the Flores family, who lived in the Coleman Creek Estates mobile home park near Medford in the southern part of the state.

Seventeen years old at the time, Julio Bryan Flores woke up the morning of Sept. 8, 2020, looking forward to celebrating his mother's birthday when a neighbor's call alerted the family to danger, he said.

Soon ash fell from the sky. The entire neighborhood evacuated. Bryan's father, who had been away, returned home just in time to get the dog, but not his mechanics tools. "We could see fires literally starting everywhere," Bryan said. "We were surrounded by them." The family escaped, but the fire destroyed their home and possessions. When Bryan and his dad returned a week after the fire, "it was a nightmare."

"There were just the colors white and black everywhere, burned bicycles, destroyed cars, toys left on the street, just burned," Bryan said.

Once an intense wildfire burns through an area, it leaves the soil hardened and scarred and weakens its ability to absorb water. So when the rains come, they turn dry creek beds into raging rivers, like the one that swept up a Prius near Flagstaff, Arizona, in August and carried it down the street in a viral video.

The atmospheric river that swept across the West in late October dropped anywhere from 3 to 13 inches of rain across California, Oregon and Nevada.

Action needed now

Critical steps are needed – and soon – to try to keep downpours from growing ever more intense, correct past mistakes and adapt our surroundings to the new reality, experts said.

Many call for sweeping changes to curtail warming, upgrade stormwater and utility systems, and revamp federal guidelines and standards and stop building in vulnerable places.

"The future is still in our hands," said Mann.

Two things appear to be true for “pretty much everywhere that’s populated and on land,” Swain said. “Everyone is getting warmer and everyone is seeing, or should see shortly, more intense precipitation events.” Part of the problem is the nation’s woefully outdated federal precipitation estimates and inadequate flood zone mapping, said Moore of the Natural Resources Defense Council. Neither takes into account recent rainfall increases, much less future projections.

“We’re still designing highways and stormwater systems and siting people’s homes without any consideration of what the weather is going to look like in 30, 40 or 50 years,” Moore said.

Changing rainfall amounts and rising sea levels mean the estimates, such as a 1-in-100 year flood or a 1-in-25 year rainfall, just aren’t the same as they used to be. Neither set of estimates takes future projections into account.

The NOAA estimates guide governments, engineers and others when designing infrastructure. A new generation of estimates, called Atlas 14, began in 2002, but has never been completed for the entire country.

One study showed that for Michigan, Wisconsin, Iowa and Minnesota, the historic estimate of a 1-in-100-year storm is now a 1-in-40-year storm, said Daniel Wright, an assistant professor of civil and environmental engineering at University of Wisconsin-Madison. “These sorts of storms are happening 2 1/ 2 times as often as they should be.”

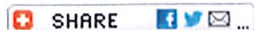
Labeling storms as a once-in-a-generation occurrence gives people the impression they can’t have another, said Peter Schultz, vice president of climate adaptation and resilience for ICF, an international climate change consulting firm. But that’s not accurate.

“If you have dice and you roll a three, that doesn’t mean the next time you roll the dice you can’t get a three, you absolutely can,” he said. “Nature is still rolling the dice, but it’s not fair dice anymore, it’s dice that are coming out toward those higher numbers.”

“If you have dice and you roll a three, that doesn’t mean the next time you roll the dice you can’t get a three, you absolutely can. Nature is still rolling the dice, but it’s not fair dice anymore, it’s dice that are coming out toward those higher numbers.”

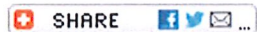
Peter Schultz

Vice president of climate adaptation and resilience for ICF





[Click here to see this page in the eEdition:](#)
[\(Login Required\)](#)



From: mparker301@yahoo.com
To: [Elaine McCloskey](#)
Cc: [Susanmcgrail](#)
Subject: For public comment
Date: Friday, December 10, 2021 8:50:33 AM

Caution! This message was sent from outside your organization.

Ms. McCloskey,

I am concerned about the building project south of the Oakhurst neighborhood. I would like clarification as to whether the Heritage road will extend to Hills Miller road. If not where would it end? I strongly suggest, that if it will not be completed that it would end before reaching our development. If it ends just beyond our neighborhood to the north and our stub roads were opened, then they would deliberately be encouraging traffic through our streets to get to Hills Miller Rd. That is totally unacceptable. There are a lot of supposition's floating around, but I just want the facts.

Thank you so much,
Mary Ann Parker
343 Kensington Dr
Delaware

[Sent from Yahoo Mail for iPad](#)

From: jftello@aim.com
To: [Elaine McCloskey](mailto:Elaine_McCloskey); saradanderson@gmail.com; tbakare@ctconsultants.com; stroud_g@yahoo.com; stacy_simpson1976@yahoo.com; avolenik@gmail.com; cstaver@ymail.com; [Carolyn Riggle](mailto:Carolyn_Riggle); [Stephen Tackett](mailto:Stephen_Tackett)
Subject: Addison development proposal
Date: Friday, December 10, 2021 1:42:32 PM

Caution! This message was sent from outside your organization.

Dear City of Delaware Planning Commission Members,
I'm writing you to express my concerns regarding the Addison developer's proposal/application. This is by no means that we are against development, but we expect and deserve nothing less than responsible development - responsible to current city residents and to the natural environment. I would also like to see the city and developers follow more of the Delaware Together Comprehensive Plan objectives, especially in terms of natural resources.

Regarding the placement of Merrick Parkway, Addison's claims are false and exaggerated. As drawn Merrick Parkway does not have "100 feet or more of preserved woods" between the road and existing homes on Executive and Pinecrest, as the application claims - it is far less in most places. The markings on the development map are insufficient, and we need to know the actual distance from the Merrick right-of-way to each adjacent property at the narrowest point. The actual numbers for this will be approximately 50-60' less than what is currently shown. Asking existing property owners to accommodate Merrick Parkway is inconsiderate and disrespectful, as I did NOT purchase land with a thoroughfare planned on it; accommodating Merrick Parkway is solely the responsibility of the developer. The quality of life and the home values for all of the 30 plus homes along this strip will be greatly lowered if Merrick Parkway and the roundabout are not built farther north of the current proposal.

My property is not only affected by the new Merrick Parkway but also it is affected for the **different proposals on the "Pod F"**. If you read the new PMU text, Addison is asking for 8 different possibilities on that zone: Office and Professional Services, Retail and Services, Automotive and Transportation (Gasoline Station), Outdoor Display Storage, Community Facilities (School, Day care, etc), Recreation and Entertainment, Restaurant and Apartments.

I don't understand how one small zone can be use on 8 different types. What is the reason to have zoning code at the Delaware city?

My property value is directly affected by any construction on that zone. My home is my unique investment. That is all we have.

I hope the planning commission put our city first and not profit interest of the Addison property.

Regards,
Javier Tello
210 Pinecrest Dr, Delaware, OH

DATE: DECEMBER 7, 2021



Addison Farms

CITY of DELAWARE, OHIO



PREPARED BY:



WATCON
CONSULTING
ENGINEERS & SURVEYORS
83 Shull Avenue
Gahanna, Ohio 43230
Ph. (614) 414-7979

PREPARED FOR:



ADDISON
PROPERTIES
3401 Enterprise Parkway
Suite 205
Beachwood, OH 44122
Ph. (440) 459-1868

PREPARED BY:

Manos, Martin & Pergram Co., LPA
Attorneys at Law

Manos, Martin & Pergram Co., LPA
50 North Sandusky Street
Delaware, Ohio 43015-1926
Ph. (740)-363-1313



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5. Legal Description (present use is agricultural)
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7. ALTA Survey
8. Zoning Map / Existing Zoning Uses Plan /
Adjacent Zoning-Density-Lot Size-Open Space Comparison Plan
9. Topography, Slopes, Major Vegetation, Wooded Areas and Water Sources Plan,
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10. Sub-Area Plan
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19. Adjacent Property Owners

Tab #1

Application – Rezoning Amendment

(A-1, B-4 and R-3 to PMU Overlay District)



**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 Addison Farms Address _____

Acreage 272.67 Square Footage N/A Number of Lots N/A Number of Units N/A

Zoning District/Land Use A-1 Proposed Zoning/Land Use P.M.U. Parcel # 519-312-01-006-005
B-4 R-3 519-422-03-001-001
519-240-02-002-002

Applicant Name Addison Properties Contact Person Jason Friedman

Applicant Address 3401 Enterprise Pkwy Suite 205 Beachwood, OH 44122

Phone (440)459-1868 Fax _____ E-mail jaf@addisonprops.com

Owner Name Same as above Contact Person _____

Owner Address _____

Phone _____ Fax _____ E-mail _____

Engineer/Architect/Attorney Manus, Martin & Pergam Co. LPA Contact Person Steve Martin

Address 50 North Sandusky St. Delaware, OH 43015

Phone (740)363-1313 Fax _____ E-mail www.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.

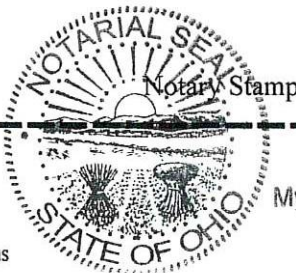
[Signature]
Owner Signature

Jason A. Friedman
Owner Printed Name

Agent Signature

Agent Printed Name

Sworn to before me and subscribed in my presence this 6 day of October, 2021.



KYLE MCCLEAR
NOTARY PUBLIC
FOR THE
STATE OF OHIO
My Commission Expires
October 29, 2022

[Signature]
Notary Public

Tab #2

Application - Placement of PMU Overlay District



**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 | Board of Zoning Appeals |
| <input type="checkbox"/> Combined Preliminary & Final Development Plan | <input type="checkbox"/> Pre-annexation Agreement | <input type="checkbox"/> Appeal Administrative Decision or Interpretation |
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| <input type="checkbox"/> Concept Plan | <input type="checkbox"/> Preliminary Dev Plan Extension | <input type="checkbox"/> Substitution of Equal or Less Non-Conforming Use |
| <input checked="" type="checkbox"/> Conditional Use Permit | <input type="checkbox"/> Preliminary Sub Plat | <input type="checkbox"/> Variance |
| <input type="checkbox"/> Determination of Similar Use | <input type="checkbox"/> Preliminary Sub Plat Extension | |
| <input type="checkbox"/> Development Plan Exemption | <input type="checkbox"/> Rezoning | |
| <input type="checkbox"/> Final Development Plan | <input type="checkbox"/> Subdivision Variance | |

Subdivision/Project Name Addison Farms Address _____

Acreage 272.67 Square Footage N/A Number of Lots N/A Number of Units N/A

Zoning District/Land Use A-1 Proposed Zoning/Land Use P.M.U. Parcel # 519-312-01-006-005
B-4 R-3 519-422-03-001-001
519-240-02-002-002

Applicant Name Addison Properties Contact Person Jason Friedman

Applicant Address 3401 Enterprise Pkwy Suite 205 Beachwood OH 44122

Phone (440) 459-1868 Fax _____ E-mail ja.f@addisonprops.com

Owner Name Same as above Contact Person _____

Owner Address _____

Phone _____ Fax _____ E-mail _____

Engineer/Architect Attorney Manus Martin's Program CO. LPA Contact Person Steve Martin

Address 50 North Sandusky St. Delaware, OH 43015

Phone (740) 363-1313 Fax _____ E-mail www.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.

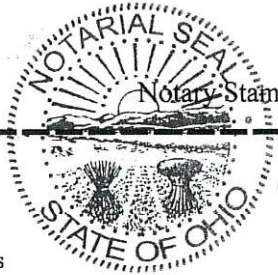
[Signature]
Owner Signature

Jason A. Friedman
Owner Printed Name

Agent Signature

Agent Printed Name

Sworn to before me and subscribed in my presence this 6 day of October, 2021.



KYLE MCCLEAR
NOTARY PUBLIC
FOR THE
STATE OF OHIO
My Commission Expires
October 29, 2022

[Signature]
Notary Public

Tab #3

Application – Preliminary Development Plan



**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 |
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| <input type="checkbox"/> Determination of Similar Use | <input type="checkbox"/> Preliminary Sub Plat Extension | |
| <input type="checkbox"/> Development Plan Exemption | <input type="checkbox"/> Rezoning | |
| <input type="checkbox"/> Final Development Plan | <input type="checkbox"/> Subdivision Variance | |

Subdivision/Project Name Addison Farms Address _____

Acreage 272.67 Square Footage N/A Number of Lots N/A Number of Units N/A

Zoning District/Land Use A-1 Proposed Zoning/Land Use P.M.V. Parcel # 519-312-01-006-005
B-4 R-3 519-422-03-001-001
519-240-02-002-002

Applicant Name Addison Properties Contact Person Jason Friedman

Applicant Address 3401 Enterprise Pkwy Suite 205 Beachwood, OH 44122

Phone (440)459-1868 Fax _____ E-mail jafr@addisonprops.com

Owner Name Same as above Contact Person _____

Owner Address _____

Phone _____ Fax _____ E-mail _____

Engineer/Architect Attorney Manus, Martin & Pergamini CO. LPA Contact Person Steve Martin

Address 50 North Sandusky St. Delaware, OH 43015

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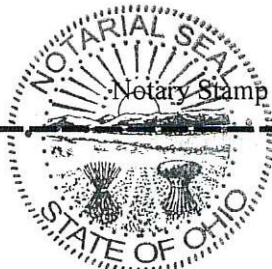
[Signature]
Owner Signature

Jason A. Friedman
Owner Printed Name

Agent Signature

Agent Printed Name

Sworn to before me and subscribed in my presence this 6 day of October, 2021.



KYLE MCCLEAR
NOTARY PUBLIC

[Signature]
Notary Public

FOR THE
STATE OF OHIO
My Commission Expires
October 29, 2022

Tab #4

Names and Addresses – Applicants and Consultants

Applicant and Owner:

Addison Delaware, LLC
3401 Enterprise Pkwy., Suite 205
Beachwood, Ohio 44122
(440) 458-2186

Outside Consultants:

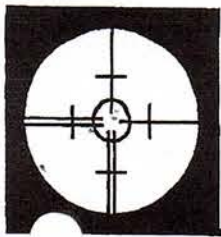
Manos, Martin & Pergram Co., LPA
50 North Sandusky Street
Delaware, Ohio 43015-1926
(740) 363-1313

and

Watcon Consulting Engineers & Surveyors
83 Shull Avenue
Gahanna, Ohio 73230
(614) 313-4444

Tab #5

Legal Description
(present use is agricultural)



SCIOTO LAND SURVEYING SERVICE, INC.

175 North Sandusky Street

Delaware, Ohio 43015

740.369.7577

karen@sciotolandsurveying.com

Description of a 248.903 acre tract for Siekmann LLC

March 23, 2021

Situated in the City of Delaware, County of Delaware, State of Ohio, being part of Farm Lots 10, 11, 12, and 13 in Quarter-Township 3, and part of Farm Lot 5 in Quarter-Township 4, Township 5, Range 19 of the United States Military Lands, being all (143.385 acres) of an original 141.58 acre tract (First Tract), being 104.893 acres of an original 208.17 acre tract (Second Tract), and being all of an original 0.625 acre tract (Third Tract), conveyed to Siekmann LLC in Official Records Volume 1438, Page 1782 and being more particularly described as follows:

BEGINNING at a 5/8" iron bar found, being the northeast corner of Hayes Colony, recorded in Plat Book 8, Page 187, also being on the west line of Farm Lot 10 in Quarter-Township 3;

thence along the north line of Hayes Colony, and along the north line of the Resubdivision of Hayes Colony Lots 4441 through 4446, recorded in Plat Book 9, Page 105 **North 85° 56' 37" West 1186.90 feet** to a 5/8" iron bar found, being on the west line of Farm Lot 11;

thence along the west line of the Resubdivision of Hayes Colony Lots 4441 through 4446, also being the east line of Farm Lot 12 **South 04° 12' 26" West 30.03 feet** to an iron bar set;

thence **North 85° 56' 37" West 125.00 feet** to an iron bar set;

thence **North 04° 12' 26" East 41.12 feet** to an iron bar set;

thence **North 85° 56' 37" West 1029.05 feet** to an iron bar set, being on the east line of a 9.150 acre tract conveyed to Columbus Southern Power Company in Official Records Volume 874, Page 1200;

thence along the said east line of the 9.150 acre tract **North 28° 12' 51" West 1316.58 feet** to a 3/4" pinched top iron pipe found, being the southern corner of a 16.56 acre tract conveyed to Wendell and Dayna Rachelle Beachy in Official Records Volume 1288, Page 367;

thence along the east line of said 16.56 acre tract **North 04° 23' 35" East 1547.84 feet** to a 1/2" pinched top iron pipe found, being on the south line of a 10.073 acre tract conveyed to David E. Switzer and Natalie A. Fravel in Official Records Volume 1449, Page 1466, also being the south line of Quarter-Township 2, also being the south line of Troy Township;

thence along the said south line of the 10.073 acre tract, and along the south line of an 8.194 acre tract conveyed to Thurl Eugene and Mindy Elam in Official Records Volume 1816, Page 1614, and along the south line of an 8.157 acre tract conveyed to Megan L. Cochran and Shawn T. Cuevas in Official Records Volume 1788, Page 1204, and along the south line of a 23.795 acre remainder of an original 26.834 acre tract conveyed Siekmann, LLC in Official Records Volume 1728, Page 2030, also being the south line of Quarter-Township 2, also being the south line of Troy Township **South 86° 18' 53" East 1546.51 feet** to a stone found, being the southwest corner of Oakhurst Subdivision No. 3, recorded in Plat Book 10, Page 70;

thence along the south line of the said Oakhurst Subdivision No. 3, also being the south line of Quarter-Township 2 **South 86° 39' 53" East 1397.06 feet** to a 5/8" iron bar found (SLSS), being the southwest corner of Oakhurst Subdivision No. 2, recorded in Plat Book 9, Page 132;

thence along the south line of the said Oakhurst Subdivision No. 2, and along the south line of Oakhurst Subdivision No. 1, recorded in Plat Book 8, Page 165, also being the south line of Quarter-Township 2 **South 86° 49' 44" East 1060.48 feet** to a 5/8" iron bar found (SLSS), being the southwest corner of Oakdale Subdivision, recorded in Plat Book 8, Page 163;

thence along the south line of the said Oakdale Subdivision, and along the south line of a 1.00 acre tract conveyed to Robert M. Carlisle, Jr. in Deed Book 256, Page 384, also being the south line of Quarter-Township 2 and Quarter-Township 1 **South 86° 48' 31" East 1924.07 feet** to a MAG nail found in the former centerline of U.S. Route 23, also being the west line of Delaware Township (passing a 5/8" iron bar found (SLSS) at 1856.68 feet);

thence along the former centerline of U.S. Route 23, also being the west line of Delaware Township **South 15° 32' 19" East 155.85 feet** to a MAG nail found;

- CONTINUED ON PAGE TWO -



RPC Approval Required
Municipal Approval Required
Delaware County Engineer
8-2021

thence continuing along the former centerline of U.S. Route 23, also being the west line of Delaware Township **South 06° 59' 51" East 497.33 feet** to a MAG nail found, being the southwest corner of a 4.04 acre tract conveyed to Linda Kay Shroyer in Deed Book 350, Page 470;

thence along the south line of the said 4.04 acre tract, also being the south line of Delaware Township **South 82° 54' 51" East 281.16 feet** to the center of the Olentangy River, also being a northwest corner of a 6.05 acre tract conveyed to Ijeoma I. Akusoba, Trustee in Official Records Volume 1033, Page 1245;

thence along a west line of the said 6.05 acre tract, also being a west line of Delaware Township, also being the center of the Olentangy River, and along a west line of a 104.465 acre tract conveyed to Lucinda R. Bernlohr and Roberta L. Wolf in Official Records Volume 793, Page 2691 **South 11° 42' 09" West 341.02 feet** to a point, being the northeast corner of a 3.4 acre tract conveyed to Sherman J. Nicol in Deed Book 317, Page 311;

thence along a north line of the said 3.4 acre tract, also being a north line of Delaware Township **South 87° 15' 45" West 401.91 feet** to a 5/8" iron found (SLSS) (passing a MAG nail found in the former centerline of U.S. Route 23 at 163.82 feet);

thence continuing along a north line of the said 3.4 acre tract, also being a north line of Delaware Township **North 75° 43' 09" West 155.30 feet** to a 1/2" iron pipe found, being the northeast corner of a 1.333 acre tract conveyed to Brian S. and Judith L. Allen in Deed Book 500, Page 644;

thence along the north line of the said 1.333 acre tract **North 81° 03' 34" West 128.21 feet** to a 1/2" iron pipe found, being the northeast corner of a 0.772 acre tract conveyed to James S. Currie and Damianne L. Fischer in Official Records Volume 1193, Page 2275;

thence along the north line of the said 0.772 acre tract, and along the north line of a 0.395 acre tract conveyed to James S. Currie and Damianne L. Fischer in Official Records Volume 891, Page 2469, and along a north line of Shelbourne Forest Phase X, recorded in Plat Cabinet 3, Slide 126 **North 87° 47' 16" West 937.86 feet** to a 3/4" iron pipe found;

thence continuing along a north line of said Shelbourne Forest Phase X, and along a north line of Shelbourne Forest Phases IV, V, and VI, recorded in Plat Cabinet 1, Slide 279 **North 75° 29' 28" West 132.85 feet** to a 3/4" iron pipe found;

thence continuing along a north line of said Shelbourne Forest Phases IV, V, and VI **North 87° 30' 36" West 1528.93 feet** to a 3/4" iron pipe found, being on the west line of Farm Lot 10, in Quarter-Township 3;

thence along the west line of said Shelbourne Forest Phases IV, V, and VI, and along the west line of Shelbourne Forest Phase III Amended, recorded in Plat Book 23, Page 176, also being the west line of Farm Lots 10 and 9 in Quarter-Township 3 **South 04° 03' 02" West 1700.44 feet** to the **POINT OF BEGINNING**;

containing 248.903 acres, more or less;

there being approximately 34.343 acres in Farm Lot 5, Quarter-Township 4, 36.506 acres in Farm Lot 10, 73.161 acres in Farm Lot 11, 78.054 acres in Farm Lot 12, and 26.839 acres in Farm Lot 13, Quarter-Township 3;

subject to all easements, restrictions, and rights-of-way, if any, of record;

Surveyed by Karen S. Coffman, Surveyor, Registration Number 7845 on March 23, 2021. Basis of bearings is the CSX railroad (N28°12'51"W) per survey performed by Willis, November 21, 2008. All iron bars set are 5/8" in diameter with a plastic cap marked "SLSS PS 7845".


Karen S. Coffman, Surveyor
Registration No. 7845





SCIOTO LAND SURVEYING SERVICE, INC.

173 North Sandusky Street Delaware, Ohio 43015 740.369.7577 karen@scioto Landsurveying.com

Description of a 23.795 acre tract for Siekmann, LLC

May 20, 2021

Situated in the Township of Troy, County of Delaware, State of Ohio, being part of Farm Lot 1 in Quarter-Township 2, Township 5, Range 19 of the United States Military Lands, being all of the remainder of an original 26.834 acre tract conveyed to Siekmann, LLC in Official Records Volume 1728, Page 2030, and being more particularly described as follows:

BEGINNING at a stone found at the southwest corner of Oakhurst Subdivision No. 3, recorded in Plat Book 10, Page 70, being on the north line of a 248.903 acre tract conveyed to Siekmann LLC in Official Records Volume 1857, Page 1935, also being on the north line of Quarter-Township 3;

thence along the said north line of the 248.903 acre tract, also being the north line of Quarter-Township 3, also being the north line of The City of Delaware **North 84° 17' 31" West 826.22 feet** to a 5/8" iron bar found (SLSS), being the southeast corner of an 8.157 acre tract conveyed to Megan L. Cochran and Shawn T. Cuevas in Official Records Volume 1788, Page 1204;

thence along an east line of the said 8.157 acre tract **North 07° 10' 21" East 439.71 feet** to a 5/8" iron bar found (SLSS), being the southwest corner of a 5.104 acre tract conveyed to Megan L. Cochran and Shawn T. Cuevas in Official Records Volume 1788, Page 1204;

thence along the south line of the said 5.104 acre tract **South 83° 41' 03" East 300.03 feet** to a 5/8" iron bar found (SLSS);

thence along an east line of the said 5.104 acre tract **North 07° 10' 21" East 612.76 feet** to a 5/8" iron bar found (SLSS), being the southeast corner of a 3.395 acre tract (Tract 3) conveyed to Edward D. Snodgrass, Trustee in Official Records Volume 1787, Page 1910;

thence along the east line of the said 3.395 acre tract **North 03° 07' 38" East 638.25 feet** to a MAG nail found in the centerline of Township Road 192 (Hills Miller Road) (passing a 5/8" iron bar found (SLSS) at 608.20 feet);

thence along the said centerline of Township Road 192 **South 83° 41' 03" East 577.23 feet** to a MAG nail found, being the northwest corner of a 7.294 acre tract conveyed to Dale A. Lipps in Official Records Volume 983, Page 2340 and Official Records Volume 1328, Page 1360;

thence along the west line of the said 7.294 acre tract **South 07° 23' 28" West 865.01 feet** to a 3/4" iron pipe found, being the northwest corner of Oakhurst Subdivision No. 4, recorded in Plat Cabinet 2, Slide 419, also being a northwest corner of The City of Delaware (passing a 5/8" iron bar found at 30.00 feet);

thence along the west line of the said Oakhurst Subdivision No. 4, and along the west line of the aforesaid Oakhurst Subdivision No. 3, also being a west line of the City of Delaware **South 07° 22' 30" West 816.14 feet** to the **POINT OF BEGINNING**;

containing 23.795 acres, more or less;

subject to all easements, restrictions, and rights-of-way, if any, of record;

Surveyed by Karen S. Coffman, Surveyor, Registration Number 7845 on May 20, 2021. Basis of bearings is the centerline of Hills Miller Road (S83°41'03"E) per Official Records Volume 1728, Page 2030.

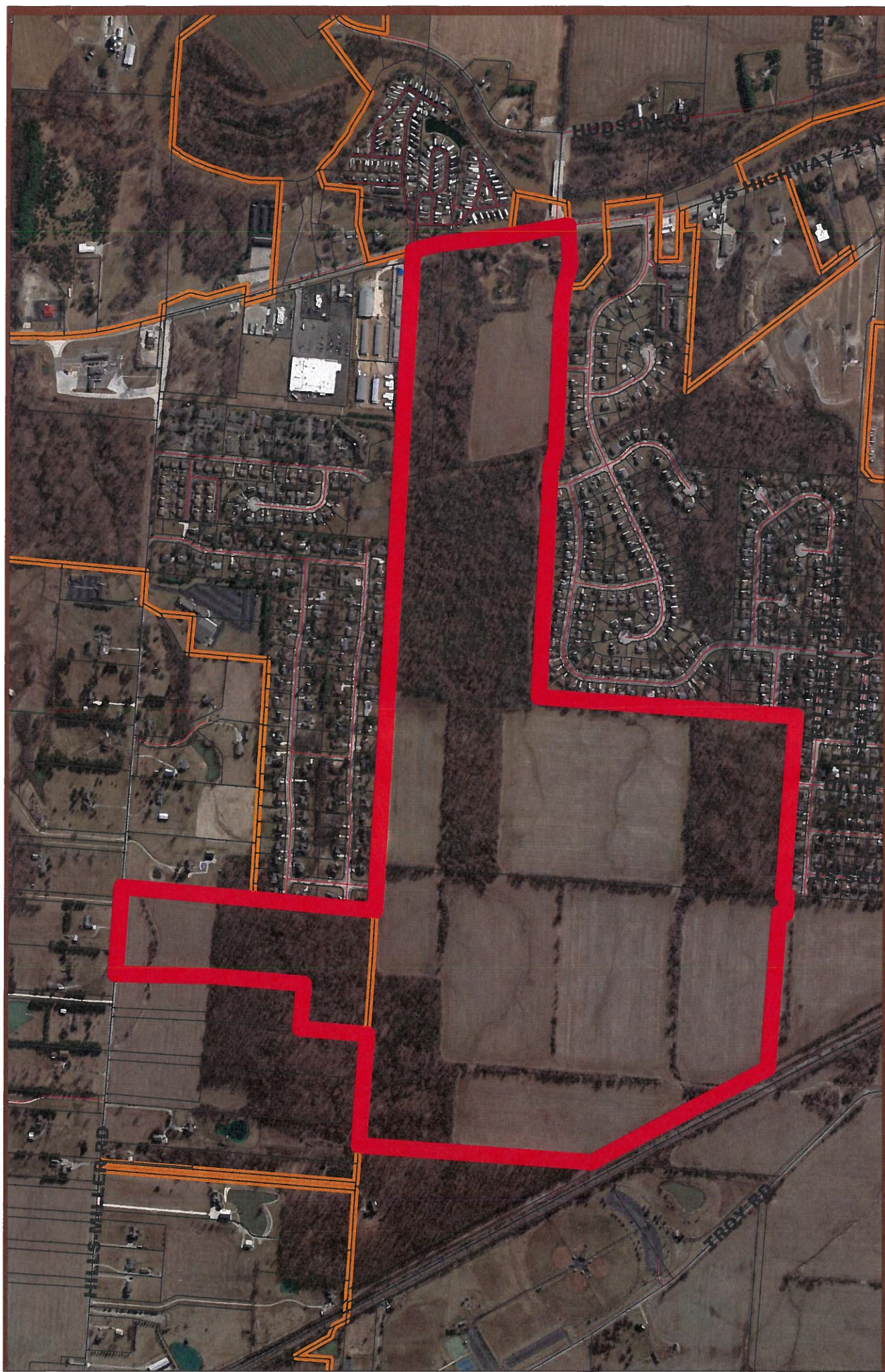
DESCRIPTION APPROVED FOR TRANSFER
Chris Bauserman
Delaware County Engineer
7-19-2021

K S Coffman
Karen S. Coffman, Surveyor
Registration No. 7845



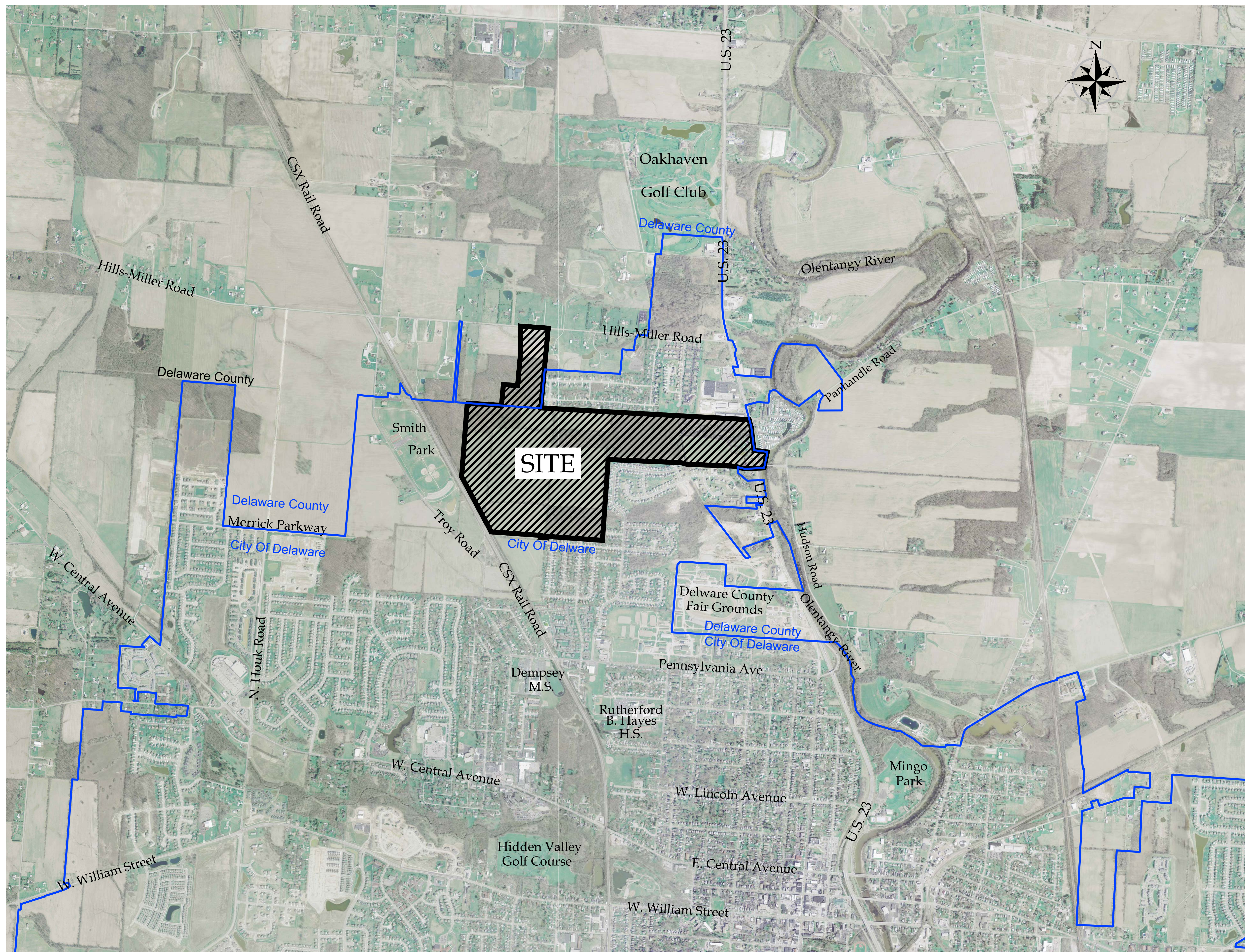
Tab #6

Vicinity Map / Aerial Map /
North Point
&
Typical Sections Plan



2021-2061
Concept Plan
Addison Properties
Aerial (2019) Map

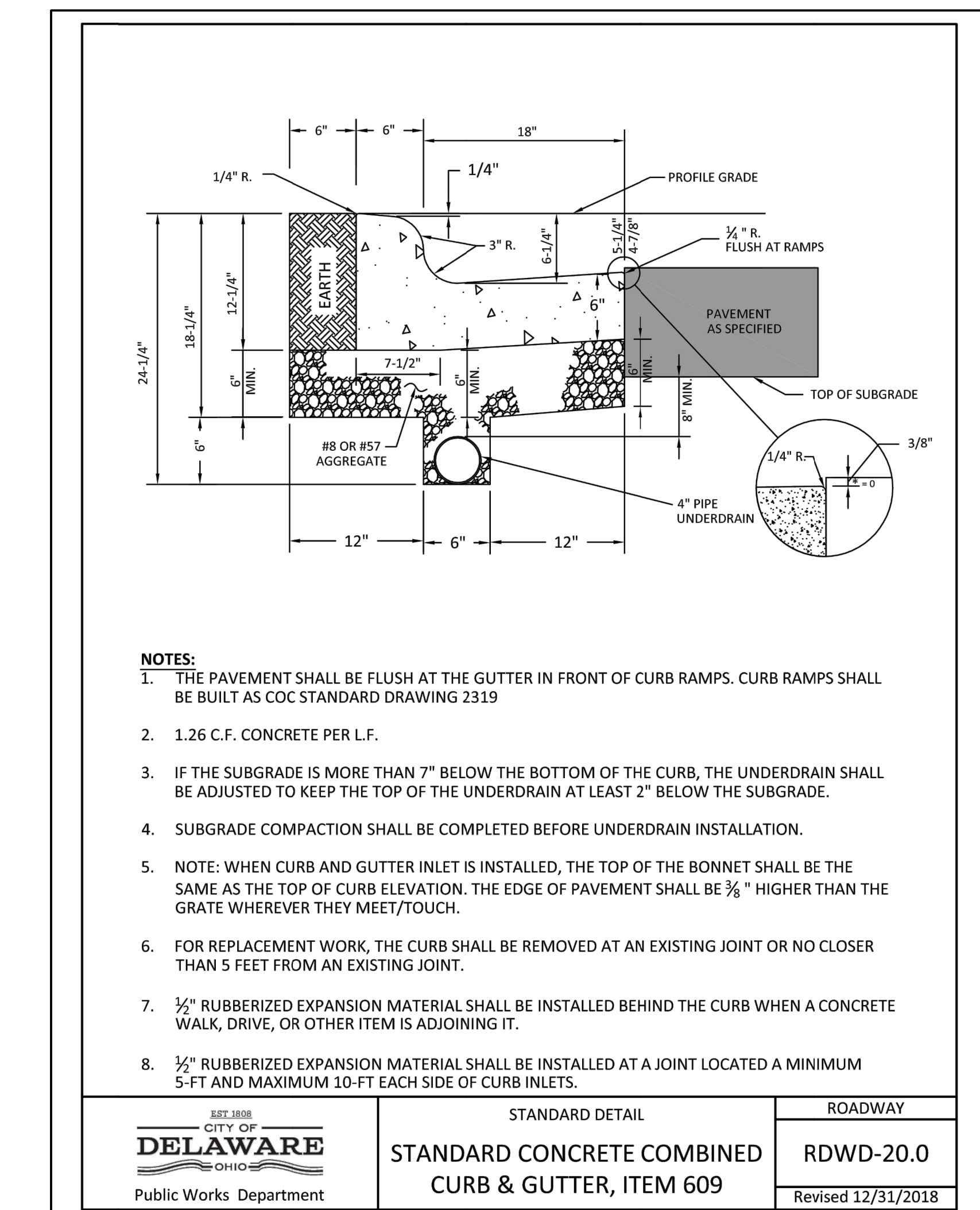
VICINITY MAP
(Not to Scale)



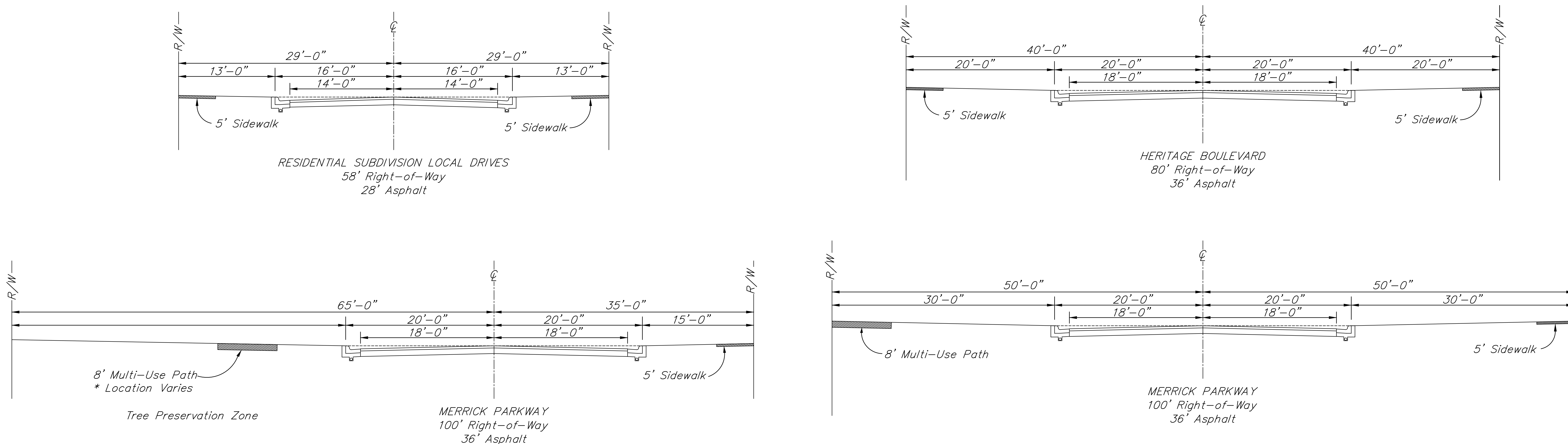
VICINITY MAP & TYPICAL SECTIONS
FOR:

Addison Farms

CITY of DELAWARE, OHIO



TYPICAL SECTIONS
(Not to Scale)



PREPARED FOR:
ADDISON PROPERTIES
3401 Enterprise Pkwy, Suite 205
Beachwood, Ohio 44122
Ph. (440) 439-1868

PREPARED BY:
WATCON
CONSULTING ENGINEERS & SURVEYORS
83 Shull Avenue
Gahanna, Ohio 43230
Ph. (614) 414-7979

DATE: OCTOBER 6, 2021

Tab #7

ALTA Survey

Legal Description: 248.903 Acres (P.P.N. 519-422-03-001-001 & P.P.N. 519-312-01-006-005)

Situated in the City of Delaware, County of Delaware, State of Ohio, being part of Farm Lots 10, 11, 12, and 13 in Quarter-Township 3, and part Farm Lot 5 in Quarter-Township 4, Township 5N, Range 19W, of the United States Military Lands, being all (143.385 acres) of an original 141.58 acre tract (First Tract), being 104.893 acres of an original 208.17 acre tract (Second Tract), and being all of an original 0.625 acre tract (Third Tract), conveyed to Siekmann, LLC in Official Records Volume 1438, Page 1782 and being more particularly described as follows:

BEGINNING at a 5/8" iron bar found, being the northeast corner of Hayes Colony, recorded in Plat Book 8, page 187, also being on the west line of Farm Lot 10 in Quarter-Township 3,

thence along the north line of Hayes Colony, and along the north line of the Resubdivision of Hayes Colony Lots 4441 through 4446, recorded in Plat Book 9, Page 105 North 85° 56' 37" West 1186.90 feet to a 5/8" iron bar found, being on the west line of Farm Lot 11;

thence along the west line of the Resubdivision of Hayes Colony Lots 4441 through 4446, also being the east line of Farm Lot 12 South 04° 12' 26" West 30.03 feet to an iron bar set;

thence North 85° 56' 37" West 125.00 feet to an iron bar set;

thence, North 04° 12' 56" East 41.12 feet to an iron bar set;

thence, North 85° 56' 37" West 1029.05 feet to an iron bar set, being on the east line of a 9.150 acre tract conveyed to Columbus Southern Power Company in Official Records Volume 874, Page 1200;

thence along the said east line of the 9.150 acre tract North 28° 12' 51" West 1316.58 feet to a 3/4" pinched top iron pipe found, being the southern corner of a 16.56 acre tract conveyed to Wendell and Dayna Rachelle Beachy in Official Records Volume 1288, page 367,

thence along the east line of said 16.56 acre tract North 04° 23' 35" East 1547.84 feet to a 1/2" pinched top iron pipe found, being on the south line of a 10.073 acre tract conveyed to David E. Switzer of a 10.073 acre tract conveyed to David E. Switzer and Natalie A. Favel in Official Records Volume 1449, Page 1466, also being the south line of Quarter-Township 2, also being the south line of Troy Township;

thence along the south line of the 10.073 acre tract, and along the south line of an 8.194 acre tract conveyed to Thurl Eugene and Minday Elam in Official Records Volume 1816, Page 1614, and along the south line of an 8.157 acre tract conveyed to Megan L. Cochran and Shawn T. Cuevas in Official Records Volume 1788, page 1204, and along the south line of a 23.795 acre remainder of an original 26.834 acre tract conveyed to Siekmann, LLC in Official Records Volume 1728, Page 2030, also being the south line of Quarter-Township 2, also being the south line of Troy Township South 86° 39' 53" East 1546.51 feet to a stone found, being the southeast corner of Oakhurst Subdivision No. 3, recorded in Plat Book 10, Page 70;

thence along the south line of said Oakhurst Subdivision No. 3, also being the south line of Quarter-Township 2 South 86° 39' 53" East 1397.06 feet to a 5/8" iron bar found (SLSS), being the southwest corner of Oakhurst Subdivision No. 2, recorded in Plat Book 9, Page 163;

thence along the south line of the said Oakdale Subdivision, and along the south line of a 1.00 acre tract conveyed to Robert M. Carlisle, Jr. in Deed Book 256, Page 384, also being the south line of Quarter-Township 2 and Quarter-Township 1 South 86° 48' 31" East 1924.07 feet to a MAG nail found in the former centerline of U.S. Route 23, also being the west line of Delaware Township (passing a 5/8" iron bar found (SLSS) at 1856.68 feet);

thence along the former centerline of U.S. Route 23, also being the west line of Delaware Township South 15° 32' 19" East 155.85 feet to a mag nail found;

thence continuing along the former centerline of U.S. Route 23, also being the west line of Delaware Township South 06° 59' 51" East 497.33 feet to a MAG nail found, being the southwest corner of a 4.04 acre tract conveyed to Linda Kay Shroyer in Deed Book 350, Page 470;

thence along the south line of the said 4.04 acre tract, also being the south line of Delaware Township South 82° 54' 51" East 281.16 feet to the center of the Olentangy River, also being a northwest corner of a 6.05 acre tract conveyed to Ijeoma I. Akusoba, Trustee in Official Records Volume 1033, Page 1245;

thence along a west line of the said 6.05 acre tract, also being a west line of Delaware Township, also being the center of the Olentangy River, and along a west line of a 104.465 acre tract conveyed to Lucinda R. Bernihr and Roberta L. Wolf in Official Records Volume 793, Page 2691 South 11° 42' 09" E West 341.02 feet to a point, being the northeast corner of a 3.4 acre tract conveyed to Sherman J. Nicol in Deed Book 317, Page 311;

thence along a north line of the said 3.4 acre tract, also being a north line of Delaware Township South 87° 15' 45" West 401.91 feet to a 5/8" iron bar found (SLSS) (passing a MAG nail found in the former centerline of U.S. Route 23 at 163.82 feet);

thence along the north line of the said 1.333 acre tract North 81° 03' 34" West 128.21 feet to a 1/2" iron pipe found, being the northeast corner of a 0.772 acre tract conveyed to James S. Currie and Damianna L. Fischer in Official Records Volume 1193, Page 2275;

thence along the north line of said 0.772 acre tract, and along the north line of a 0.395 acre tract conveyed to James S. Currie and Damianna L. Fischer in Official Records Volume 891, page 2469, and along a north line of Shelbourne Forest Phase X, recorded in Plat Cabinet 3, Slide 126 North 87° 47' 16" West 937.86 feet to a 3/4" iron pipe found;

thence continuing along a north line of said Shelbourne Forest Phase X, and along a north line of Shelbourne Forest Phases IV, V, and VI, recorded in plat Cabinet 1, Slide 279, North 75° 29' 28" West 132.85 feet to a 3/4" o.d. iron pin found;

thence continuing along a north line of said Shelbourne Forest Phases IV, V, and VI North 87° 30' 36" West 1528.93 feet to a 3/4" iron pipe found, being on the west line of farm of Farm Lots 10 & 9 in Quarter-Township 3 South 04° 03' 02" West 1700.44 to the POINT OF BEGINNING;

containing 248.903 Acre parcel acres, more or less;

there being approximately 34.343 acres in Farm Lot 5, Quarter-Township 4, 36.506 acres in Farm Lot 10, 73.161 acres in Farm Lot 11, 78.054 acres in Farm Lot 12, and 26.839 acres in Farm Lot 13 in Quarter-Township 3;

subject to all easements, restrictions, and rights-of-way, if any, of record;

Surveyed by Karen S. Coffman, Surveyor, Registration Number 7845 in March 23, 2021.

Basis of bearings is the CSX Railroad (N28°12'51" W) per survey performed by Willis, November 21, 2008. All iron bars set arte 5/8" in diameter with a plastic cap marked "SLSS PS 7845"

GENERAL NOTES:

1) Bearings shown are from the legal description in the title commitment. The lines have been rotated to show coincidence.

2) All land East of U.S. Route 23 (1.8 Acres) is Right of way for U.S. Route 23 and Panhandle Road (Co. road 215).

3) Highway Plans for Panhandle Road & bridge recorded at the Delaware County Engineer's Office: Plan no. DEL-CR215-0-00.

4) Contour lines shown were taken from Delaware County GIS System.

1/3

"Addison-Delaware"
0 U.S. Route 23 & 0 Troy Road
DELAWARE, OHIO 43015
ALTA/NSPS LAND TITLE SURVEY
OF TWO (2) CONTIGUOUS PARCELS
248.903 ACRES (10,842,214 Sq.Ft.) Tract
P.P.N. 519-312-01-006-005 & P.P.N. 519-422-03-001-001
23.795 ACRES (1,036,510 Sq.Ft.) Tract
P.P.N. 519-240-02-002-002

SITUATED IN THE CITY OF DELAWARE, TOWNSHIP OF TROY, COUNTY OF DELAWARE, STATE OF OHIO, AND BEING PART OF FARM LOTS 10-13 INCLUSIVE IN QUARTER TOWNSHIP 3 AND PART OF FARM LOT 5 IN QUARTER TOWNSHIP 4, TOWNSHIP 5N, RANGE 19W, OF THE UNITED STATES MILITARY LANDS.

Commitment No. 12479-642 dated July 26, 2021 @ 7:00 a.m.

NOTE: Items 1-16 are non-survey related items and are not listed.

- 17) Deleted - not applicable per July 14, 2021 draft Watcon Consulting Engineers & Surveyors survey.
18) Easement to the State of Ohio of record in Deed Book 191, page 452, Delaware County Recorder's Office. (applies & shown)
19) Easement to Columbus and Southern Ohio Electric Comany of record in Deed Book 266, Page 74, Delaware County Recorder's Office; (applies: blanket to service buildings)
20) Roadside Right of ay to Columbia Gas of Ohio, Inc. of recorded in Deed Book 344, page 324, Delaware County Recorder's Office. (applies & shown)
21) Easement to The City of Delaware, Ohio of record in Official Record 398, Page 2101, Delaware County Recorder's Office. (applies & shown)
22) Easement to the Ohio Utilities Co. of record in Lease Vol. 6, page 27, Delaware County Recorder's Office. (applies & shown)
23) Easement to the Southern Ohio Electric Comany of record in Lease Vol. 6, page 338, Delaware County Recorder's Office; (does not apply)
24) Easements to The Ohio Bell Telephone Company of record in Lease Vol 8, page 242 and in Lease Vol. 8, page 243, Delaware County Recorder's Office. (applies & shown)
25) Right of Way to Southern Ohio Electric Company of recorde in Lease Vol.6, page 288, Delaware County Recorder's Office. (applies & shown)
26) Deleted - not applicable per July 14, 2021 draft Watcon Consulting Engineers & Surveyors survey.
27) Deleted - not applicable per July 14, 2021 draft Watcon Consulting Engineers & Surveyors survey.
28) Easements to Columbus and Southern Ohio Electric Company of record in Lease Vol. 9, page 309 and in Deed Book 294, page 14, Delaware County Recorder's Office. (blanket)
29) Easement for Road Purposes to the Trustees of Troy Township, Delaware County, Ohio of record in Deed Book 245, page 227, Delaware County Recorder's Office. (applies & shown)
30) Easement for a Sixteen Inch Water Transmission Line to the City of Delaware, Ohio of record in Deed Book 290, page 91, Delaware County Recorder's Office. (applies & shown)
31) Notwithstanding the reference to acreage or square footage in the description of the land in Schedule A, this Policy does not insure nor guarantee the acreage or quantity of land set forth therein.
32) Rights of the United States, the State of Ohio, the municipality and the public in general in and to the part of the land lying within the bed of the Olentangy River; and the rights of other riparian owners of and bordering the river.
33) Right of the CSX Railroad, its successors and assigns, and any other railroad company with respect to any railroad tracts, or railroad right-of-way, on, over, across or along the Land due to condemnation, license, deed, possession or otherwise.

Legal Description: 23.795 Acres (P.P.N. 519-240-02-002-002)

Situated in the Township of Troy, County of Delaware, State of Ohio, being part of Farm Lot 1 in Quarter-Township 2, Township 5, Range 19, of the United States Military Lands, being all of the remainder of an original 26.834 acre tract conveyed to Siekmann, LLC in Official Records Volume 1728, Page 2030 and being more particularly described as follows:

BEGINNING at a stone found at the southwest corner of Oakhurst Subdivision No. 3, recorded in Plat Book 10, Page 70, being on the north line of a 248.903 acre tract conveyed to Siekmann LLC in Official Records Volume 1857, Page 1935, also being on the north line of Quarter-Township 3;

thence along the said north line of the 248.903 acre tract, also being the north line of Quarter-Township 3, also being the north line of The City of Delaware North 84° 17' 31" West 826.22 feet to a 5/8" iron bar found (SLSS), being the southeast corner of an 8.157 acre tract conveyed to Megan L. Cochran and Shawn T. Cuevas in Official Records Volume 1788, page 1204;

thence along an east line of the said 8.157 acre tract North 07° 10' 21" East 439.71 feet to a 5/8" iron bar found (SLSS), being the southwest corner of a 5.104 acre parcel conveyed to Megan L. Cochran and Shawn T. Cuevas in Official Records Volume 1788, Page 1204;

thence along the south line of the said 5.104 acre tract South 83° 41' 03" East 300.03 feet to a 5/8" iron bar found (SLSS);

thence along an east line of the said 5.104 acre tract North 07° 10' 21" East 612.76 feet to a 5/8" iron bar found (SLSS), being the southeast corner of a 3.395 acre tract (Tract 3) conveyed to Edward D. Snodgrass, Trustee in official Records Volume 1787, Page 1910;

thence along the east line of the said 3.395 acre tract North 03° 07' 38" East 638.25 feet to a MAG nail found in the centerline of Township Road 192 (Hills Miller Road) (passing a 5/8" iron bar found (SLSS) at 608.20 feet);

thence along the said centerline of Township Road 192 South 83° 41' 03" East 577.23 feet to a MAG nail found, being the northwest corner of a 7.294 acre tract conveyed to Dale A Lipps in Official Records Volume 983, Page 2340 and Official Records Volume 1328, Page 1360;

thence along the west line of the said 7.294 acre tract South 07° 23' 28" West 865.01 feet to a 3/4" iron pipe found, being the northwest corner of Oakhurst Subdivision No. 4, recorded in Plat Cabinet 2, Slide 419, also being a Northwest corner of The City of Delaware (passing a 5/8" iron bar found at 30.00 feet)

thence along the west line of the said Oakhurst Subdivision No. 4, and along the west line of the aforesaid Oakhurst Subdivision No. 3, also being a west line of the City of Delarare, South 07° 22' 30" West 816.14 feet to the POINT OF BEGINNING.

containing 23.795 acres, more or less;

subject to all easements, restrictions, and rights-of-way, if any, of record.

Surveyed by Karen S. Coffman, Surveyor, Registration number 7845 on May 20, 2021.

Basis of bearings is the centerline of Hills Miller Road (S83°41'03"E) per Official Records Volume 1728, Page 2030.

CERTIFICATION:

Subject property lies within the Non-Flood Zone 'X' Plain, however, there there is Flood Plain 'A' along the Olentangy River lying East of U.S. Route 23, as per Community Panel No. 39041C0232K dated April 16, 2009, and Community Panel No. 39089C0137H, dated May 2, 2007, of the FEMA Flood Rate Insurance Maps of this area.

To: Addison Delaware, LLC, CF Bank, First American Title Insurance Company, and Olentangy Title Agency:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 3, 4, 5, 6, 13, 17, and 18 of Table A thereof. The field work was completed on June 17, 2021.

Date of this map: 8/4/21

Scott A. England, P.S.
Ohio Registered Surveyor #S-7452



TITLE WORK

COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY.

COMMITMENT NUMBER: 12479-642
EFFECTIVE DATE: July 26, 2021 @ 7:00 A.M.

ALL INSTRUMENTS OF RECORD SHOWN ARE RECORDED IN THE DELAWARE COUNTY, OHIO, RECORDER'S OFFICE.



"Addison-Delaware"

0 U.S. Route 23 & 0 Troy Road

DELAWARE, OHIO 43015

ALTA/NSPS LAND TITLE SURVEY

OF TWO (2) CONTIGUOUS PARCELS

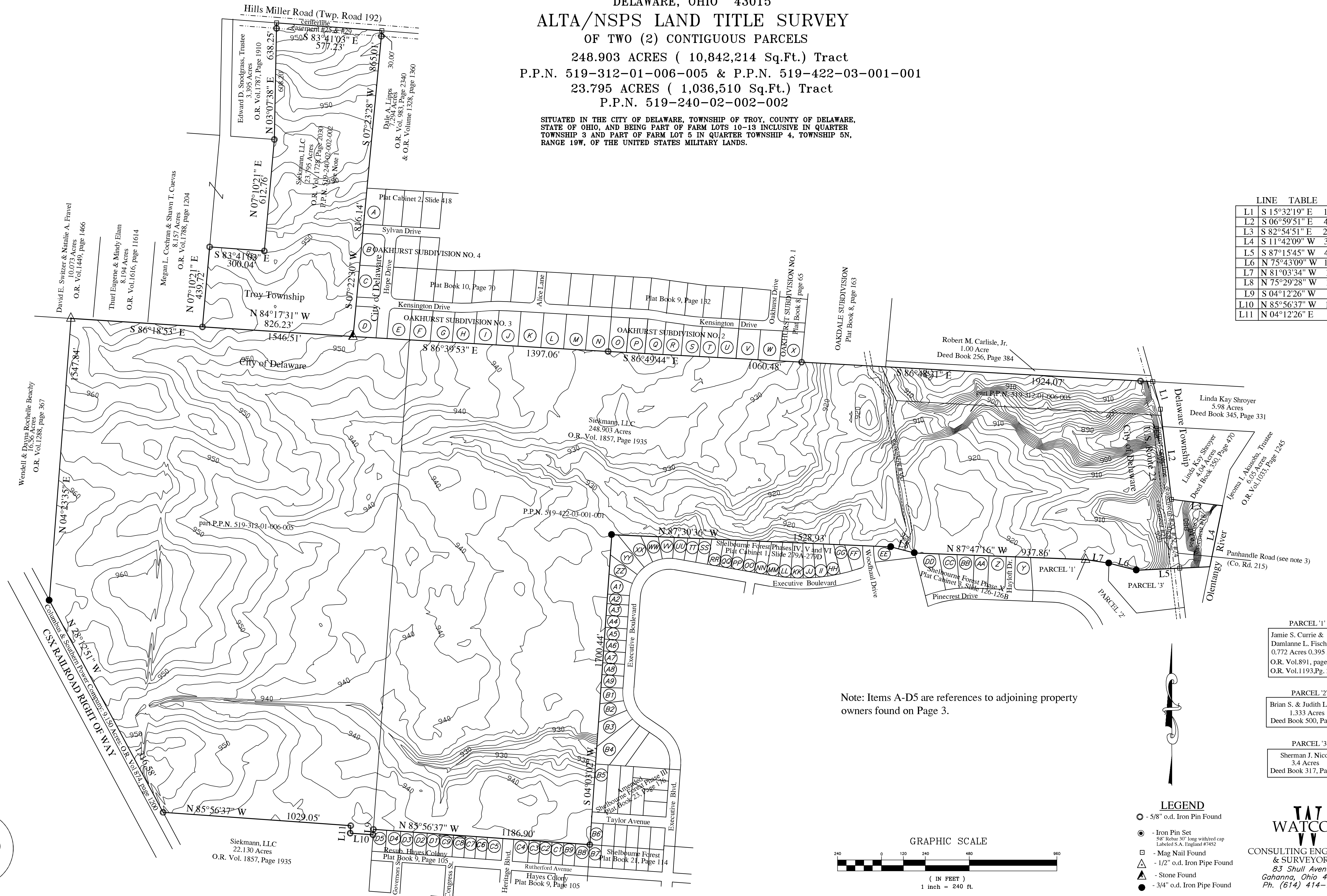
248.903 ACRES (10,842,214 Sq.Ft.) Tract

P.P.N. 519-312-01-006-005 & P.P.N. 519-422-03-001-001

23.795 ACRES (1,036,510 Sq.Ft.) Tract

P.P.N. 519-240-02-002-002

SITUATED IN THE CITY OF DELAWARE, TOWNSHIP OF TROY, COUNTY OF DELAWARE, STATE OF OHIO, AND BEING PART OF FARM LOTS 10-13 INCLUSIVE IN QUARTER TOWNSHIP 3 AND PART OF FARM LOT 5 IN QUARTER TOWNSHIP 4, TOWNSHIP 5N, RANGE 19W, OF THE UNITED STATES MILITARY LANDS.



LINE TABLE

L1	S 15°32'19" E	155.85'
L2	S 06°59'51" E	497.33'
L3	S 82°54'51" E	281.16'
L4	S 11°42'09" W	341.02'
L5	S 87°15'45" W	401.91'
L6	N 75°43'09" W	155.30'
L7	N 81°03'34" W	128.21'
L8	N 75°29'28" W	132.85'
L9	S 04°12'26" W	30.03'
L10	N 85°56'37" W	125.00'
L11	N 04°12'26" E	41.12'

PARCEL '1'
 Jamie S. Currie & Damianne L. Fischer
 0.772 Acres 0.395 Acres
 O.R. Vol. 891, page 2469
 O.R. Vol. 1193, Page 2275

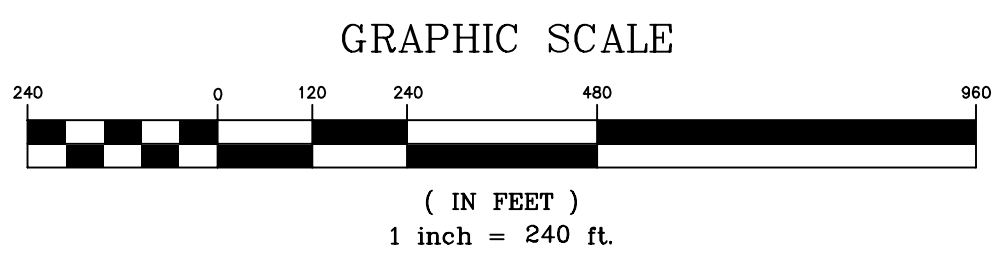
PARCEL '2'
 Brian S. & Judith L. Allen
 1.333 Acres
 Deed Book 500, Page 644

PARCEL '3'
 Sherman J. Nicol
 3.4 Acres
 Deed Book 317, Page 311

Note: Items A-D5 are references to adjoining property owners found on Page 3.



- LEGEND
- - 5/8" o.d. Iron Pin Found
 - - Iron Pin Set
 - ⊠ - 5/8" Rebar 30' long with red cap Labeled S.A. England #7452
 - ⊞ - Mag Nail Found
 - △ - 1/2" o.d. Iron Pipe Found
 - ▲ - Stone Found
 - - 3/4" o.d. Iron Pipe Found



2/3

WATCON
 CONSULTING ENGINEERS & SURVEYORS
 83 Shull Avenue
 Gahanna, Ohio 43230
 Ph. (614) 414-7979

"Addison-Delaware"

0 U.S. Route 23 & 0 Troy Road
DELAWARE, OHIO 43015

ALTA/NSPS LAND TITLE SURVEY

OF TWO (2) CONTIGUOUS PARCELS

248.903 ACRES (10,842,214 Sq.Ft.) Tract

P.P.N. 519-312-01-006-005 & P.P.N. 519-422-03-001-001

23.795 ACRES (1,036,510 Sq.Ft.) Tract

P.P.N. 519-240-02-002-002

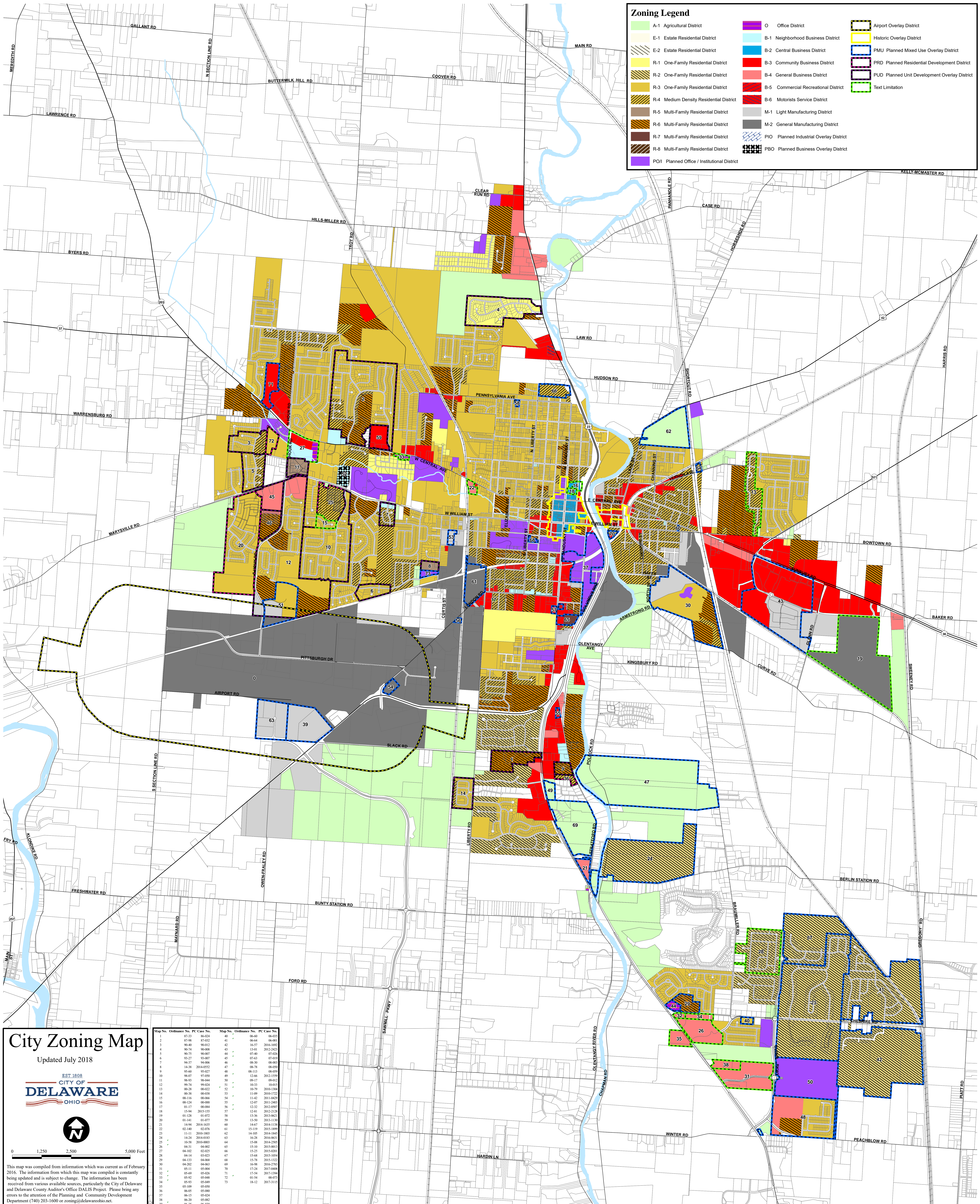
Note: Items A-D5 are references to adjoining property owners found on Page 2.

SITUATED IN THE CITY OF DELAWARE, TOWNSHIP OF TROY, COUNTY OF DELAWARE, STATE OF OHIO, AND BEING PART OF FARM LOTS 10-13 INCLUSIVE IN QUARTER TOWNSHIP 3 AND PART OF FARM LOT 5 IN QUARTER TOWNSHIP 4, TOWNSHIP 5N, RANGE 19W, OF THE UNITED STATES MILITARY LANDS.

- | | | | | |
|--|--|--|---|---|
| (A) KAREN ANNE & ROBERT FRED KANITZ TRUSTEES
Lot#7146
PIN-51924406009000 | (R) LYNCH SHAWN D & SAMANTHA H
Lot#4532
PIN-51924402019000 | (J) SWINFORD JEFFREY B & ELIZABETH G
Lot#5696
PIN-51931103041000 | (ZZ) MCGEATH RHONDA S
Lot#5679
PIN-51931103024000 | (BB) ROBINSON CAROL SUE TRUSTEE ET AL
Lot#4431
PIN-51931102006000 |
| (B) RALPH L & BEVERLY E DEY
Lot#7147
PIN-51924406008000 | (S) MOLINA JAMES M & MAUREEN L
Lot#4531
PIN-51924402018000 | (W) VANVLEET NATHAN T & PRIEST ALEXANDRA K
Lot#5695
PIN-51931103040000 | (A1) OBERLE LAWRENCE A & LOIS V
Lot#5678
PIN-51931103023000 | (B9) THOMPSON JANICE W
Lot#4432
PIN-51931102005000 |
| (C) SCOTT A & KRISTIN LOUISE CAMPBELL TRUSTEES
Lot#4822
PIN-51924404012000 | (T) DAVIDSON THOMAS H JR & AMY B
Lot#4530
PIN-51924402017000 | (KK) SMITH DEREK S & SAMMIRA
Lot#5694
PIN-51931103039000 | (A2) BUCK DAVID A & SUSAN C
Lot#5677
PIN-51931103022000 | (C1) HOLCOMB KYLE
Lot#4433
PIN-51931102004000 |
| (D) MARY ANN PARKER
Lot#4823
PIN-51924402033000 | (U) SCHNEIDER R LARRY & CHERYL W
Lot#4529
PIN-51924402016000 | (LL) WESTLUND WESLEY D & PATRICIA E
Lot#5693
PIN-51931103038000 | (A3) SCHUL DAVID E & CATHERINE E
Lot#5676
PIN-51931103021000 | (C2) PALMER JENNIFER L
Lot#4434
PIN-51931102003000 |
| (E) RIZZO JEFFERY S & JENNIFER L
Lot#4824
PIN-51924402032000 | (V) DARGATZ HAZEL M
Lot#4190
PIN-51924402015000 | (MM) GOLDEN FLOYD K & PHYLLIS J
Lot#5692
PIN-51931103037000 | (A4) HAWES RICHARD L JR & JANE E
Lot#5675
PIN-51931103020000 | (C3) MERZ ANDREW
Lot#4435
PIN-51931102002000 |
| (F) TURAY RYAN E & ELIZABETH F
Lot#4825
PIN-51924402031000 | (W) BAER NANCY C
Lot#4191
PIN-51924402014000 | (NN) BAKANAUSKAS AUDREY JO EL
Lot#5691
PIN-51931103036000 | (A5) FISHER STEPHEN H & DONNA L & BLUMENSTOCK
ROBERT C & SUE A
Lot#5674
PIN-51931103019000 | (C4) WATKINS RYAN
Lot#4436
PIN-51931102001000 |
| (G) BONOFILIO ANTHONY & LISA
Lot#4826
PIN-51924402030000 | (X) CARINGI GARY
Lot#4192
PIN-51924402013000 | (OO) JERREL F BLANKENSHIP & STACY B CHANEY
Lot#5690
PIN-51931103035000 | (A6) UNIDENTIFIED
Lot#5673
PIN-51931103018000 | (C5) SMITH JONATHAN E & DENYSE
Lot#4437
PIN-51931101010000 |
| (H) PUGNO BENJAMIN J & COURTNEY D
Lot#4827
PIN-51924402029000 | (Y) GREEN MARISSA K & KEVAN S
Lot#8524
PIN-51942205001000 | (PP) MUNGOVAN MICHAEL G & DIANE C SKINNER
Lot#5689
PIN-51931103034000 | (A7) CITY OF DELAWARE
LOT#
PIN-51931103017000 | (C6) BEVERIDGE JEREMY J & BRIANNA L
Lot#4438
PIN-51931101009000 |
| (I) METZGER MICHAEL C
Lot#4828
PIN-51924402028000 | (Z) CLENDINENG JOHN RICHARD & KENDRA
Lot#8525
PIN-51942204024000 | (QQ) GOODMAN DANA C & LISA K
Lot#5688
PIN-51931103033000 | (A8) TACKETT JEREMY L
Lot#5672
PIN-51931103016000 | (C7) BROWN ALLISON & THOMAS
Lot#4439
PIN-51931101008000 |
| (J) TRIMMER NATALIE D TRUSTEE
Lot#4829
PIN-51924402027000 | (AA) SAVINELL JAMES K & JENNIFER E
Lot#8526
PIN-51942204023000 | (RR) BALLINGER CASSEL JAMES
Lot#5687
PIN-51931103032000 | (A9) MCKEE WILLIAM K & WELCOME KRISTEN J
Lot#5671
PIN-51931103015000 | (C8) STEWARD DWIGHT D & MARILYN R
Lot#4440
PIN-51931101007000 |
| (K) MUSGRAVE KAY E TRUSTEE
Lot#4830
PIN-51924402026000 | (BB) NICEWANER WARREN & SARAH
Lot#8527
PIN-51942204022000 | (SS) RIGGS DALE A & JULIANA M CO TRUSTEES
Lot#5686
PIN-51931103031000 | (B1) HELLINGER GEORGE A & BRINDI L
Lot#5670
PIN-51931103014000 | (C9) HARRIS WARREN B & DEBRA L
Lot#4441
PIN-51931101006000 |
| (L) GILL NEVA J
Lot#4831
PIN-51924402025000 | (CC) TELLO JAVIER & ARIAS MYRIAM
Lot#8528
PIN-51942204021000 | (TT) AMATO MITCHELL J & BETH G
Lot#5685
PIN-51931103030000 | (B2) UNIDENTIFIED
Lot#5669
PIN-51931103013000 | (D1) JENKINS NATHAN D
Lot#4442
PIN-51931101005000 |
| (M) BAYES BRYAN D & JANET M
Lot#4832
PIN-51924402024000 | (DD) SAAD RICHARD J JR & SAAD LINDA K HALSEY
Lot#8529
PIN-51942204020000 | (UU) CLARKE KURT B & M DANIELLE
Lot#5684
PIN-51931103029000 | (B3) SPALL RICHARD F JR & ROSEMARY C
Lot#5668
PIN-51931103012000 | (D2) BUTTON PAUL & JENNIFER
Lot#4443
PIN-51931101004000 |
| (N) HOAR EDWARD A
Lot#4833
PIN-51924402023000 | (EE) SHAW BRIAN L & DONNA M CO TRUSTEES
Lot#5700
PIN-51931104001000 | (VV) BUCK DANIEL & CHERI
Lot#5683
PIN-51931103028000 | (B4) HILAND ELEANOR D
Lot#5667
PIN-51931103011000 | (D3) HARRIS CHERYL S
Lot#4444
PIN-51931101003000 |
| (O) SPARKS LARRY JOHN & DELIA A
Lot#4535
PIN-51924402022000 | (FF) MASKER JAMES EDWARD
Lot#5699
PIN-51931103044000 | (WW) KNIGHT GEORGE & STACY
Lot#5682
PIN-51931103027000 | (B5) NELSON RICHARD R & JUDY C TRUSTEES
Lot#5489
PIN-51931103001000 | (D4) SALYER ORMAN J JR & ARDITH J
Lot#4445
PIN-51931101002000 |
| (P) KUCHERS MATTHEW K & ELIZABETH H
Lot#4534
PIN-51924402021000 | (GG) NOT IDENTIFIED
Lot#5698
PIN-51931103043000 | (XX) BOWIE TODD M & LAURA L
Lot#5681
PIN-51931103026000 | (B6) JOHN E ROBINSON FUNERAL HOME INC
Lot#5488
PIN-51931102018000 | (D5) FORD JOHN E & KAREN J
Lot#4446
PIN-51931101001000 |
| (Q) OROSZI DAVID J
Lot#4533
PIN-51924402020000 | (HH) BULWINKLE GREGORY C & HEATHER M
Lot#5697
PIN-51931103042000 | (YY) CHANEY SUE A
Lot#5680
PIN-51931103025000 | (B7) JOHN E ROBINSON FUNERAL HOME INC
Lot#5358
PIN-51931102007000 | |

Tab #8

City Zoning Map,
Existing Zoning Uses Plan
&
Adjacent Zoning-Density-Lot Size &
Open Space Comparison Plan



Zoning Legend

	A-1 Agricultural District		O Office District		Airport Overlay District
	E-1 Estate Residential District		B-1 Neighborhood Business District		Historic Overlay District
	E-2 Estate Residential District		B-2 Central Business District		PMU Planned Mixed Use Overlay District
	R-1 One-Family Residential District		B-3 Community Business District		PRD Planned Residential Development District
	R-2 One-Family Residential District		B-4 General Business District		PLUD Planned Unit Development Overlay District
	R-3 One-Family Residential District		B-5 Commercial Recreational District		Text Limitation
	R-4 Medium Density Residential District		B-6 Motorists Service District		
	R-5 Multi-Family Residential District		M-1 Light Manufacturing District		
	R-6 Multi-Family Residential District		M-2 General Manufacturing District		
	R-7 Multi-Family Residential District		PIO Planned Industrial Overlay District		
	R-8 Multi-Family Residential District		PBO Planned Business Overlay District		
	PO/I Planned Office / Institutional District				

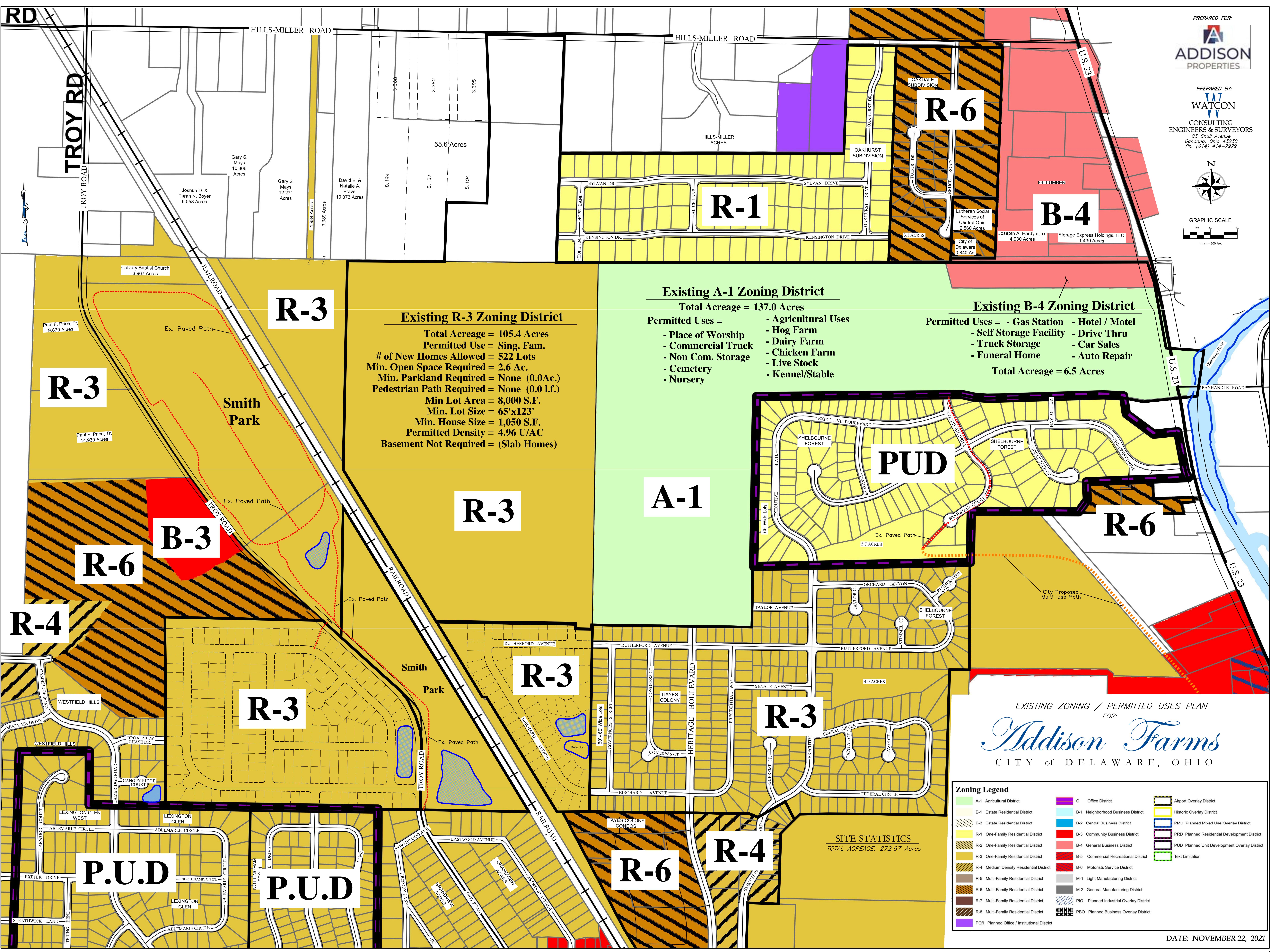
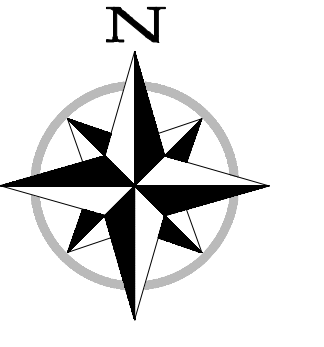
City Zoning Map

Updated July 2018

EST. 1808
CITY OF
DELAWARE
OHIO

This map was compiled from information which was current as of February 2016. The information from which this map was compiled is constantly being updated and is subject to change. The information has been received from various available sources, particularly the City of Delaware and Delaware County Auditor's Office DALIS Project. Please bring any errors to the attention of the Planning and Community Development Department (740) 203-1600 or zoning@delawareohio.net.

Map No.	Ordinance No.	PC Case No.	Map No.	Ordinance No.	PC Case No.
1	87-33	86-024	40	86-60	86-035
2	87-98	87-032	41	86-64	86-040
3	90-40	90-012	42	16-57	2016-1902
4	90-74	90-008	43	13-01	2012-2523
5	90-75	90-007	44	07-80	07-026
6	93-27	93-007	45	07-63	07-019
7	94-27	94-006	46	06-30	06-003
8	14-38	2014-0552	47	08-78	08-009
9	95-40	95-027	48	06-113	06-019
10	96-07	97-050	49	12-06	2012-1558
11	96-93	96-044	50	09-17	09-012
12	99-74	99-024	51	10-31	10-015
13	09-28	09-022	52	09-79	2010-1304
14	06-38	06-038	53	11-09	2010-1722
15	00-116	00-066	54	11-27	2011-0429
16	00-124	00-088	55	12-07	2011-2403
17	01-17	00-084	56	12-22	2012-0507
18	15-94	2015-155	57	13-01	2012-2128
19	01-128	01-072	58	13-30	2013-0623
20	01-141	01-077	59	13-58	2013-1128
21	14-94	2014-1635	60	14-67	2014-1138
22	02-140	02-076	61	15-119	2015-1499
23	11-31	2010-1808	62	14-05	2014-1445
24	14-24	2014-0153	63	16-28	2016-0631
25	16-08	2016-0903	64	15-08	2014-2505
26	04-31	04-002	65	15-10	2015-0913
27	04-102	02-025	66	15-25	2015-0203
28	04-14	03-023	67	15-68	2015-1004
29	04-133	04-068	68	15-78	2015-1322
30	04-202	04-068	69	16-06	2016-2738
31	05-11	05-004	70	17-24	2017-0480
32	05-49	05-026	71	17-54	2017-1394
33	05-92	05-048	72	04-54	04-073
34	05-93	05-049	73	14-12	2013-3115
35	05-109	05-050			
36	05-95	05-080			
37	06-15	06-024			
38	06-20	06-062			
39	06-35	06-030			



R-3

Existing R-3 Zoning District
 Total Acreage = 105.4 Acres
 Permitted Use = Sing. Fam.
 # of New Homes Allowed = 522 Lots
 Min. Parkland Required = None (0.0Ac.)
 Pedestrian Path Required = None (0.0 l.f.)
 Min Lot Area = 8,000 S.F.
 Min. Lot Size = 65'x123'
 Min. House Size = 1,050 S.F.
 Permitted Density = 4.96 U/AC
 Basement Not Required = (Slab Homes)

Existing A-1 Zoning District

Total Acreage = 137.0 Acres
 Permitted Uses =
 - Place of Worship
 - Commercial Truck
 - Non Com. Storage
 - Cemetery
 - Nursery
 - Agricultural Uses
 - Hog Farm
 - Dairy Farm
 - Chicken Farm
 - Live Stock
 - Kennel/Stable

Existing B-4 Zoning District

Permitted Uses =
 - Gas Station
 - Self Storage Facility
 - Truck Storage
 - Funeral Home
 - Hotel / Motel
 - Drive Thru
 - Car Sales
 - Auto Repair
 Total Acreage = 6.5 Acres

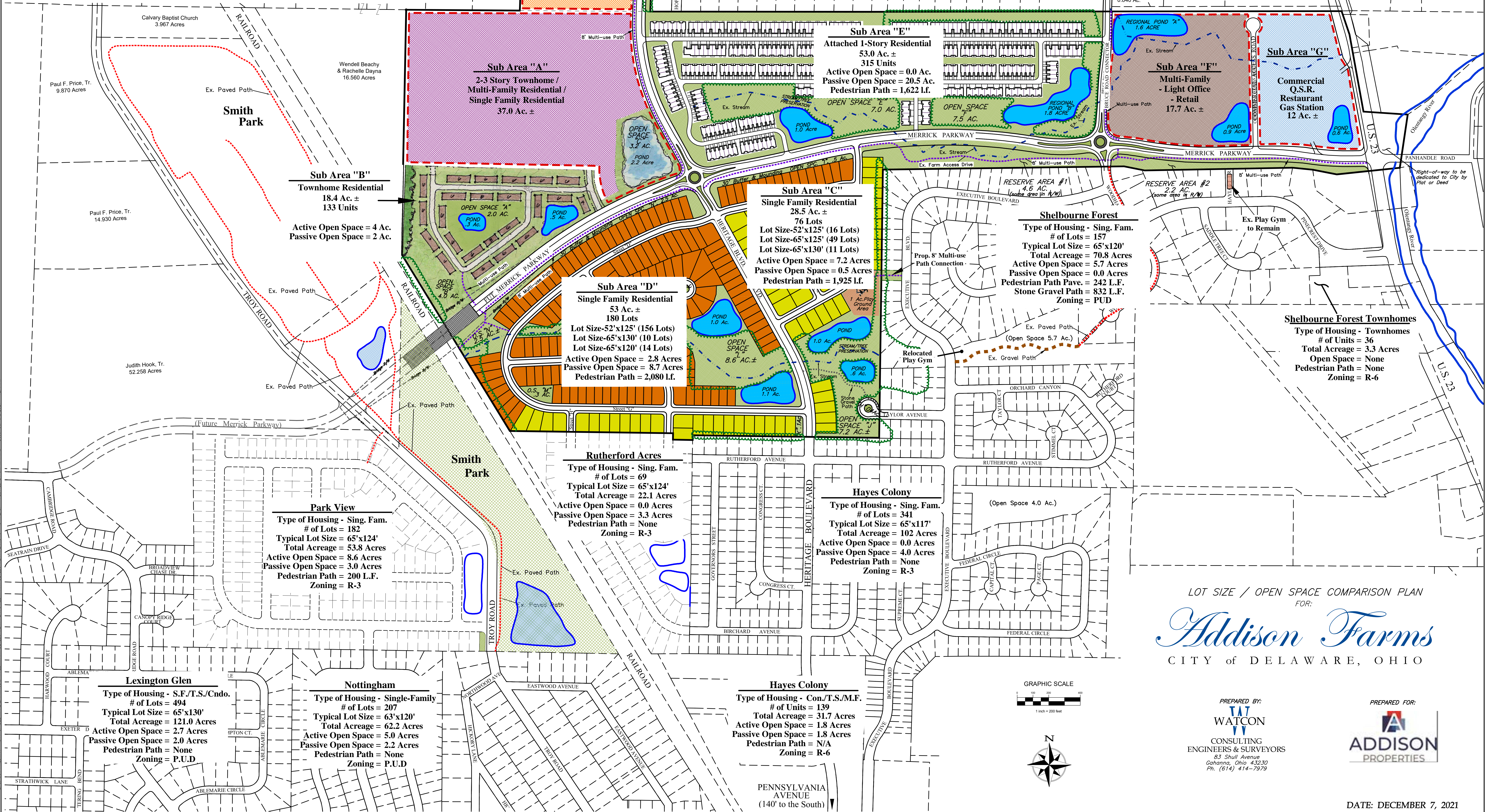
PUD

SITE STATISTICS
 TOTAL ACREAGE: 272.67 Acres

EXISTING ZONING / PERMITTED USES PLAN
 FOR:
Addison Farms
 CITY OF DELAWARE, OHIO

Zoning Legend		
A-1 Agricultural District	O Office District	Airport Overlay District
E-1 Estate Residential District	B-1 Neighborhood Business District	Historic Overlay District
E-2 Estate Residential District	B-2 Central Business District	PMU Planned Mixed Use Overlay District
R-1 One-Family Residential District	B-3 Community Business District	PRD Planned Residential Development District
R-2 One-Family Residential District	B-4 General Business District	PUD Planned Unit Development Overlay District
R-3 One-Family Residential District	B-5 Commercial Recreational District	Text Limitation
R-4 Medium Density Residential District	B-6 Motorists Service District	
R-5 Multi-Family Residential District	M-1 Light Manufacturing District	
R-6 Multi-Family Residential District	M-2 General Manufacturing District	
R-7 Multi-Family Residential District	PIO Planned Industrial Overlay District	
R-8 Multi-Family Residential District	PBO Planned Business Overlay District	
POI Planned Office / Institutional District		

	Housing Type	Zoning	Typ. Lot Size	# of Units	Active Open Space	Passive Open Space	Pedestrian Paths	On-Site Detention	Total Acreage
Oakhurst Subdivision	S.F.	R-1	100'x155'	98	NONE	NONE	NONE	NONE	52.2
Shelbourne Forest	S.F.	P.U.D.	65'x120'	157	5.7	NONE	1074 LF	NONE	70.8
Hayes Colony Subdivision	S.F.	R-3	65'x117'	341	NONE	4.0	NONE	NONE	102
Nottingham Subdivision	S.F.	P.U.D.	63'x120'	207	5.0	2.2	NONE	YES	62.2
Lexington Glen Subdivision	S.F.	P.U.D.	65'x130'	494	2.7	2.0	NONE	NONE	121
Park View Subdivision	S.F.	R-3	65'x124'	182	8.6	3	200 LF	YES	28.5
Rutherford Acres Subdivision	S.F.	R-3	65'x124'	69	NONE	3.3	NONE	YES	28.5
Sub-Area "C"	S.F.	P.M.U.	65'x125'	76	7.2	.5	1925 LF	YES	28.5
Sub-Area "D"	S.F.	P.M.U.	52'x125'	180	2.8	8.7	2080 LF	YES	53
Sub-Area "A"	M.F.-T.H.	P.M.U.	N.A.	N.A.	NONE	4.2	725 LF	YES	37
Sub-Area "B"	T.H.	P.M.U.	N.A.	133	4.0	2.0	232 LF	YES	18.4
Sub-Area "E"	1 Sty Res.	P.M.U.	N.A.	315	NONE	20.5	1887 LF	YES	53.6
Oakdale Apts. & Townhomes	M.F.-T.H.	R-6	N.A.	227	3.1	NONE	NONE	NONE	25.3
Shelbourne Townhomes	T.H.	R-6	N.A.	36	NONE	NONE	NONE	NONE	3.3
Hayes Colony Condo/Multi-Fam	M.F.-CON.	R-6	N.A.	139	1.8	NONE	NONE	NONE	31.7



Heritage Boulevard
 Right-of-way Width = 80'
 Pavement Width = 36'
 Roadway Length = 4,564 L.F.
 5' Sidewalks on East side of R/W
 8' Multi-use Path on West side of Roadway = 2,774 l.f.

Merrick Parkway
 Right-of-way Width = 100'
 Pavement Width = 36'
 Roadway Length = 5,990 L.F.
 5' Sidewalk on North side of R/W
 8' Multi-use Path on South side of Roadway = 6,160 l.f.

Oakdale Subdivision
 Type of Housing - S.F./T.S./M.F.
 # of Units = 227
 Total Acreage = 25.3 Acres
 Open Space = 3.1 Acres
 Pedestrian Path = None
 Zoning = R-6

Oakhurst Subdivision
 Type of Housing - Sing. Fam.
 # of Lots = 98
 Typical Lot Size = 100'x155'
 Total Acreage = 52.2 Acres
 Open Space = N/A
 Pedestrian Path = None
 Zoning = R-1

Sub Area "H"
 Senior Housing or Single Family Res. (Attached/Detached)
 18.8 Ac. ±

Sub Area "A"
 2-3 Story Townhome / Multi-Family Residential / Single Family Residential
 37.0 Ac. ±

Sub Area "E"
 Attached 1-Story Residential
 53.0 Ac. ±
 315 Units
 Active Open Space = 0.0 Ac.
 Passive Open Space = 20.5 Ac.
 Pedestrian Path = 1,622 L.F.

Sub Area "F"
 Multi-Family - Light Office - Retail
 17.7 Ac. ±

Sub Area "G"
 Commercial Q.S.R. Restaurant Gas Station
 12 Ac. ±

Sub Area "B"
 Townhome Residential
 18.4 Ac. ±
 133 Units
 Active Open Space = 4 Ac.
 Passive Open Space = 2 Ac.

Sub Area "C"
 Single Family Residential
 28.5 Ac. ±
 76 Lots
 Lot Size-52'x125' (16 Lots)
 Lot Size-65'x125' (49 Lots)
 Lot Size-65'x130' (11 Lots)
 Active Open Space = 7.2 Acres
 Passive Open Space = 0.5 Acres
 Pedestrian Path = 1,925 L.F.

Shelbourne Forest
 Type of Housing - Sing. Fam.
 # of Lots = 157
 Typical Lot Size = 65'x120'
 Total Acreage = 70.8 Acres
 Active Open Space = 5.7 Acres
 Passive Open Space = 0.0 Acres
 Pedestrian Path Pave. = 242 L.F.
 Stone Gravel Path = 832 L.F.
 Zoning = PUD

Shelbourne Forest Townhomes
 Type of Housing - Townhomes
 # of Units = 36
 Total Acreage = 3.3 Acres
 Open Space = None
 Pedestrian Path = None
 Zoning = R-6

Sub Area "D"
 Single Family Residential
 53 Ac. ±
 180 Lots
 Lot Size-52'x125' (156 Lots)
 Lot Size-65'x130' (10 Lots)
 Lot Size-65'x120' (14 Lots)
 Active Open Space = 2.8 Acres
 Passive Open Space = 8.7 Acres
 Pedestrian Path = 2,080 L.F.

Rutherford Acres
 Type of Housing - Sing. Fam.
 # of Lots = 69
 Typical Lot Size = 65'x124'
 Total Acreage = 22.1 Acres
 Active Open Space = 0.0 Acres
 Passive Open Space = 3.3 Acres
 Pedestrian Path = None
 Zoning = R-3

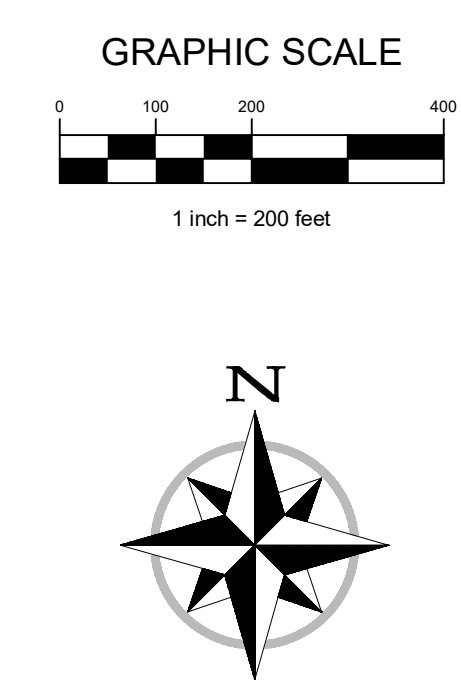
Hayes Colony
 Type of Housing - Sing. Fam.
 # of Lots = 341
 Typical Lot Size = 65'x117'
 Total Acreage = 102 Acres
 Active Open Space = 0.0 Acres
 Passive Open Space = 4.0 Acres
 Pedestrian Path = None
 Zoning = R-3

Park View
 Type of Housing - Sing. Fam.
 # of Lots = 182
 Typical Lot Size = 65'x124'
 Total Acreage = 53.8 Acres
 Active Open Space = 8.6 Acres
 Passive Open Space = 3.0 Acres
 Pedestrian Path = 200 L.F.
 Zoning = R-3

Lexington Glen
 Type of Housing - S.F./T.S./Cndo.
 # of Lots = 494
 Typical Lot Size = 65'x130'
 Total Acreage = 121.0 Acres
 Active Open Space = 2.7 Acres
 Passive Open Space = 2.0 Acres
 Pedestrian Path = None
 Zoning = P.U.D

Nottingham
 Type of Housing - Single-Family
 # of Lots = 207
 Typical Lot Size = 63'x120'
 Total Acreage = 62.2 Acres
 Active Open Space = 5.0 Acres
 Passive Open Space = 2.2 Acres
 Pedestrian Path = None
 Zoning = P.U.D

Hayes Colony
 Type of Housing - Con./T.S./M.F.
 # of Units = 139
 Total Acreage = 31.7 Acres
 Active Open Space = 1.8 Acres
 Passive Open Space = 1.8 Acres
 Pedestrian Path = N/A
 Zoning = R-6



LOT SIZE / OPEN SPACE COMPARISON PLAN
 FOR:
Addison Farms
 CITY OF DELAWARE, OHIO

PREPARED BY:
WATCON
 CONSULTING ENGINEERS & SURVEYORS
 83 Shull Avenue
 Gahanna, Ohio 43230
 Ph. (614) 414-7979

PREPARED FOR:
ADDISON PROPERTIES

Tab #9

Topography, Slopes, Major Vegetation, Wooded Areas
and Water Sources Plan,

Tree Survey & Tree Preservation – Removal Exhibit

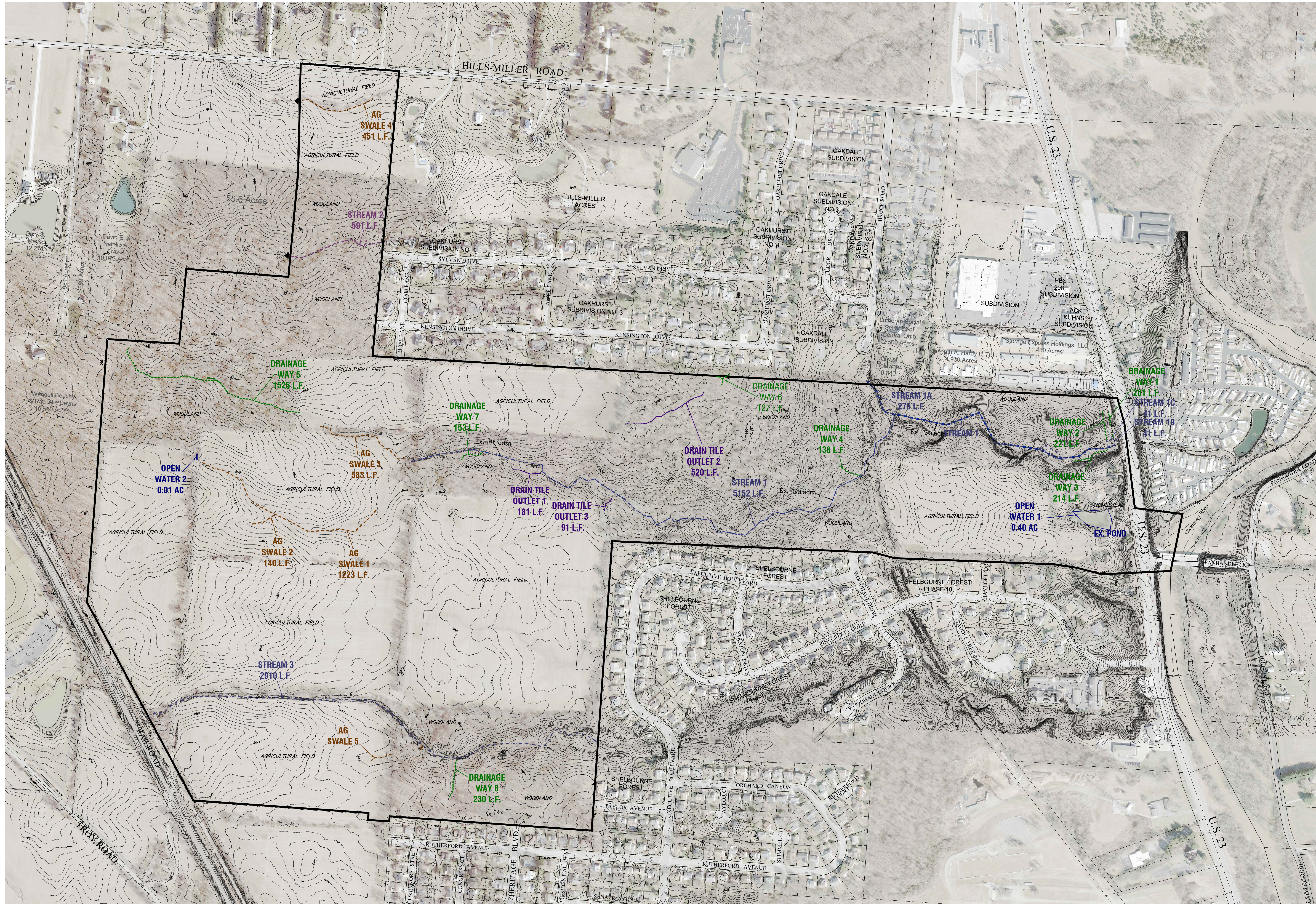
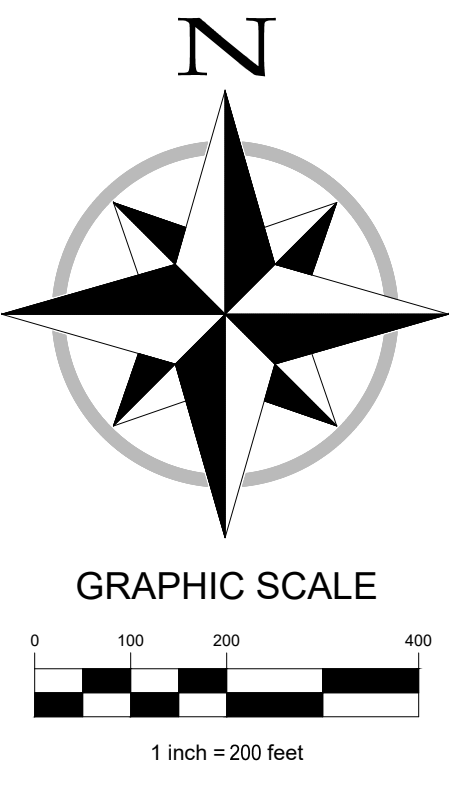
Addison Farms Environmental Summary

- Land Solutions (Environmental Consultant) has completed the wetlands and streams delineation and submitted the USACE. Preliminary review has been completed and USACE has provided preliminary approval. USACE is processing jurisdictional determination.
- Wetlands and streams throughout the property have been preserved and avoided to the best possible extent. USACE guidelines have been adhered to with less than .5 acres of wetlands and stream impact in each dedicated area.
- Retention/Detention ponds strategically placed within the sub areas service the Addison property as well as collect the runoff from adjacent communities and properties that contribute to off-site stormwater issues.
- Green spaces and tree preservation zones have been identified and indicated on the Preliminary Development Plan. These areas will serve as natural areas as well as community spaces and trails.

SITE BOUNDARY & TOPOGRAPHY
FOR:

Addison Farms

CITY of DELAWARE, OHIO



PREPARED FOR:
ADDISON PROPERTIES
3401 Enterprise Parkway
Suite 205
Beachwood, OH 44122
Ph. (440) 459-1868

PREPARED BY:
WATCON
CONSULTING ENGINEERS & SURVEYORS
83 Shull Avenue
Cathanna, Ohio 43230
Ph. (614) 414-7879

2. WATSON FREDMAN - CITY OF DELAWARE DRAWINGS - SHELBORNE DEVELOPMENT PLAN USE DRAWINGS & TOPOGRAHY - 2 SHEETS - 02-CONTRACTS-TERMINED ARCH-10 - LIGHTER - PLOTTED BY: AMT - October 05, 2022 - 3:48 PM

Area #	Tree ID #	Common Name	Scientific Name	DBH (Inches)	No. of Trunks	Condition	Identifying Characteristics
1	1	Bitternut Hickory	Carya cordiformis	8	1	Good	
1	2	Bitternut Hickory	Carya cordiformis	8	1	Good	
1	3	Bitternut Hickory	Carya cordiformis	10	1	Good	
1	4	Bitternut Hickory	Carya cordiformis	9.7	2	Good	
1	5	Bitternut Hickory	Carya cordiformis	7	1	Good	
1	6	Green Ash	Fraxinus pennsylvanica	11	1	Dead	
1	7	American Elm	Ulmus americana	12	1	Fair	Codominant trunk <5" DBH
1	8	American Elm	Ulmus americana	11	1	Fair	
1	9	American Elm	Ulmus americana	8	1	Good	
1	10	American Elm	Ulmus americana	7	1	Good	
1	11	Bitternut Hickory	Carya cordiformis	11	1	Good	
1	12	American Elm	Ulmus americana	9	1	Good	
1	13	Pin Oak	Quercus palustris	8	1	Fair	
1	14	American Elm	Ulmus americana	10	1	Good	Trunk splits above DBH
1	15	Shagbark Hickory	Carya ovata	8	1	Good	
1	16	Bitternut Hickory	Carya cordiformis	8	1	Good	
1	17	American Elm	Ulmus americana	9	1	Fair	
1	18	American Elm	Ulmus americana	6	1	Fair	
1	19	Honey Locust	Gleditsia triacanthos	22	1	Fair	Trunk splits above DBH
1	20	American Elm	Ulmus americana	7	1	Good	
1	21	Pin Oak	Quercus palustris	14	1	Good	
1	22	Bitternut Hickory	Carya cordiformis	6	1	Good	
1	23	American Elm	Ulmus americana	10	1	Good	
1	24	Shagbark Hickory	Carya ovata	6	1	Good	
1	25	American Elm	Ulmus americana	8	1	Poor	Large wound and rot in trunk
1	26	Pin Oak	Quercus palustris	14	1	Fair	
1	27	Green Ash	Fraxinus pennsylvanica	11	1	Dead	Snag
1	28	Pin Oak	Quercus palustris	16	1	Fair	
1	29	Bitternut Hickory	Carya cordiformis	8	1	Good	
1	30	Bitternut Hickory	Carya cordiformis	8	1	Good	
1	31	American Elm	Ulmus americana	7	1	Fair	Trunk leaning
1	32	American Elm	Ulmus americana	8	1	Good	
1	33	American Elm	Ulmus americana	11	1	Good	Trunk splits above DBH
1	34	Shellbark Hickory	Carya lachiosa	6	1	Good	
1	35	Bitternut Hickory	Carya cordiformis	12	1	Good	
1	36	Black Cherry	Prunus serotina	8	1	Poor	Adjacent debris pile
1	37	Black Cherry	Prunus serotina	7	1	Poor	
1	38	Pin Oak	Quercus palustris	20	1	Fair	Large vine
1	39	Pin Oak	Quercus palustris	15	1	Good	
1	40	Shellbark Hickory	Carya lachiosa	7	1	Good	
1	41	Green Ash	Fraxinus pennsylvanica	12	1	Dead	Snag
1	42	Pin Oak	Quercus palustris	6	1	Good	Trunk leaning
1	43	American Elm	Ulmus americana	12	1	Dead	
1	44	Pin Oak	Quercus palustris	26	1	Good	
1	45	Pin Oak	Quercus palustris	14	1	Good	
1	46	Shellbark Hickory	Carya lachiosa	6	1	Good	
1	47	Pin Oak	Quercus palustris	17	1	Good	
1	48	Shellbark Hickory	Carya lachiosa	7	1	Good	
1	49	Pin Oak	Quercus palustris	21	1	Good	
1	50	Freeman's Maple	Acer x freemanii	15	1	Good	
1	51	Shellbark Hickory	Carya lachiosa	6	1	Good	
1	52	Pin Oak	Quercus palustris	14	1	Good	
1	53	Pin Oak	Quercus palustris	8	1	Good	
1	54	Green Ash	Fraxinus pennsylvanica	7	1	Dead	
1	55	Pin Oak	Quercus palustris	9	1	Fair	
2	56	Green Ash	Fraxinus pennsylvanica	11	1	Poor	
2	57	American Elm	Ulmus americana	7	1	Dead	
2	58	Pignut Hickory	Carya glabra	21	1	Fair	
2	59	Pin Oak	Quercus palustris	35	1	Good	
2	60	American Elm	Ulmus americana	9	1	Dead	
2	61	Black Cherry	Prunus serotina	8	1	Poor	
2	62	Black Cherry	Prunus serotina	6	1	Poor	
2	63	Green Ash	Fraxinus pennsylvanica	8	1	Dead	Lots of leaders
2	64	Red Mulberry	Morus rubra	12,11	2	Fair	Private property sign
2	65	Red Mulberry	Morus rubra	12	1	Fair	
2	66	Honey Locust	Gleditsia triacanthos	11,10	2	Good	
3	67	Pin Oak	Quercus palustris	21	1	Good	
3	68	Sugar Maple	Acer saccharum	6	1	Good	
3	69	American Elm	Ulmus americana	7	1	Fair	
3	70	Honey Locust	Gleditsia triacanthos	7	1	Good	
3	71	Sugar Maple	Acer saccharum	10	1	Good	Large vine
3	72	Sugar Maple	Acer saccharum	6	1	Good	
3	73	Honey Locust	Gleditsia triacanthos	7	1	Good	
3	74	Honey Locust	Gleditsia triacanthos	7	1	Good	
3	75	Shingle Oak	Quercus imbricaria	15	1	Good	
3	76	Black Cherry	Prunus serotina	6	1	Good	
3	77	Honey Locust	Gleditsia triacanthos	6	1	Poor	Trunk leaning
3	78	Honey Locust	Gleditsia triacanthos	7	1	Good	
3	79	Honey Locust	Gleditsia triacanthos	7	1	Poor	
3	80	Honey Locust	Gleditsia triacanthos	12	1	Good	
3	81	Honey Locust	Gleditsia triacanthos	7	1	Fair	
3	82	Honey Locust	Gleditsia triacanthos	8	1	Good	
3	83	Sugar Maple	Acer saccharum	7	1	Good	
3	84	Honey Locust	Gleditsia triacanthos	13	1	Good	
3	85	Honey Locust	Gleditsia triacanthos	9	1	Good	
3	86	Honey Locust	Gleditsia triacanthos	6	1	Poor	
3	87	Honey Locust	Gleditsia triacanthos	12	1	Good	Large vine
3	88	Honey Locust	Gleditsia triacanthos	11	1	Good	
3	89	Honey Locust	Gleditsia triacanthos	10,11	2	Fair	
3	90	American Elm	Ulmus americana	9	1	Fair	
3	91	Shingle Oak	Quercus imbricaria	6	1	Good	
3	92	Black Cherry	Prunus serotina	10	1	Fair	
3	93	Honey Locust	Gleditsia triacanthos	10	1	Good	
3	94	Shingle Oak	Quercus imbricaria	11	1	Good	
3	95	Honey Locust	Gleditsia triacanthos	8	1	Fair	
3	96	Pin Oak	Quercus palustris	22	1	Good	
3	97	Black Cherry	Prunus serotina	9	1	Dead	Sloughing bark
3	98	Honey Locust	Gleditsia triacanthos	17	1	Good	
3	99	Sugar Maple	Acer saccharum	6	1	Good	
3	100	Sugar Maple	Acer saccharum	10	1	Good	
4	101	Shagbark Hickory	Carya ovata	6	1	Good	
4	102	Shagbark Hickory	Carya ovata	8	1	Good	
4	103	American Elm	Ulmus americana	6	1	Fair	
4	104	Shellbark Hickory	Carya lachiosa	7	1	Good	
4	105	Shagbark Hickory	Carya ovata	10	1	Good	
4	106	Shellbark Hickory	Carya lachiosa	6	1	Good	
4	107	Red Oak	Quercus rubra	27	1	Good	

Area #	Tree ID #	Common Name	Scientific Name	DBH (Inches)	No. of Trunks	Condition	Identifying Characteristics
4	108	Shellbark Hickory	Carya lachiosa	7	1	Good	
4	109	Shagbark Hickory	Carya ovata	10	1	Good	
4	110	Red Oak	Quercus rubra	10	1	Good	
4	111	Shagbark Hickory	Carya ovata	13	1	Good	
4	112	Red Oak	Quercus rubra	7	1	Good	
4	113	Red Oak	Quercus rubra	17	1	Good	
4	114	Black Oak	Quercus velutina	13	1	Good	
4	115	Black Oak	Quercus velutina	6	1	Good	
4	116	Black Oak	Quercus velutina	11	1	Good	
4	117	Shagbark Hickory	Carya ovata	22	1	Good	
4	118	Sugar Maple	Acer saccharum	7	1	Good	
4	119	Black Oak	Quercus velutina	7	1	Good	
4	120	Shagbark Hickory	Carya ovata	7	1	Good	
4	121	American Elm	Ulmus americana	6	1	Dead	
4	122	American Elm	Ulmus americana	6	1	Good	
4	123	American Elm	Ulmus americana	7	1	Fair	
4	124	American Elm	Ulmus americana	7	1	Poor	Leaning and second trunk
4	125	Shagbark Hickory	Carya ovata	21	1	Good	
4	126	Red Oak	Quercus rubra	12	1	Good	
4	127	Black Walnut	Juglans nigra	7	1	Good	
4	128	Sugar Maple	Acer saccharum	7	1	Good	
4	129	Sugar Maple	Acer saccharum	7	1	Good	
4	130	Honey Locust	Gleditsia triacanthos	6	1	Good	
4	131	Sugar Maple	Acer saccharum	7	1	Good	
4	132	American Elm	Ulmus americana	12	1	Good	
5	133	Black Walnut	Juglans nigra	19	1	Good	
5	134	Black Walnut	Juglans nigra	8	1	Good	
5	135	Black Walnut	Juglans nigra	14	1	Good	
5	136	Black Walnut	Juglans nigra	7	1	Good	
5	137	Tree-Of-Heaven	Allanthus altissima	9	1	Good	
5	138	Honey Locust	Gleditsia triacanthos	14	1	Fair	
5	139	Sugar Maple	Acer saccharum	10	1	Good	
5	140	Sugar Maple	Acer saccharum	10	1	Good	
5	141	Sugar Maple	Acer saccharum	8	1	Good	
5	142	Honey Locust	Gleditsia triacanthos	9	1	Fair	
5	143	Honey Locust	Gleditsia triacanthos	18	1	Good	
5	144	Wild Crabapple	Malus coronaria	6.5	2	Dead	Dead trunk
5	145	Sugar Maple	Acer saccharum	7	1	Fair	Trunk leaning
5	146	Honey Locust	Gleditsia triacanthos	17	1	Fair	Large vine
5	147	Honey Locust	Gleditsia triacanthos	11	1	Fair	
5	148	Honey Locust	Gleditsia triacanthos	11	1	Good	
5	149	Honey Locust	Gleditsia triacanthos	7	1	Dead	
5	150	Honey Locust	Gleditsia triacanthos	12	1	Fair	
5	151	Black Walnut	Juglans nigra	18	1	Good	
5	152	Honey Locust	Gleditsia triacanthos	15	1	Good	
5	153	Honey Locust	Gleditsia triacanthos	14	1	Good	Large broken branch
5	154	Wild Crabapple	Malus coronaria	6	1	Dead	
6	155	Black Oak	Quercus velutina	29,29	2	Good	
6	156	Shingle Oak	Quercus imbricaria	6	1	Good	
6	157	Pin Oak	Quercus palustris	12	1	Fair	
6	158	Shingle Oak	Quercus imbricaria	11	1	Good	
6	159	Black Cherry	Prunus serotina	9.7	2	Fair	
6	160	Shingle Oak	Quercus imbricaria	9	1	Good	
6	161	Ohio Buckeye	Aesculus glabra	9	1	Good	
6	162	Black Walnut	Juglans nigra	14	1	Good	
6	163	Black Walnut	Juglans nigra	10	1	Good	
6	164	Black Walnut	Juglans nigra	16	1	Good	

Area #	Tree ID #	Common Name	Scientific Name	DBH (Inches)	No. of Trunks	Condition	Identifying Characteristics
6	165	Black Walnut	Juglans nigra	6	1	Good	
6	166	Black Walnut	Juglans nigra	13	1	Good	
6	167	Black Walnut	Juglans nigra	17	1	Good	
6	168	Black Cherry	Prunus serotina	13	1	Fair	
7	169	Black Walnut	Juglans nigra	18	1	Good	
7	170	American Elm	Ulmus americana	7	1	Fair	
7	171	Box Elder	Acer negundo	9	1	Fair	Trunk leaning
7	172	Box Elder	Acer negundo	13	1	Fair	
7	173	Black Walnut	Juglans nigra	11	1	Good	
7	174	Black Walnut	Juglans nigra	9	1	Good	
7	175	Sugar Maple	Acer saccharum	6	1	Good	
7	176	Black Walnut	Juglans nigra	13	1	Good	
7	177	Sugar Maple	Acer saccharum	7	1	Good	
7	178	Sugar Maple	Acer saccharum	7	1	Good	
7	179	Black Walnut	Juglans nigra	9	1	Good	
7	180	Black Walnut	Juglans nigra	15	1	Good	
7	181	Hackberry	Celtis occidentalis	6	1	Good	
7	182	American Elm	Ulmus americana	7	1	Fair	
7	183	Black Walnut	Juglans nigra	19	1	Good	
7	184	Black Walnut	Juglans nigra	23	1	Good	
7	185	Hackberry	Celtis occidentalis	6	1	Good	
7	186	Red Mulberry	Morus rubra	12	1	Fair	
7	187	Black Walnut	Juglans nigra	17	1	Good	
7	188	Black Walnut	Juglans nigra	15	1	Good	
7	189	Black Walnut	Juglans nigra	11	1	Fair	
7	190	Hackberry	Celtis occidentalis	9.8	2	Fair	
7	191	Black Walnut	Juglans nigra	26	1	Good	

SITE STATISTICS SUMMARY

DESCRIPTION	GOOD	FAIR	POOR	DEAD	TOTAL
Total Number of Located Trees On-Site	132	40	10	13	195
Total Inches of Located Trees On-Site	1,494	437	74	104	2,109
Total Estimated Number of Trees On-Site	7,933	2,404	601	781	11,720
Total Estimated Inches of Trees On-Site	89,789	26,264	4,447	6,250	126,751
Total Estimated Number of Trees On-Site Per Acre	67	20	5	7	99
Total Estimated Inches of Trees On-Site Per Acre	755	221	37	53	1,066

Total Located Treed Area = 1.98 Acres
Total Treed Area On Site = 118.9 Acres



SUB-AREA "H" (see Note "A")				
DESCRIPTION	GOOD	FAIR	POOR	DEAD
Estimated Number of Trees Preserved	430	130	33	42
Estimated Number of Trees Removed	430	130	33	42
Estimated Inches of Trees Preserved	4,871	1,425	241	339
Estimated Inches of Trees Removed	4,871	1,425	241	339

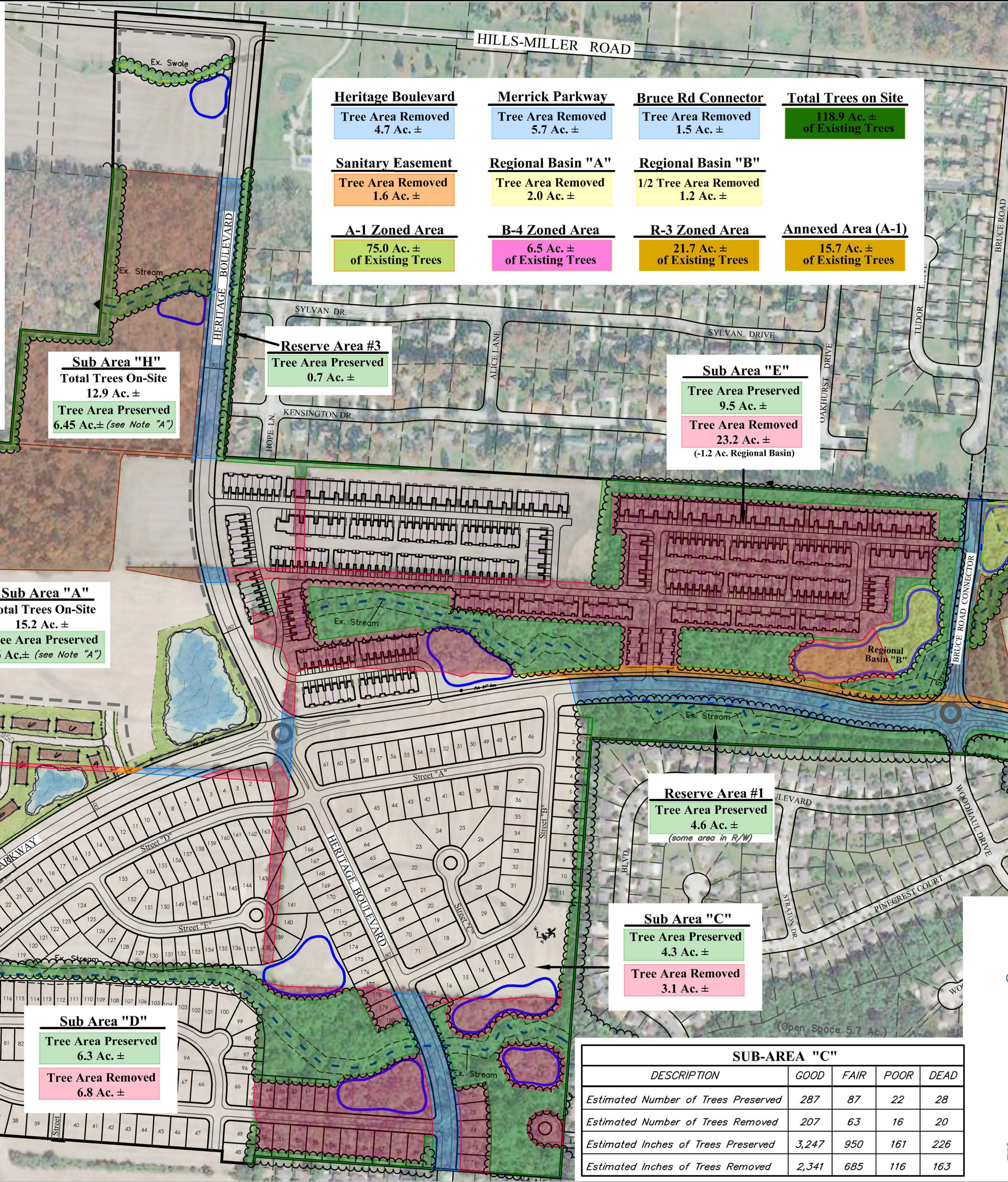
SUB-AREA "A" (see Note "A")				
DESCRIPTION	GOOD	FAIR	POOR	DEAD
Estimated Number of Trees Preserved	507	154	38	50
Estimated Number of Trees Removed	507	154	38	50
Estimated Inches of Trees Preserved	5,739	1,679	284	400
Estimated Inches of Trees Removed	5,739	1,679	274	400

SUB-AREA "B"				
DESCRIPTION	GOOD	FAIR	POOR	DEAD
Estimated Number of Trees Preserved	60	18	5	6
Estimated Number of Trees Removed	47	14	4	5
Estimated Inches of Trees Preserved	680	199	34	47
Estimated Inches of Trees Removed	529	155	26	37

Note "A":
Tree / Stream Preservation
 Developer will make all efforts to preserve as many Existing Trees on site as possible, with emphasis on the Trees that are buffering and protecting the natural stream corridor and with the goal of 50% Tree Preservation for the development.

Sub Area "B"
 Tree Area Preserved
 0.9 Ac. ±
 Tree Area Removed
 0.7 Ac. ±

SUB-AREA "D"				
DESCRIPTION	GOOD	FAIR	POOR	DEAD
Estm'td # of Trees Pres.	420	127	32	41
Estm'td # of Trees Rem.	454	137	34	45
Estm'td In's of Trees Pres.	4,758	1,392	236	331
Estm'td In's of Trees Rem.	5,135	1,502	254	357



Heritage Boulevard	Merrick Parkway	Bruce Rd Connector	Total Trees on Site
Tree Area Removed 4.7 Ac. ±	Tree Area Removed 5.7 Ac. ±	Tree Area Removed 1.5 Ac. ±	118.9 Ac. ± of Existing Trees
Sanitary Easement	Regional Basin "A"	Regional Basin "B"	
Tree Area Removed 1.6 Ac. ±	Tree Area Removed 2.0 Ac. ±	1/2 Tree Area Removed 1.2 Ac. ±	
A-1 Zoned Area	B-4 Zoned Area	R-3 Zoned Area	Annexed Area (A-1)
75.0 Ac. ± of Existing Trees	6.5 Ac. ± of Existing Trees	21.7 Ac. ± of Existing Trees	15.7 Ac. ± of Existing Trees

SUB-AREA "E"				
DESCRIPTION	GOOD	FAIR	POOR	DEAD
Estimated Number of Trees Preserved	634	192	48	62
Estimated Number of Trees Removed	1,548	469	117	152
Estimated Inches of Trees Preserved	7,174	2,098	355	499
Estimated Inches of Trees Removed	17,520	5,125	868	1,220

SUB-AREA "F" (see Note "A")				
DESCRIPTION	GOOD	FAIR	POOR	DEAD
Estimated Number of Trees Preserved	264	80	20	26
Estimated Number of Trees Removed	264	80	20	26
Estimated Inches of Trees Preserved	2,983	873	148	208
Estimated Inches of Trees Removed	2,983	873	148	208

SUB-AREA "G" (see Note "A")				
DESCRIPTION	GOOD	FAIR	POOR	DEAD
Estimated Number of Trees Preserved	220	67	17	22
Estimated Number of Trees Removed	220	67	17	22
Estimated Inches of Trees Preserved	2,492	729	123	173
Estimated Inches of Trees Removed	2,492	729	123	173

Sub Area "H"
 Total Trees On-Site
 12.9 Ac. ±
 Tree Area Preserved
 6.45 Ac. ± (see Note "A")

Reserve Area #3
 Tree Area Preserved
 0.7 Ac. ±

Sub Area "E"
 Tree Area Preserved
 9.5 Ac. ±
 Tree Area Removed
 23.2 Ac. ±
 (-1.2 Ac. Regional Basin)

Sub Area "A"
 Total Trees On-Site
 15.2 Ac. ±
 Tree Area Preserved
 7.6 Ac. ± (see Note "A")

Sub Area "F"
 Total Trees On-Site
 9.9 Ac. ±
 (-2.0 Ac. Regional Basin=7.9 Ac.)
 Tree Area Preserved
 3.95 Ac. ± (see Note "A")

Sub Area "G"
 Total Trees On-Site
 6.6 Ac. ±
 Tree Area Preserved
 3.3 Ac. ± (see Note "A")

Reserve Area #1
 Tree Area Preserved
 4.6 Ac. ±
 (some area in R/W)

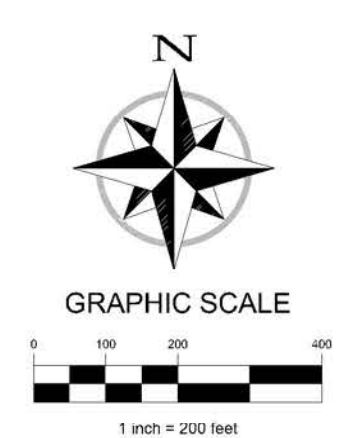
Reserve Area #2
 Tree Area Preserved
 2.2 Ac. ±
 (some area in R/W)

Area East of US 23
 Total Trees On-Site
 0.6 Ac. ±
 Tree Area Preserved
 0.6 Ac.

Sub Area "C"
 Tree Area Preserved
 4.3 Ac. ±
 Tree Area Removed
 3.1 Ac. ±

SUB-AREA "C"				
DESCRIPTION	GOOD	FAIR	POOR	DEAD
Estimated Number of Trees Preserved	287	87	22	28
Estimated Number of Trees Removed	207	63	16	20
Estimated Inches of Trees Preserved	3,247	950	161	226
Estimated Inches of Trees Removed	2,341	685	116	163

TREE PRESERVATION / REMOVAL EXHIBIT
 FOR:
Addison Farms
 CITY of DELAWARE, OHIO



PREPARED FOR:
ADDISON PROPERTIES

PREPARED BY:
TAT WATSON
 CONSULTING ENGINEERS & SURVEYORS
 83 Shull Avenue
 Gahanna, Ohio 43230
 Ph. (614) 414-7979

DATE: DECEMBER 7, 2021

Z. WATSON, FREDMAN - CITY OF DELAWARE DRAWINGS - PRELIMINARY DEVELOPMENT PLAN TREE EXHIBIT (S) TREE PRES-REMOVE EXHIBIT - D. WATSON - PLOTTED BY JIM WATSONS - DECEMBER 07, 2021 - 4:25 AM

Tab #10

Sub-Area Plan

Tab #11

City Thoroughfare Map & Site Plan / Thoroughfare Plan Overlay

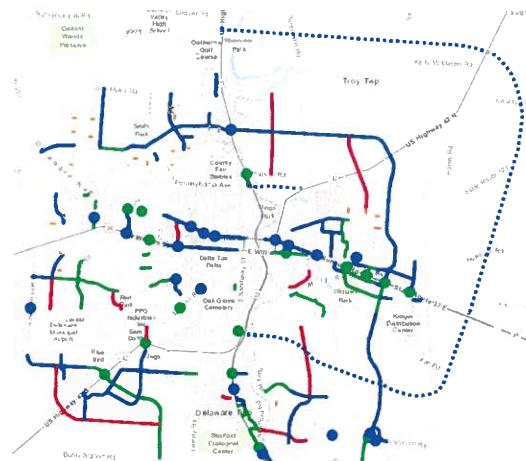
SERVICES

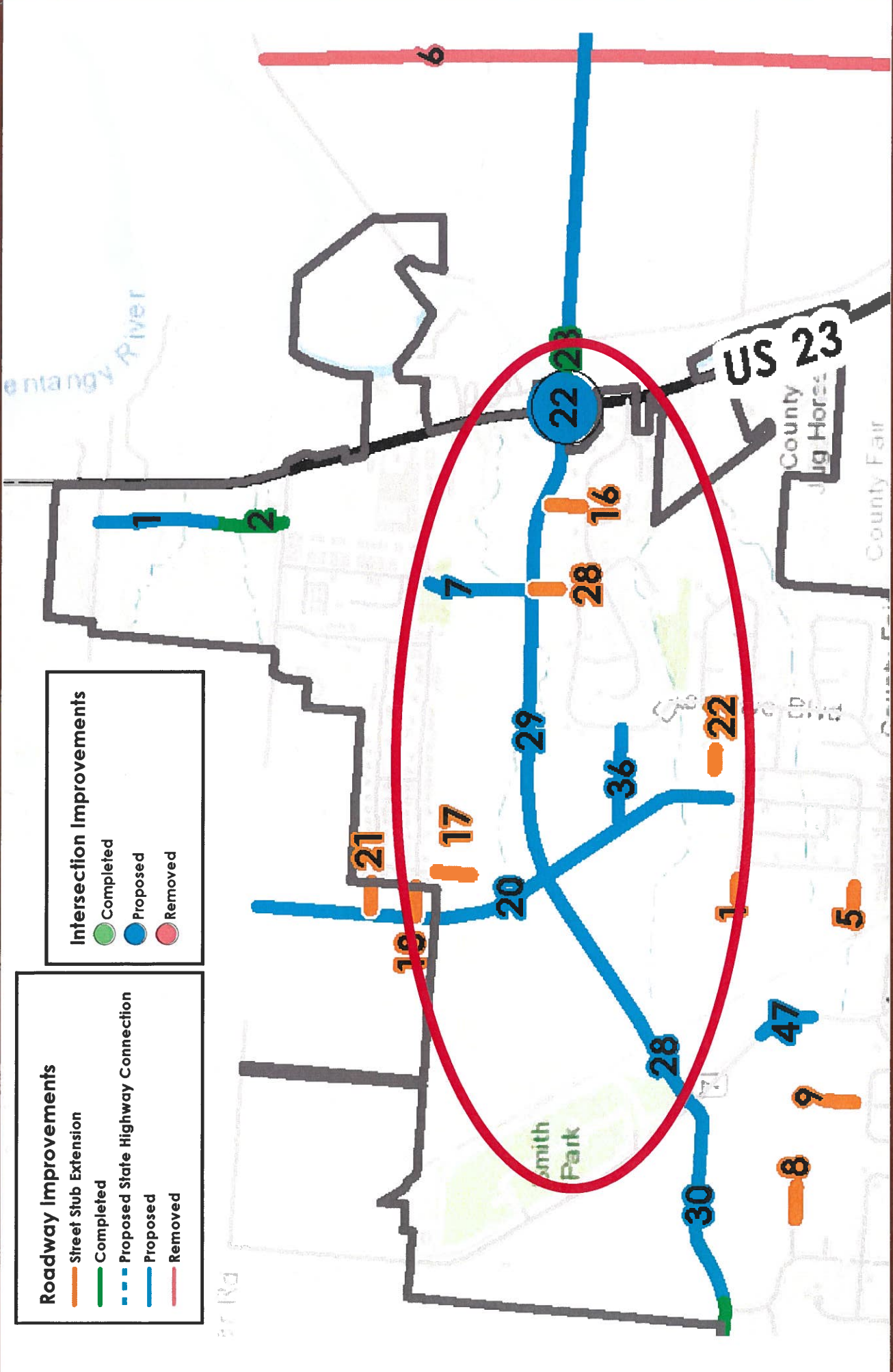
Thoroughfare Plan

The City of Delaware Thoroughfare Plan shows completed and proposed roadway improvements, and several previously proposed projects recommended for removal from the previous plan.

- [View the 2020-2040 Thoroughfare Plan](#)

The original Thoroughfare Plan was developed in partnership with Delaware County in 2001 and was subsequently updated in 2004 to include many more local roadway and intersection improvement projects. Since the original plan was developed, 64 roadway and intersection improvement projects have been completed through a combination of development activity, and both City and County capital improvement initiatives. The updated plan includes 80 proposed roadway and intersection improvements to be constructed, and identifies 28 existing street stub connections to be extended with new development opportunities. Twelve projects considered no longer viable or redundant connections, are recommended for removal from the Thoroughfare Plan. The projects included are listed under several headings, however presented in no particular order of prioritization.





Roadway Improvements

- Street Stub Extension
- Completed
- Proposed State Highway Connection
- Proposed
- Removed

Intersection Improvements

- Completed
- Proposed
- Removed

EST 1808
 CITY OF
DELAWARE
 OHIO

2021-0814
 2020-2040 Thoroughfare Plan
 Location Map2 - png

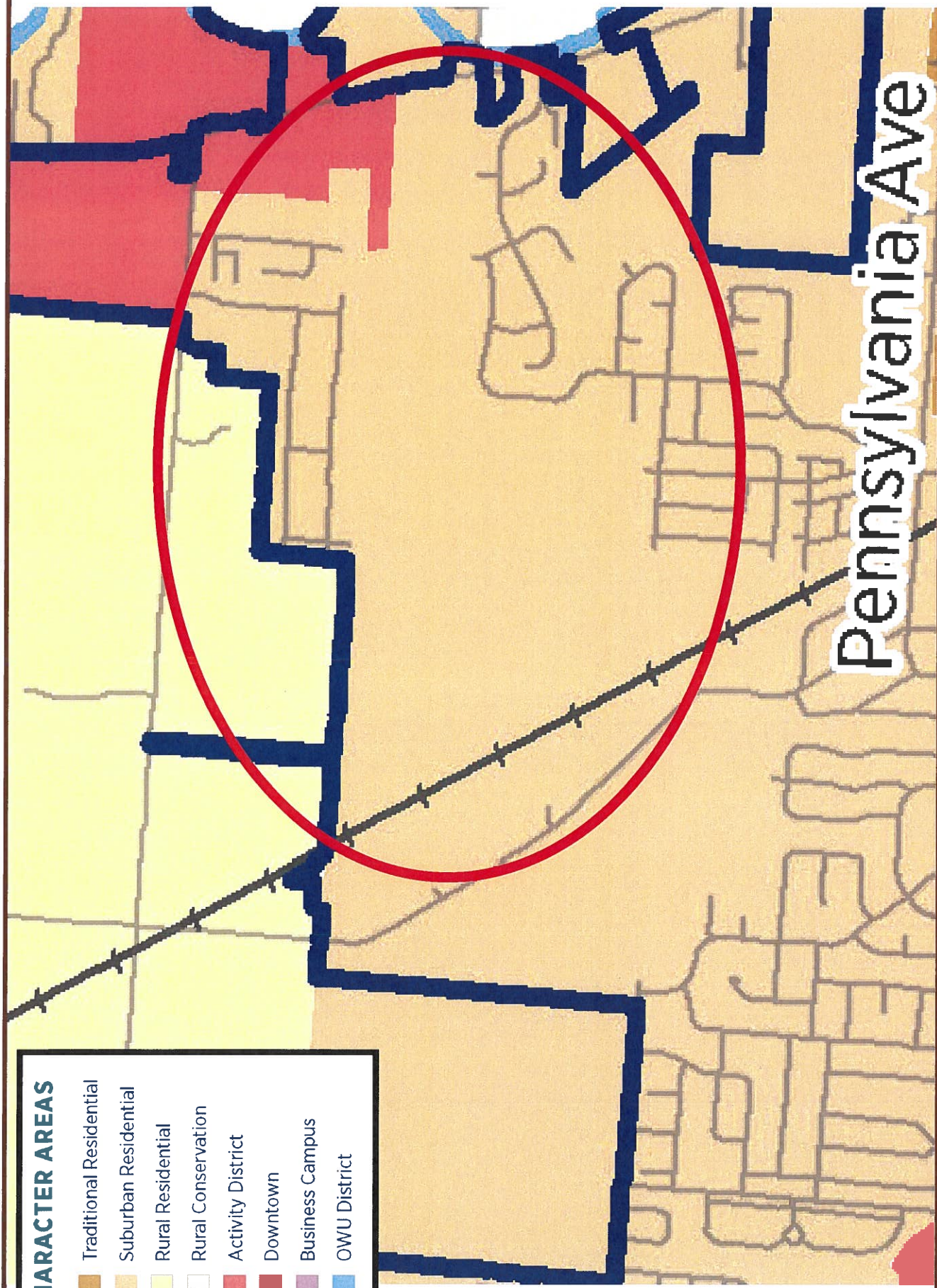


Tab #12

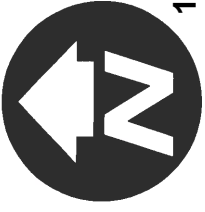
Comprehensive Plan Map

CHARACTER AREAS

- Traditional Residential
- Suburban Residential
- Rural Residential
- Rural Conservation
- Activity District
- Downtown
- Business Campus
- OWU District



2021-2061
Concept Plan
Addison Properties
Delaware Together Comprehensive Plan Map

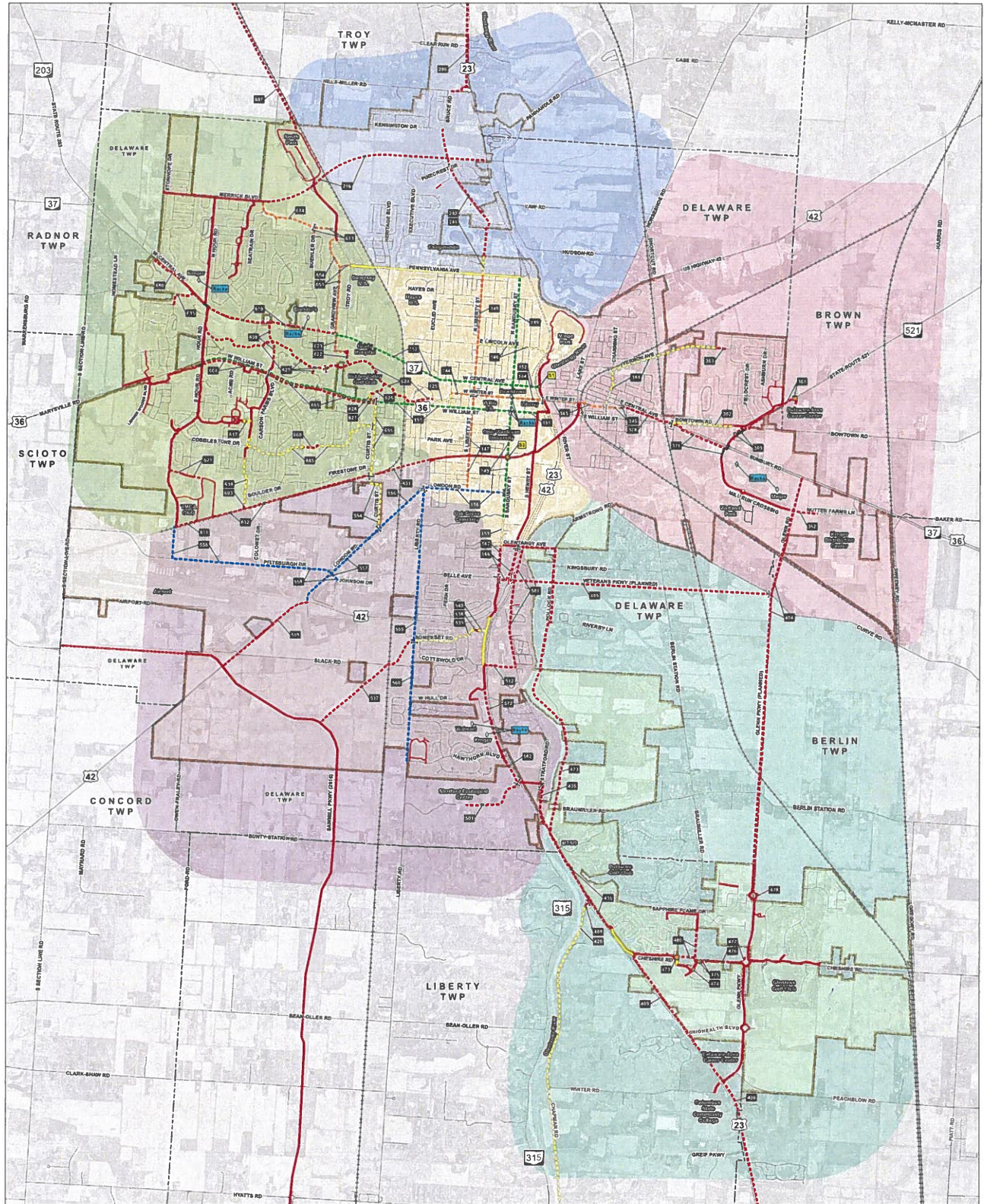


Tab #13

Bike Network Plan

Exhibit 6-1

Bike Network Plan



Legend

Type of Facility			
Existing	Committed	Proposed	By Others

Spot Improvements
Basic Crossing
Enhanced Crossing
Median Crossing
Parking Corridors

Functional Classification
Route*
Local*
Private**

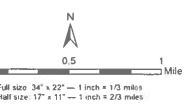
Other Modes
Roadways
Railroad

Proj. No. Zones	Project Ranking
100	1-5
200	6-10
300	11-15
400	16-20
500	21-25
600	26-30

Project Identification
 Project Number

*Route and Local are determined by the local jurisdiction based on type of facility.
 **Private roads are signed at the responsibility of the local jurisdiction on 24-hour a day.

Jurisdiction
 City of Delaware
 Township Boundary

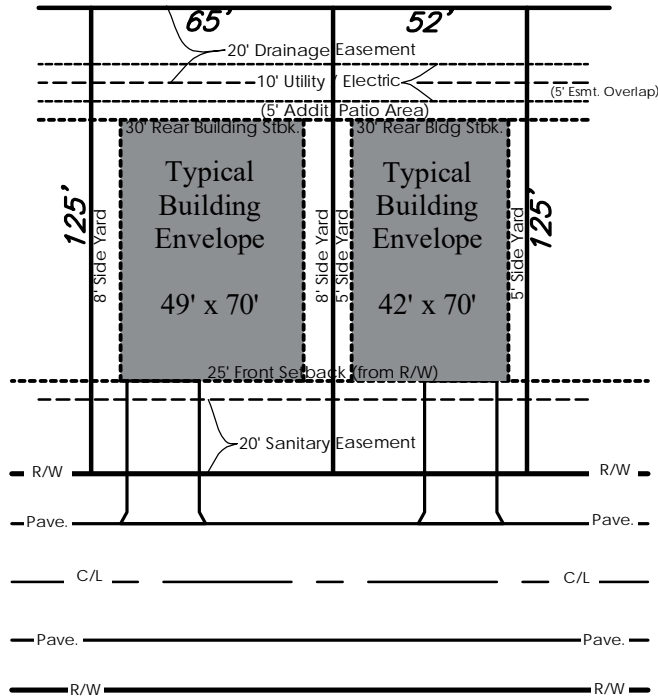


Tab #14

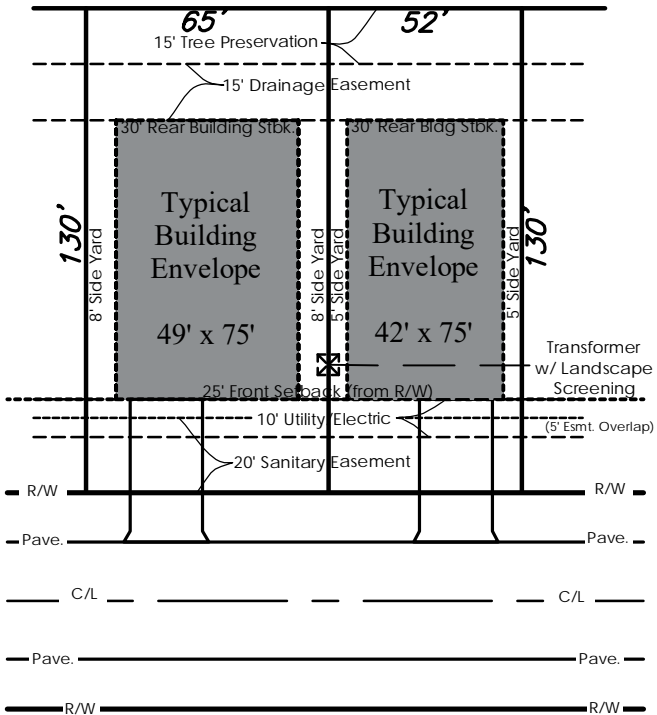
Overall Preliminary Development Plan,
Single-Family Exhibit,
Distance from Merrick Exhibit,
Active-Passive Open Space Exhibit,
& Phasing Plan

(proposed use/roads/multi-use paths/trunk sewer)

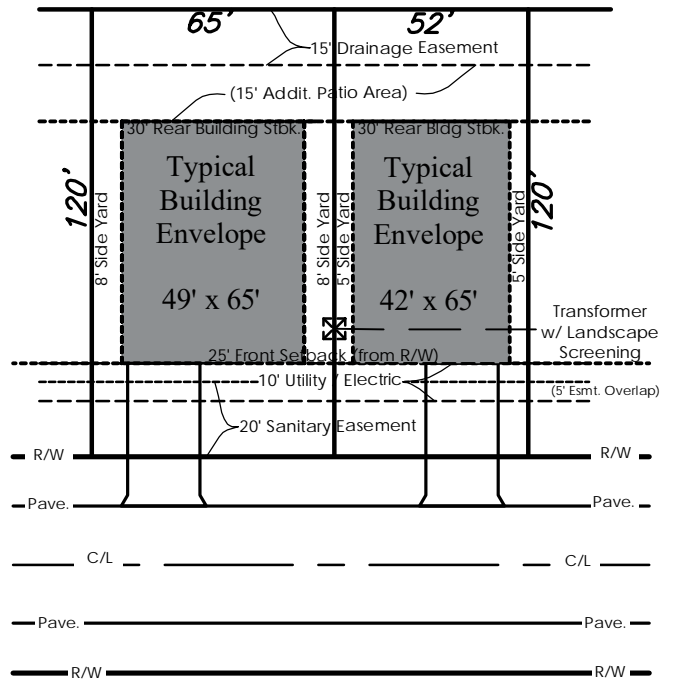
Typical 125' Deep Lot

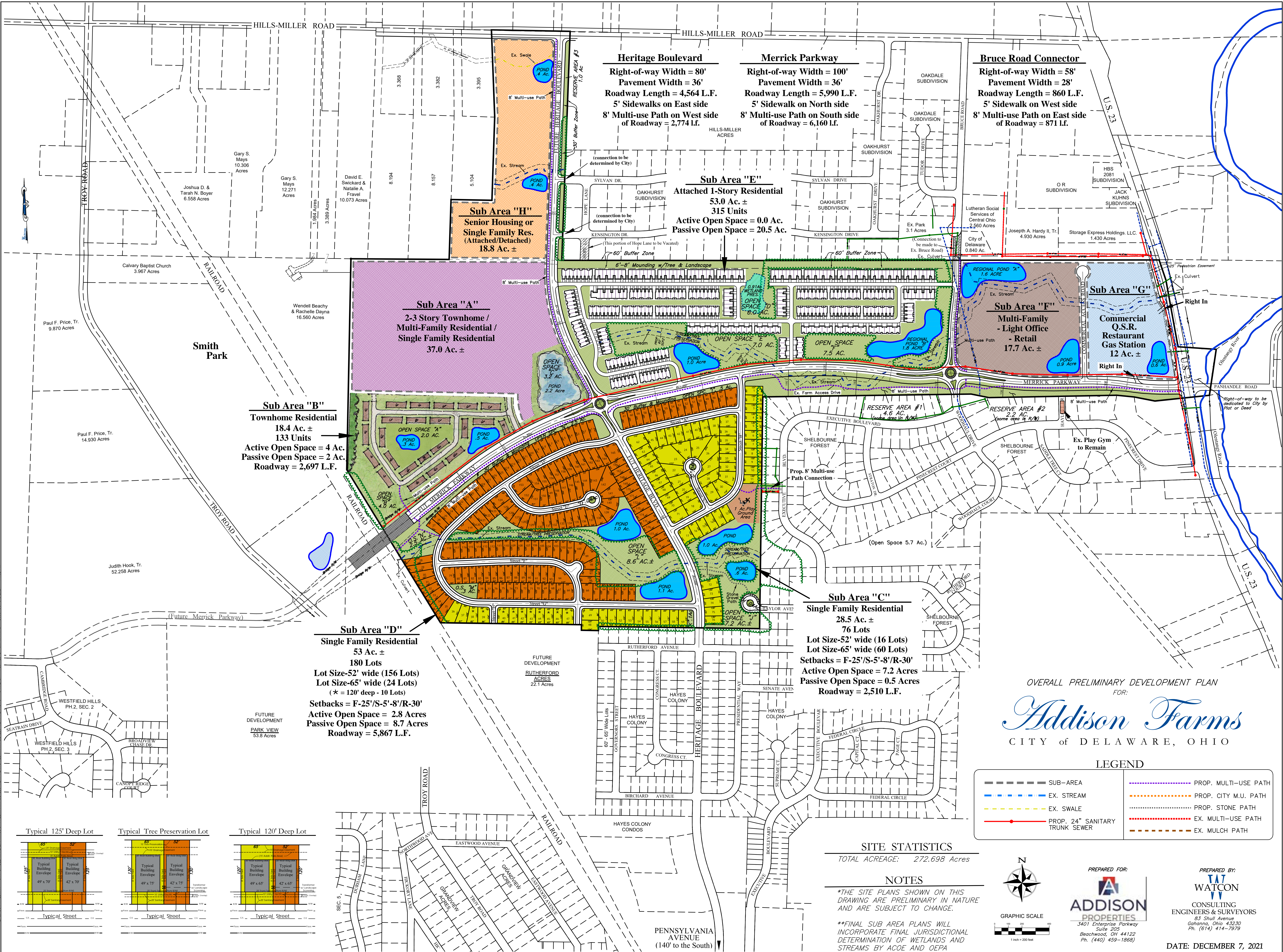


Typical Tree Preservation Lot



Typical 120' Deep Lot

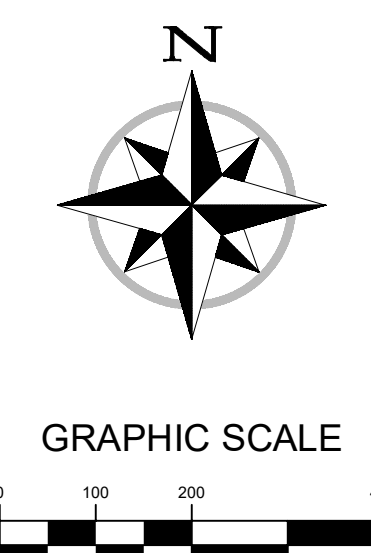
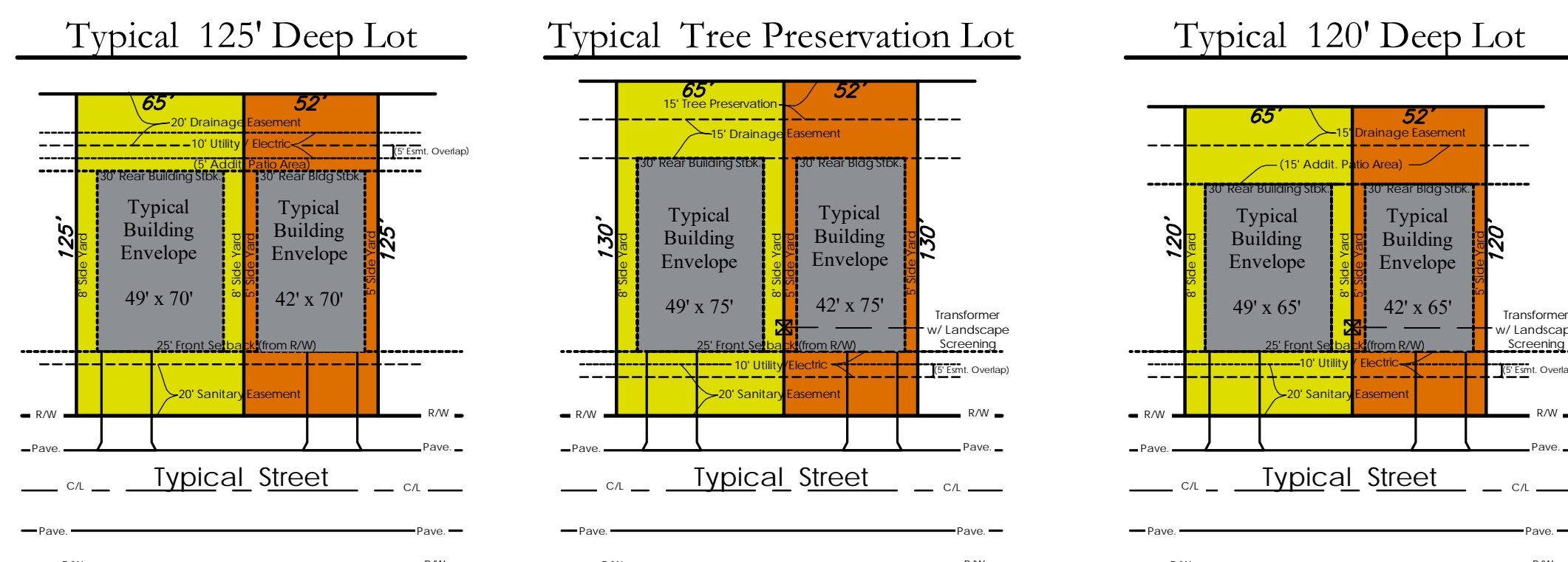




OVERALL PRELIMINARY DEVELOPMENT PLAN
 FOR:
Addison Farms
 CITY OF DELAWARE, OHIO

LEGEND

--- SUB-AREA	--- PROP. MULTI-USE PATH
--- EX. STREAM	--- PROP. CITY M.U. PATH
--- EX. SWALE	--- PROP. STONE PATH
--- PROP. 24" SANITARY TRUNK SEWER	--- EX. MULTI-USE PATH
	--- EX. MULCH PATH



PREPARED FOR:
ADDISON PROPERTIES
 3401 Enterprise Parkway
 Suite 205
 Beachwood, OH 44122
 Ph. (440) 459-1868

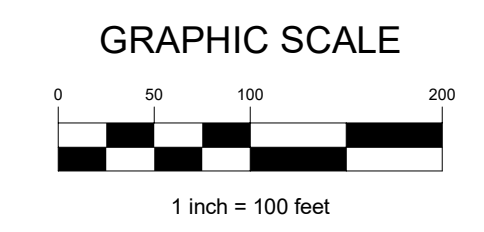
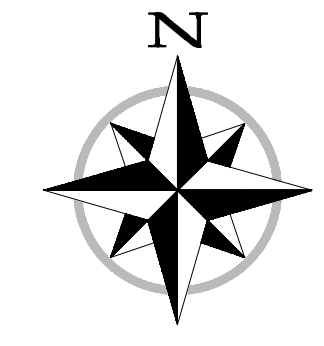
PREPARED BY:
WATCON
 CONSULTING ENGINEERS & SURVEYORS
 83 Shull Avenue
 Gahanna, Ohio 43230
 Ph. (614) 414-7979

DATE: DECEMBER 7, 2021

SINGLE-FAMILY SITE PLAN
FOR:

Addison Farms

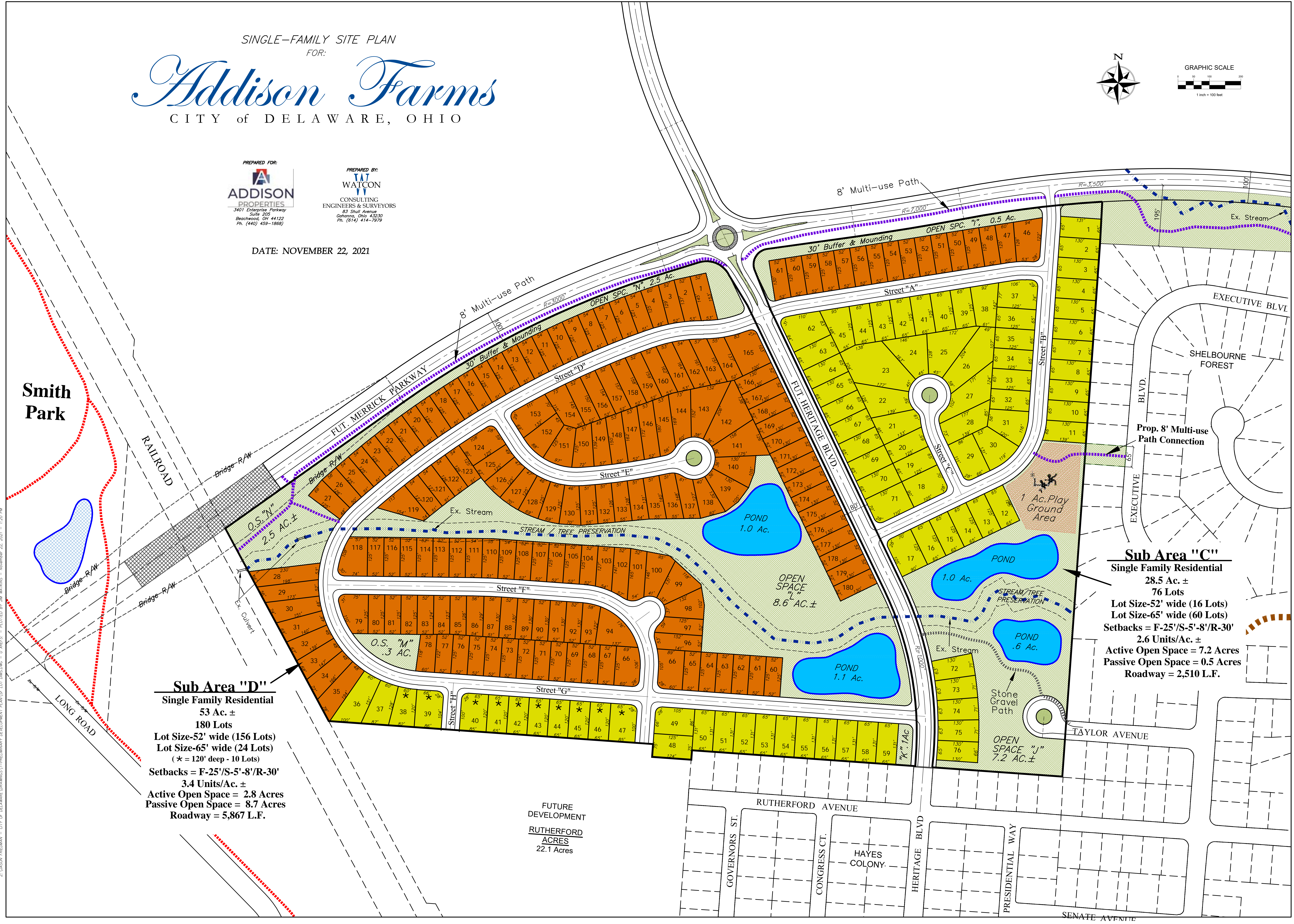
CITY of DELAWARE, OHIO



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PREPARED BY:
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CONSULTING ENGINEERS & SURVEYORS
83 Shull Avenue
Columbus, Ohio 43230
Ph. (614) 414-7979

DATE: NOVEMBER 22, 2021



Sub Area "D"
Single Family Residential
53 Ac. ±
180 Lots
Lot Size-52' wide (156 Lots)
Lot Size-65' wide (24 Lots)
(* = 120' deep - 10 Lots)
Setbacks = F-25'/S-5'-8'/R-30'
3.4 Units/Ac. ±
Active Open Space = 2.8 Acres
Passive Open Space = 8.7 Acres
Roadway = 5,867 L.F.

Sub Area "C"
Single Family Residential
28.5 Ac. ±
76 Lots
Lot Size-52' wide (16 Lots)
Lot Size-65' wide (60 Lots)
Setbacks = F-25'/S-5'-8'/R-30'
2.6 Units/Ac. ±
Active Open Space = 7.2 Acres
Passive Open Space = 0.5 Acres
Roadway = 2,510 L.F.

FUTURE DEVELOPMENT
RUTHERFORD ACRES
22.1 Acres

Z:\WASON\FREEMAN - CITY OF DELAWARE\OPAWMOS11-1-PRELIMINARY DEVELOPMENT PLAN\LOT DIMENSIONS - November 22, 2021 - 1:20 PM



JASON FRIEDMAN CITY OF DELAWARE DRAWINGS 1 - PRELIMINARY DEVELOPMENT PLAN EXHIBITS HOME DISTANCE FROM MERRICK.DWG - 0 XREFS - PLOTTED BY JIM WATKINS - November 10, 2021 - 12:41 PM



Sub Area "A"
 Open Space
 7.4 Ac. ±
 Active Open Space
 (Undetermined)

Sub Area "H"
 Open Space
 3.6 Ac. ±
 Active Open Space
 (Undetermined)

Sub Area "B"
 Passive Open Space
 2.0 Ac. ±
 Active Open Space
 4.0 Ac. ±

Sub Area "D"
 Passive Open Space
 8.7 Ac. ±
 Active Open Space
 2.8 Ac. ±

Sub Area "C"
 Passive Open Space
 0.5 Ac. ±
 Active Open Space
 7.2 Ac. ±

Sub Area "E"
 Passive Open Space
 20.5 Ac. ±
 Active Open Space
 0.0 Ac. ±

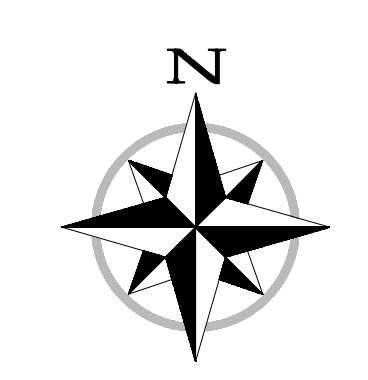
Sub Area "F"
 Open Space
 2.5 Ac. ±
 Active Open Space
 (Undetermined)

Sub Area "G"
 Open Space
 1.5 Ac. ±
 Active Open Space
 (Undetermined)

NOTES
 1) THE SITE PLANS AND ACREAGES WITHIN THE SITE PLANS AS SHOWN ON THIS DRAWING ARE PRELIMINARY IN NATURE AND ARE SUBJECT TO CHANGE.
 2) THE ACREAGES SHOWN WITHIN THE POND AREAS ARE NOT EXCLUDED FROM THE ACTIVE AND PASSIVE OPEN SPACE CALCULATIONS

FUTURE DEVELOPMENT
RUTHERFORD ACRES
 27.4 ACRES

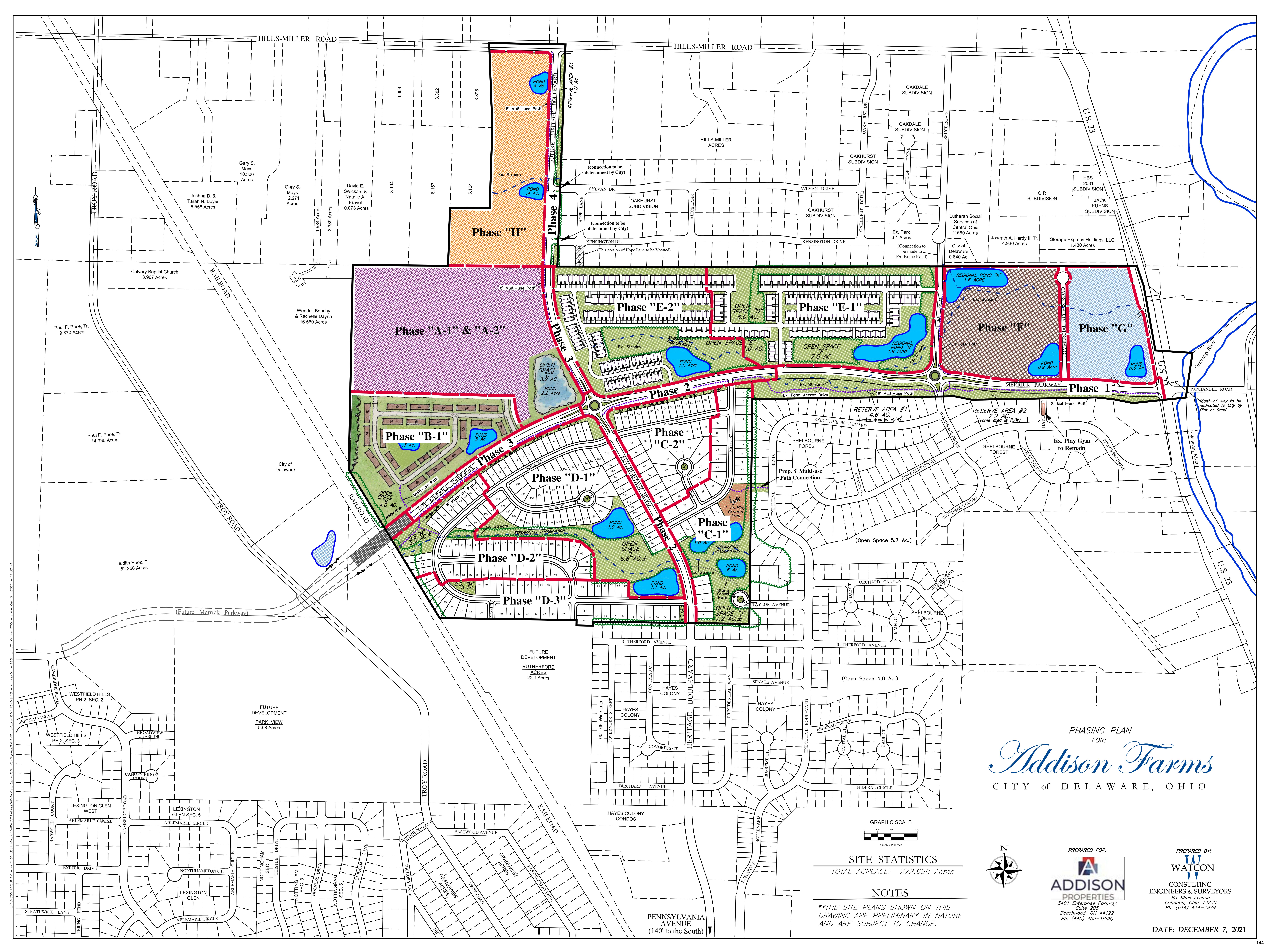
ACTIVE / PASSIVE OPEN SPACE PLAN FOR:
Addison Farms
 CITY OF DELAWARE, OHIO



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DATE: DECEMBER 7, 2021



Phase "A-1" & "A-2"

Phase "B-1"

Phase "D-2"

Phase "D-3"

Phase "D-1"

Phase "C-2"

Phase "C-1"

Phase "E-2"

Phase "E-1"

Phase "F"

Phase "G"

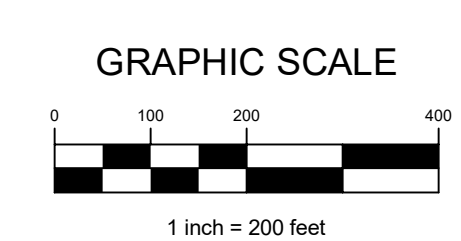
Phase "H"

Phase 3

Phase 2

Phase 1

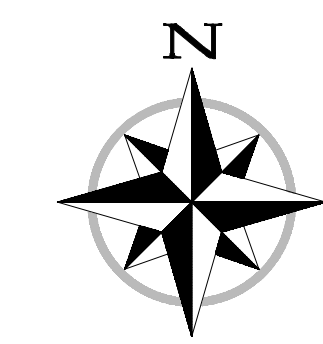
PHASING PLAN
FOR:
Addison Farms
CITY OF DELAWARE, OHIO



SITE STATISTICS
TOTAL ACREAGE: 272.698 Acres

NOTES

**THE SITE PLANS SHOWN ON THIS DRAWING ARE PRELIMINARY IN NATURE AND ARE SUBJECT TO CHANGE.



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DATE: DECEMBER 7, 2021

PENNSYLVANIA AVENUE
(140' to the South)

Tab #15

Development Text

ADDISON DELAWARE, LLC
ADDISON FARMS DEVELOPMENT
(THE “DEVELOPMENT”)

PLANNED MIXED USE OVERALL DEVELOPMENT TEXT

CITY OF DELAWARE, OHIO

December 8, 2021

DISCLAIMER

In the event of an actual conflict between this Development Text and any exhibit to this Development Text or any item in the notebook of which this Development Text is a part, the provisions of this Development Text shall prevail and such exhibit or other item shall be deemed amended to conform to the conflicting provision in this Development Text.

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1) DESCRIPTION OF THE PROPERTY AND DEVELOPMENT

a) Location. The Development which is the subject of this Overall Development Text (the “Text”) is 272.698± acres comprised of a 248.903-acre tract in the City of Delaware (the “Property”) and a 23.795-acre tract currently in Troy Township (the “Township Property”) but is to be annexed into the City (which are together the “Development Property”).

The east boundaries of the Development Property are on the southern portion south of the Panhandle/Hudson bridge, the center of the Olentangy River and on the northern portion, north of the bridge, U.S. 23 North. The west boundaries of the Development Property are the CSX railroad right-of-way and the Beachy property. The south boundaries are generally, east to west, Shelbourne Forest Subdivision, Hayes Colony Subdivision, and the to-be-developed Rutherford Acres Subdivision. The north boundaries are generally, east to west, the Carlisle strip of property south of the self-storage units and the Hardy property,

City-owned property south of the Lutheran Social Services property, Oakdale Subdivision, Oakhurst Subdivision, the Township Property, and newly split tracts in Troy Township fronting on Hills-Miller Road.

The Township Property part of the Development Property is bounded on the east by Oakhurst Subdivision (in the City) and a large lot fronting on Hills-Miller Road (in the Township), on the north by Hills-Miller Road, on the west by the newly split tracts (in the Township), and on the south by the Property.

- b) **Present Use.** The Property is vacant, some wooded (approximately 100 acres) and the balance (approximately 149 acres) being farmed. The entirety of the Property is taxed based on Current Agricultural Use Valuation (CAUV).

The Township Property, which is vacant, has 12.9± acres of woods on the south portion while the remainder was previously farmed and was on CAUV.

- c) **Present Zoning.** The Property's western 105.4 acres is zoned R-3, with the remainder of the acreage to the east of the R-3 zoned acreage is zoned A-1 except for 6.5± acres on the north boundary of the Development and just south of the self-storage units, the Hardy property and the City of Delaware property south of Lutheran Social Services, which is zoned B-4, for a total of 137.003± acres zoned A-1.

- d) **Surrounding Uses and Zoning.** Across U.S. 23 from the Property is a mobile home park in Troy Township. North of the part of the Development Property zoned B-4 is B-4 and R-6 zoning in the City. To the north of the Property's A-1 zoned tract is R-6 zoned Oakdale Subdivision. To the north of the Property's R-3 zoned tract, east to west, are two lots in Oakhurst Subdivision (zoned R-1) and Hope Lane, the Township Property and the newly split lots in Troy Township. To the south of the Property, east to west, is a small tract in Delaware Township, Shelbourne Forest Subdivision zoned PUD, Hayes Colony zoned R-3, and to-be-developed Rutherford Acres zoned R-3. The west boundary of the R-3 zoned Property is, south to north, the CSX railroad right-of-way and the R-3 zoned Beachy property. See the Zoning Map at Tab 8 in the notebook.

- e) **Proposed Zoning.** A Planned Mixed Use (PMU) overlay is sought on the Property and on the Township Property upon its annexation.

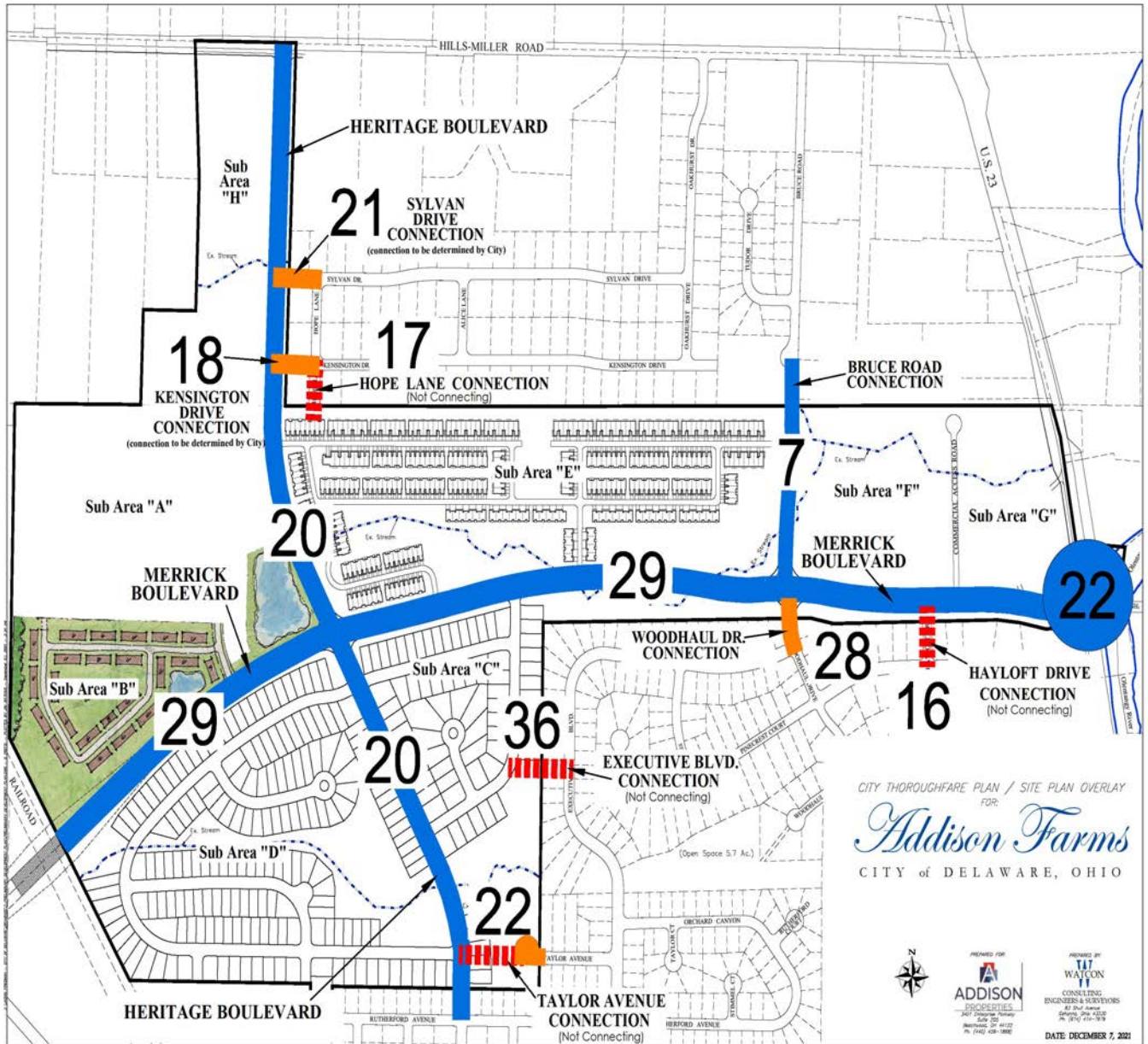
- f) **Proposed Uses.** This Development will be truly mixed use and the largest truly mixed use in the City's history. The Property is proposed to be developed in seven (7) sub areas and

the Township Property in one (1) sub area (each a “Sub-Area”). Sub-Area A would be 37± acres of 2-3 story townhomes/multi-family residential or single-family residential. Sub-Area B would be 18.4± acres of 133 2-story or 3-story townhome residential. Sub-Area C would be 28.5± acres of 76 single-family homes with 60 lots of 65 feet by 125 feet or larger and 16 lots of 52 feet by 125 feet or larger, with 11 of the lots being tree preservation lots. Sub-Area D would be 53± acres of 180 single-family homes on lots of two widths, with 24 lots of 65 feet by 120 feet or larger and 156 lots of 52 feet by 125 feet or larger, with 10 of the lots being tree preservation lots. Sub-Area E, 53.0± acres, would have 315 single-story ranch apartments most likely by Redwood (which has Quail Pass Preserve west of Glenn Parkway and south of Mill Run Crossing), 0.91 acres of preserved wetlands, a 1.8 acre regional pond, one-half of which is needed for offsite storm water (from Oakhurst Subdivision), and another pond. Sub-Area F of 17.7± acres would include a regional pond of 1.6 acres for offsite storm water (from Oakhurst Subdivision, Oakdale Subdivision, Lutheran Social Services, the City’s property and the Hardy property) and one or more of retail, light office, assisted living/nursing home, or other commercial uses or 2-3 story multi-family residential, as determined by the market. Sub-Area G, 12± acres fronting on U.S. 23 North to its east, would be commercial-retail, quick serve or other restaurant, gas station (no semi-tractor truck fueling; passenger vehicle fueling only) or other commercial and would have a 0.6 acre pond. Sub-Area H, 18.8 acres, the Township Property, would be for single-family residential or senior housing (detached or duplex). [Senior housing is age-restricted for 55 and older.]

- g) **Streets/Thoroughfare Plan.** Presently there are no streets or roads in any of the 272± acres. The developer would construct, based on the Thoroughfare Plan (“TP”), a) approximately 5,990 lineal feet of Merrick Parkway (with a 100 foot right-of-way, 36 foot wide pavement, 5 foot sidewalk on one side and an 8 foot multi-use path on the other side and with trees, buffering and mounding in some areas) (TP 29), b) approximately 4,564 lineal feet of Heritage Boulevard extension (with 80 foot right-of-way, 36 foot wide pavement, 5 foot wide sidewalks on both sides and trees and tree lawns) (TP 20), c) the Bruce Road Connector north of a roundabout with Merrick Parkway, approximately 860 feet of 28 foot wide pavement with a multi-use path on one side and a 5 foot sidewalk on the other side (TP 7), and d) south of a roundabout with Merrick Parkway an extension of

Woodhaul Drive with 28 foot wide pavement with an 8 foot multi-use path on one side and a 5 foot sidewalk on the other side (TP 28). However, with respect to the following street connections on the Thoroughfare Plan, it is proposed (but of course, as determined by the City) that (a) Hayloft Drive not be connected so that the present “tot lot” therein can remain (TP 16), (b) Taylor Avenue not be extended westward into Sub-Area C, but rather there be a turnaround and gravel/stone path from the turnaround to Heritage Boulevard (TP 22) so that residents in Shelbourne Forest Subdivision and in Hayes Colony Subdivision may use and enjoy the 7.2± acre Open Space J/the park, with playground, two ponds (a total of 1.6± acres) and the paths in Sub-Area C, (c) that a connector westward from Executive Boulevard on a City owned lot in Shelbourne Forest Subdivision not be built (TP 36) and instead there be a multi-use path there to provide access to a to-be-constructed playground in the aforesaid 7.2± acre Open Space J/the park and then to Street “B” in Sub-Area C, and (d) Hope Lane not be extended to the south into Sub-Area E (TP 17), which will, if approved by the City, have private streets, but instead south of Kensington Drive that pavement, gutter and curb be removed, with the existing road right-of-way turned into a grassy area which will be either vacated by the City (thereby becoming the property of the lots on each side of the vacated street right-of-way) or retained by the City as a “tot lot,” pocket park, dog area, etc. Whether or not to connect one or more of Sylvan Drive and Kensington Drive (TP 21 and TP 18) to Heritage Boulevard, both of which are shown on the Thoroughfare Plan as to be connected, will be the subject of a traffic study and as determined by the City. There would also be constructed public and/or private streets (to public street standards) in each Sub-Area, as determined by the City Engineer. There will be approximately 2,697 lineal feet of roadway/streets in Sub-Area B, approximately 2,510 lineal feet of roadway/streets in Sub-Area C, and approximately 5,867 lineal feet of

roadway/streets in Sub-Area D. Roadways/streets in Sub-Areas A, F, G and H will be determined in the future after specific uses for each Sub-Area are determined.



h) Multi-Use (Bike and Pedestrian) Paths. There are presently no multi-use paths within the Development Property. Consistent with the City’s Bicycle and Pedestrian Master Plan there would be constructed by the Developer 8 foot wide multi-use paths along Merrick Parkway, the Bruce Road Connector and the extension of Woodhaul Drive, and on the west side of Heritage Boulevard between the roundabout and Hills-Miller Road, and the

Developer would dedicate land or grant an easement along the west side of U.S. 23 for a future multi-use path or sidewalk.

Additionally, there would be constructed an 8 foot wide multi-use path from Executive Boulevard through a City owned lot and green space to Street “B” in Sub-Area C, and a gravel/stone path from the new turnaround extension at the end of Taylor Avenue in Hayes Colony Subdivision through open space/parkland to Heritage Boulevard. Within Sub-Area C there would be about 1,115 lineal feet of 8 foot wide multi-use path and within Sub-Area D there would be about 1,800 lineal feet of 8 foot wide multi-use path. Any multi-use paths in Sub-Areas A, F, G and H will be determined after specific uses for each Sub-Area are determined and will be reflected in each Sub-Area Preliminary Development Plan.

- i) **Parkland/Open Space.** There is presently no parkland on the Development Property and in the surrounding area/subdivisions the only parkland consists of Oakhurst Park and the tot lot on Hayloft Drive (disregarding Smith Park, which is located west of the CSX railroad tracks). The Development will include passive and active open space. It is proposed, subject to approval of the City Engineer, that on the City owned lot on the west side of Executive Boulevard and Open Space J (7.2± acres) to the immediate west of the City owned lot, which will have a playground and the multi-use path set forth in h) above and, as such will be used by residents in the immediately adjacent Shelbourne Forest Subdivision and Hayes Colony Subdivision (neither of which have such amenities), the

City accept the dedication of Open Space J as a City park. Open space or parkland by Sub-Area would be as follows:

Sub-Area	Acreage/%
A	Not less than 20%
B	6± (32.6%)
C	7.7±(27%)
D	11.5± (21.7%)
E	Passive – 20.5± Total - 20.5± (38.68%)
F	Not less than 5%+
G	Not less than 5%
H	Not less than 20%+
Reserve Area #1 (south of Merrick west of Bruce Road Connector)	4.6±
Reserve Area #2 (south of Merrick east of Bruce Road Connector)	2.2±
Reserve Area #3 (east of Heritage Boulevard opposite Sub-Area H)	1.0±

The Open Space in each of Sub-Areas A, F, G and H will be determined by the applicable Sub-Area Preliminary Development Plan, but not less than set forth in the foregoing table.

It is proposed, subject to determination by the City Engineer, that Hayloft Street, currently a platted street from Pinecrest Court to the Property’s south boundary which is used as a tot lot, not be connected to Merrick Parkway so that the tot lot can remain.

- j) **Sanitary Sewer.** There will be constructed by Developer, subject to an upsizing agreement with the City, along the north side of Merrick Parkway from the trunk sewer along U.S. 23

North west to the CSX railroad tracks, over 6,100 lineal feet of twenty-four inch (24”) sub-trunk sanitary sewer line as required by the City Sanitary Sewer Collection Masterplan and as approved by the Public Utilities Director.

k) Stormwater Management. All Sub-Areas of the Development will have retention ponds (“wet ponds”) to detain and retain stormwater. Regional Pond A (1.6 acres) [in Sub-Area F] will exclusively serve land outside of the Development and one-half of Regional Pond B (1.8 acres) [in Sub-Area E] will serve land outside of the Development. None of the area to the north of the Development in Oakhurst Subdivision and in Oakdale Subdivision has detention or retention ponds; instead, the storm water free flows onto the Development Property into existing free-flowing streams then into culverts under U.S. 23 North through the Shroyer mobile home park and then into the Olentangy River. Regional Pond A will address stormwater quantity and quality from the two subdivisions to the north (in addition to a 0.9 acre retention pond for Sub-Area F’s stormwater)

2) GENERAL DEVELOPMENT STANDARDS & REGULATIONS FOR ALL SUB-AREAS

a) Purpose and Intent. It is the intent of the Development to provide a mixed use development with common streetscape, signage, lighting, and pedestrian amenities to be compatible throughout the Development and covered by a master declaration. This Development Text represents the zoning requirements for this Development unless otherwise noted.

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 for a Sub-Area preliminary development plan. The approved Development Text, approved Overall Preliminary Development Plan, approved Infrastructure and Overall Final Development Plan, Sub-Area Preliminary Development plan and Sub-Area Final Development Plan will prevail over the then-current Zoning Code in the event of a conflict.

i) Zoning of Annexed Land. If the property shown on the Overall Preliminary Development Plan that lies outside of the current City’s boundaries (the Township

Property) is successfully annexed, it shall become subject to this Development Text and the Overall Preliminary Development Plan. It is anticipated that Addison Delaware, LLC will file for annexation of the Township Property before the zoning application for the PMU overlay district and the Overall Preliminary Development Plan are approved by City Council, but should that not occur, within 90 days of annexation or concurrent with the final annexation of the Township Property, Addison Delaware, LLC or the then-current owner may request in writing that the Township Property be zoned in accordance with this Development Text as approved by City Council and that the Township Property become Sub-Area H as shown on the Overall Preliminary Development Plan. If this request is received by the City, the Township Property shall become part of the Development as shown and subject to this Development Text and all applicable development plans and regulations. It is the express intention of the City and Addison Delaware, LLC that the Township Property shall become part of the overall development and subject to this Development Text and applicable development plans. If no such request is made within 90 days following the annexation, the land shall be zoned A-1, Agricultural, under the then-current Zoning Code of the City and any subsequent request for zoning change shall be made under the processes required by the then-current Zoning Code for amendments. If no such request is timely made, provisions contained herein related to Heritage Boulevard, pedestrian connections, multi-use path, landscaping, and buffering shall be required regardless of zoning district or uses.

- c) **Limitations.** Nothing in this Development Text shall prohibit additional restrictions or requirements from being placed on the approval of any Infrastructure and Overall Final Development Plan and any Sub-Area Preliminary Development Plan or Sub-Area Final Development Plan. Additionally, it is anticipated by the Developer that following the approval of an Infrastructure and Overall Final Development Plan (with or without the Township Property), that the City will require the submittal of applications for preliminary development plan and preliminary plat and subsequent final development plan and final plat for each Sub-Area or part thereof.
- d) **Major Modifications.** Once an Infrastructure and Overall 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 Infrastructure and Overall 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 Infrastructure and Overall Final Development Plan, as determined by the Director of Planning and Community Development, that results in:

- i) 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.
 - ii) A major change in the approved location of land uses or land use Sub-Areas.
 - iii) A 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 an Infrastructure and Overall Final Development Plan has been approved by City Council, any subsequent minor modification to such Plan shall only be permitted by resubmission and approval by the Director of a revised Infrastructure and Overall Final Development Plan. Minor modification for the purposes of this Development Text shall mean any modification of the approved Infrastructure and Overall Final Development Plan, as determined by the Director, that results in:
- i) Any modification that is not considered a major modification by this Development Text or by determination of the Director.
 - ii) Any minor increase in the number of or change in the type and/or mix of dwelling units less than 10% in the total number of dwelling units or any increase less than 15% in the non-residential building areas.
 - iii) Minor change in the approved location of land uses or land use Sub-Areas.
 - iv) 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, as approved by the City Engineer.
 - v) Minor structural alterations that do not alter the overall design intent of the building.
- f) **Construction Schedules.** Wherever reasonably possible, areas of the Development to be utilized as buffers for existing residential areas shall be developed and constructed prior to

or concurrent with commencement of construction of commercial or multi-family portions of the Development.

- i) The trees within the areas marked as a Tree Preservation Area on the Infrastructure and Overall Final Development Plan shall be preserved during the construction of the Development to provide for the required buffer.
 - ii) Multi-use paths along Merrick Parkway, the Bruce Road Connector and Heritage Boulevard, between the roundabout, Merrick Parkway and Hills-Miller Road, are to be constructed with the construction of each phase or section of Merrick Parkway, Heritage Boulevard and the Bruce Road Connector.
 - iii) Prior to or concurrent with the first Final Development Plan for a Sub-Area, the Developer shall submit for review and approval a Final Subdivision Plat for that Sub-Area. After a Final Plat for a Sub-Area is approved and recorded, administrative staff level minor lot splits and lot line adjustments may be allowed pursuant to the Minor Modification provisions of this Development Text thereafter so long as the request is consistent with this Development Text, the Infrastructure and Overall Preliminary Development Plan and applicable Sub-Area Preliminary Development Plan, and the applicable then-current Zoning Code.
- g) Perpetual Maintenance of Improvements.** Any and all improvements not dedicated to the City, including, but not limited to, buildings, structures, preserves, landscaping, open space, reserves, signage, and pavement approved and constructed within the Development are required to be maintained to the level at which such improvements were at their installation. Perpetual maintenance responsibility for such improvements other than buildings not dedicated to the City will be as determined and set forth by Developer in a master declaration creating a master association for the overall Development, in Sub-Area declarations creating Sub-Area associations for certain Sub-Areas, and in Developer deed restrictions for certain Sub-Areas. Generally, maintenance responsibility for buildings will be imposed upon the building owner, with enforcement by the master association or the Sub-Area association. The then landowners shall be compelled to comply with any written order of the City in regard to maintenance of such buildings and other private improvements.

- h) Donation Collection, Dumpsters, Bins, or Areas.** Within the Development, dumpsters, bins, or areas are not permitted except within a completely enclosed primary building or freestanding enclosure. Donation boxes are not permitted except within a building.
- i) Tree Preservation, Removal and Replacement Plan.** This subsection shall be the controlling regulation for the Development. The intent of this Plan is to (a) not remove in the Development more than 50% of the trees, except where an exemption under the preservation/replacement/credit schedule in (2) i)-v) below or elsewhere in this Development text or a Sub-Area Preliminary Development Text applies, and (b) preserve or replace as provided in this Plan 50% of the trees in the Development. Appropriate credit in the Tree Replacement Plan shall be given with respect to the A-1 zoned land that a number of trees could be removed as part of approved or customary timbering or could have been removed as part of approved or customary timbering. Further, best efforts shall be made to preserve trees of 36 inch or greater diameter at breast height and such shall be specifically addressed in each Sub-Area Preliminary Development Plan if applicable.
- (1) Tree Survey. A tree survey has been provided that documents an estimate of the total number, type, size, and health of trees to be preserved and replaced according to the survey of open land, and preserves in sample areas, which is being verified by the City.



(2) Calculation of Replacement Trees. Tree removal and replacement shall be in accordance with the following preservation/replacement/credit schedule :

- i) There will not need to be replaced or a fee paid with respect to (1) trees in poor condition or less than 6 inches in diameter at breast height, (2) trees removed for infrastructure construction in the right-of-way of Merrick Parkway, Heritage Boulevard, the Bruce Road Connector, Woodhaul, Sylvan Drive, Kensington Drive, Taylor Avenue extension/turnaround and roundabouts, (3) trees removed for the construction of any multi-use path, (4) trees removed for the construction of the sub-trunk sewer line, (5) trees removed for the construction of Regional Pond A and 50%

of the area of Regional Pond B, and (6) trees removed for the construction of any mounding or installation of evergreen trees or landscaping required by this Development Text, the Infrastructure and Overall Final Development Plan or any Sub-Area Final Development Plan (“Exempt Trees”).

ii) Trees in fair condition which are not Exempt Trees shall be replaced at 50% to total caliper inches removed.

iii) Trees in good condition which are not Exempt Trees shall be replaced at 100% to total caliper inches removed.

iv) Ash trees shall not be replaced and must be removed from the site.

v) Trees in poor condition shall not be subject to this Calculation of Replacement Trees’ preservation/replacement/credit schedule.

(3) Tree Fee. A \$500 per single-family detached dwelling unit tree fee shall be charged on each single-family detached home at the time of building permit application. A \$200 per dwelling unit tree fee shall be charged on each dwelling unit which is not a single-family detached dwelling unit at the time of building permit application. These tree fees paid shall be credited at \$100 equals one (1) caliper inch.

(4) Required Trees. Trees that are required by the Zoning Code (“Required Trees”), such as, but not limited to, street trees and front yard trees, shall not be considered to be a Replacement Tree, but any tree meeting the Replacement Tree Criteria of (5) hereinbelow and which is not a Zoning Code Required Tree which is installed in the Development shall be credited at \$100 per caliper inch.

(5) Replacement Tree Criteria. To receive credit as a Replacement Tree, a tree shall be required to have a minimum caliper of 1.75 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. Trees meeting this criterion which are not Required Trees as defined in (4) Required Trees are referred to herein as “Replacement Trees.”

(6) Tree Replacement Requirement. At the time of construction of each single-family home (attached or detached), and senior housing unit (attached or detached), the builder shall be required to plant and install two (2) Replacement Trees on each such lot. At the time of construction of each building housing townhomes, condominiums, or apartments,

the builder shall be required to plan and install two (2) Replacement Trees for each dwelling unit in each building.

(7) Credit for Tree Preservation. In recognition of Developer's efforts to save trees in the design, layout and development of the Development through the provisions of this Tree Replacement Plan, the Tree Fees, the Tree Replacement Requirement, the intent to plant Replacement Trees in addition to the Tree Replacement Requirement ("Additional Replacement Trees") and many of the trees to be removed being in the A-1 zoned area and Sub-Area H, the Developer shall receive credit against (2), Calculation of Replacement Trees, for all Tree Replacement pursuant to (6), Tree Replacement Requirement and Additional Replacement Trees and in accordance with the schedule in (2) Calculation of Replacement Trees.

(8) Credit for Removal of Ash Trees. The removal of ash trees from the Development that would not otherwise be removed as a result of development (i.e., ash trees removed from open space reserves, and tree preservation zones/areas) shall be given a credit of one (1) caliper inch for every \$100 cost of ash tree removal as submitted by the Developer or Sub-Area developer and as certified by the City Arborist.

(9) Replacement Completion. Fulfillment of this Tree Replacement Plan as written and in cumulative total for the Development shall result in no additional "fees-in-lieu" or other tree replacement, tree banking or other payments being required by the City; provided, however, if unanticipated circumstances are encountered in the development of the Property there may be amendment of this Tree Replacement Plan in a Sub-Area Preliminary Development Plan.

j) Landscaping and Screening.

- i) All street tree plantings and any trees shown and approved on the Infrastructure and Overall Final Development Plan or for any Sub-Area Final Development Plan are considered required trees and must meet the requirements and approval process of the then-current Zoning Code unless modified in this Development Text, as it may be amended from time to time.
- ii) Street trees placed every forty feet (40') on center shall be provided along all public streets (including US 23) and private access drives and, wherever such drives are adjacent to parking spaces, landscaping in conformance with then-current Section 1166.09(b) of the

Zoning Code shall be provided. Street trees or ornamental trees approved by the Shade Tree Commission shall also be provided in any median and placed every 40 feet on center or as otherwise approved with the Infrastructure and Overall Final Development Plan or a Sub-Area Final Development Plan, as the case may be.

iii) Unless expressly modified in the approved Infrastructure and Overall Final Development Plan or an approved Sub-Area Final Development Plan, there shall be the following:

1. Along U.S. 23, Merrick Parkway and Heritage Boulevard (except on single-family lots which front on Heritage Boulevard) there shall be 2-3 foot high mounding with landscaping.
2. Reserves 1 and 2 shall be a tree preservation zone/area supplemented, as appropriate and approved by the City, with evergreen trees at least 6 feet in height planted such distance on center as to create an effective buffer for houses in Shelbourne Forest subdivision and in Reserve 1, if and where, the multi-use path is not located adjacent to the tree lawn to the south of Merrick Parkway, but rather in the presently cleared farm lane, there shall be, as appropriate and approved by the City, evergreen trees at least 6 feet in height planted such distance on center to provide an effective buffer between the multi-use path and houses in Shelbourne Forest subdivision.
3. In Reserve 3 in the tree preservation zone/area there shall be, as appropriate and as approved by the City, 2 to 3 foot high mounding with landscaping.

iv) Any required front yard trees (not street trees) may be clustered so as to provide for visibility to building fronts while still ensuring their inclusion on the site.

v) Street trees shall be a minimum of 1.75 caliper inches as measured at breast height at the time of installation.

vi) All ponds must include functioning fountains, bubblers or aerators to prevent stagnant water.

vii) Parking lots shall be landscaped in a manner that minimizes the direct views of expanses of parking spaces and encourages safe vehicular movement, at a minimum, as depicted on the Overall Preliminary Development Plan or a Preliminary Development Plan for a Sub-Area. Each landscaped island within a parking lot shall be planted in accordance with the then-current Zoning Code provisions.

- viii) Shrubs, at least 3 feet high at installation, shall be provided at edges of parking lots and along streets in accordance with Section 1166 of the then-current Zoning Code.
- ix) Wherever possible along building frontages with a pedestrian walkway, a mix of year-round and seasonal foundation plantings shall be provided, in addition to tree wells or planters of other similar plantings included in the pedestrian walkway.
- x) Ground mounted equipment, including but not limited to electrical transformers, HVAC, and generators, shall be screened from view using plant materials, opaque decorative fencing, or mounding providing 100% year round opacity, as determined in the Sub-Area Preliminary Development Plan. Rooftop HVAC and other rooftop equipment shall be screened as determined in the Sub-Area Preliminary Development Plan.
- xi) Open spaces shall be landscaped and designed in a manner consistent with the Development Text, the Overall Preliminary Development Plan and the Preliminary Development Plan for the applicable Sub-Area. Landscaping and design plans for all open spaces shall be submitted and approved with the applicable Sub-Area Final Development Plan and include, at a minimum, the following:
 - (1) Except for stream preservation areas, 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 multi-use path and provide active recreation throughout.
 - (2) Crosswalks leading to open spaces and public or private parkland shall be defined in a manner acceptable to the City Engineer as approved on the applicable Sub-Area Final Development Plan.
 - (3) Amenities, such as benches, gazebos, play equipment or other amenities, or features in the open spaces as required by the Sub-Area Final Development Plan.
 - (4) Unless otherwise noted in this Development Text, all open spaces shall be constructed with the public infrastructure with the Development or the respective Sub-Area 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 landscaping.
 - (5) Open spaces, green spaces, and preserves shown on the Overall Preliminary Development Plan or a Sub-Area Preliminary Development Plan are required elements .

- k) Pedestrian Connectivity.** Pedestrian connectivity shall be provided throughout the Sub-Areas with stub connections to other Sub-Areas and future development, and shall be constructed to the property lines as approved. Concrete sidewalks 5 feet in width and achieving compliance with minimum engineering requirements shall be provided on both sides of all public streets except where multi-use paths are provided as shown on the Overall Preliminary Development Plan or set forth in this Development Text.
- l) Parking.** The amount of parking provided shall not be substantially more than that shown on the Overall Preliminary Development Plan or the applicable Sub-Area Preliminary Development Plan and shall meet the minimum parking requirements of the then-current Zoning Code; provided, however, because the Planning Commission encourages the reduction of the required amount of parking by up to 30% and encourages shared parking opportunities where the locations and uses are compatible and make sense, in order to minimize the overall amount of parking on-site, the parking requirements of a Sub-Area may be reduced with approval of a Sub-Area Final Development Plan. Where necessary for connectivity and access management throughout the Development and to adjacent properties, cross access easements shall be provided and recorded. No overnight parking (12:00 am to 7:00 am), except employees and trucks docked in a loading facility, which shall not have their engines or cooling units running, shall be allowed. This overnight prohibition includes, but is not limited to, RVs, tractor-trailer trucks or similar sized vehicles. Overnight parking is defined as any qualifying vehicle parked on-site longer than 4 hours. At appropriate locations within the Development there shall be signs indicating no overnight parking is permitted.
- m) Lighting.** Building, site, and accent lighting shall be provided in accordance with the then-current Zoning Code, Building Code and this Development Text.
- In Sub-Areas with non-residential or two or three story multi-family residential uses, except along public streets, lighting shall be as set forth in the balance of this paragraph m). All lighting fixtures, except those located in loading or service areas and not visible by the general public, shall be decorative fixtures that are appropriate and consistent with the overall design of the Development and/or Sub-Area. Standard shoe-box type fixtures and standard wall packs may only be used in loading or service areas that are not visible by the general public. Except as may otherwise be approved by the City, lighting shall be recessed

and/or cutoff. No lighting fixture shall be mounted higher than twenty-eight (28) feet in height. All ground mounted accent lighting shall be hidden in landscaping and directed in a manner that does not affect visibility or significantly add to overall skyglow. All non-security site and building lighting will be turned off one hour following close of business in accordance with building's operational requirements. Any use with a 24-hour operation shall provide a night lighting plan that minimizes site and building lighting during non-peak nighttime hours. This night lighting plan shall be reviewed and approved by the City. The City may revise or modify this night lighting plan through time as needed to achieve the overall goal of night time light reduction while providing for adequate security lighting. The then property owner is responsible for complying with the applicable night lighting plan and any modifications as directed by the City.

- n) **Entry Features and Signs.** A comprehensive sign plan shall be provided and approved in conformance with then-current Section 1165.16(c) of the Zoning Code, this Development Text, and the Infrastructure and Overall Final Development Plan. If approved, such sign plan may be updated or modified from time to time consistent with this Development Text and applicable Zoning Code provisions. All signs in a Sub-Area shall be in conformance with the approved comprehensive sign plan. The comprehensive sign plan shall meet the following requirements, and unless noted below, all signs shall meet the then-current Zoning Code. All signage in the Infrastructure and Overall Final Development Plan shall be installed and at the cost of the Developer, while all signage in a Sub-Area Final Development Plan shall be installed at the cost of the developer of the Sub-Area.
- 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. Unless noted otherwise, externally illuminated and reverse channel letter signs are preferred. For the purposes of this Development 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 Sub-Area Final Development Plan for Sub-Areas F and G. Businesses located within a building shall not be permitted any free-standing signs and shall be limited to one non-illuminated wall sign not exceeding two (2) square feet in area located in a sign band. No

building shall have more than two (2) such wall signs. Any and all signs shall not be allowed to fall into disrepair as determined by the City. If signs are found to be in disrepair and the City orders them removed, modified, or improved, the then-current owner of the property and/or business is required to comply with any such order within thirty (30) days.

ii) **Freestanding Signs.** Except for Development and Sub-Area identification and directional signs, freestanding signs are prohibited. Development and Sub-Area identification signs shall be of the highest quality and design and serve as part of overall entry features to the Development. Development and Sub-Area identification signs may only be provided at areas depicted on a comprehensive sign plan. Four (4) primary Development Identification Signs are allowed. Primary Development Identification Signs shall not exceed 20 ft. in height and are to be located adjacent to U.S. 23 along Merrick Parkway, at the entrance from the west along Merrick Parkway (when there is a crossing, at grade, via overpass or via underpass, of the CSX railroad tracks by Merrick Parkway), and along the extension of Heritage Boulevard on the south boundary of the Development and at Hills-Miller Road (if the Township Property is annexed and becomes part of the Development). Any single Development Identification Sign may be permitted to include up to five (5) accessory tenant panel signs as approved on the comprehensive sign plan. Additionally, the comprehensive sign plan may provide for two (2) secondary development signs, not to exceed 9 ft. in height including a stone base, and may include three (3) building or tenant panels each. There shall be on site directional and wayfinding as approved within any Comprehensive Sign Plan.

iii) **Building 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 (1) wall sign is permitted per primary tenant per frontage on a public or private street except that there shall be no more than two (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 by the Director. Reverse channel letters signs, as previously defined, and gooseneck down lighting are required

- iv) **Other Signs.** A temporary marketing/for sale or lease sign plan shall be provided as part of a comprehensive sign plan for the Development or a Sub-Area. All other signs shall meet the then-current Zoning Code. Temporary grand opening signage is allowed for up to thirty (30) days (initial opening of the business or housing development) and shall not include streamers, balloons, spinners, other air activated devices, billboards, search lights, flag (or blade flags) signs, flutter flags, or other temporary or permanent signs or attraction devices.
- v) **Prohibited Signs.** Streamers, balloons (inflatable or hard plastic), spinners, any air activated devices, billboards, search lights, flag (or blade flag) signs, flutter flag, other devices prohibited within the Zoning Code, cardboard signs, sandwich board type signs, or other signs or attraction devices are prohibited.
- o) **Commercial Outdoor Patios.** Where permitted and not in conflict with this Development Text, commercial outdoor patio hours of operation shall not begin before 9 am or extend past 11 pm. Outdoor music, amplified sound or sound systems, or outdoor entertainment shall be allowed only during the hours of operation and only where specifically permitted or not prohibited within each Sub-Area as noted in this Development Text or the development text for the Sub-Area. Trash receptacles, regular maintenance, fencing and lighting shall be provided for outdoor patios. All commercial outdoor patio areas shall be shown in detail at the time a Sub-Area Final Development Plan is submitted. All commercial outdoor patio areas shall be oriented away from any existing residential property located outside the Development and shall be completely screened from adjacent residential property. No signs shall be permitted in conjunction with any outdoor dining area, such as, but not limited to, banners, umbrella signs, pennants, and flags.
- p) **Prohibited Uses.**
 - i) Adult entertainment businesses: (also known as sexually oriented businesses) are expressly prohibited from locating anywhere in the Development.
 - ii) Wireless telecommunication facilities: new, non-small cell towers are expressly prohibited in the Development.
 - iii) Outdoor storage: no outdoor storage, which includes open dumps, mineral extraction, etc., is permitted in the Development.

- iv) Medical marijuana: no medical marijuana principal or accessory uses are permitted in the Development.
- 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, are permitted in the Development.
- q) **Utilities.** All public utilities except for any existing above-ground utilities shall be placed underground with the exception of street and parking lot lights as approved on the Infrastructure and Overall Final Development Plan or any Sub-Area Final Development Plan . Above-ground utilities shall be completely screened or camouflaged to the extent legally permitted and practicable; provided, however, fire hydrants and standpipes are not subject to this requirement.
- r) **Postal Service Requirements.** Prior to the submission of a Preliminary Development Plan for a Sub-Area or part thereof there shall be consultation with the U.S. Post Office and the City regarding U.S. mail service to the Sub-Area or part thereof and the Sub-Area Preliminary Development Plan provisions regarding mail service shall have been approved by the U.S. Post Office and the City.

3) BUILDING DESIGN

- a) **Building Design.** All buildings shall meet the design requirements of then-current Chapter 1134, 1143 and Chapter 1171 of the Zoning Code as applicable unless modified by this Development Text or in a subsequent development text, Preliminary Development Plan or Final Development Plan for a Sub-Area.
- i) Based upon the size of the Development and the various types of uses and buildings/structures there will be within the 272± acre Development, there are not uniform design standards except as set forth as design requirements in Chapter 1134, 1143 and Chapter 1171 of the Zoning Code, this Development Text, a Sub-Area Preliminary Development Plan or by Addison Delaware, LLC or its successor as Declarant under the master declaration or a Sub-Area declaration, if it determines to include additional

restrictive uniform building design requirements in the master declaration or a Sub-Area declaration.

- ii) EIFS and similar materials shall only be used as an accent material. Thick, high-grade vinyl siding and trim may be used on multi-family buildings, two-family homes and single-family homes.
- iii) A color pallet for buildings including roofs shall be submitted with the first Sub-Area Final Development Plan for a building use type (i.e. commercial or residential) for review and approval through the final development plan process for Sub-Areas.

b) Single-Family Attached or Detached Residential Structures. All elevations (all sides) shall be reviewed and approved by the Planning Commission and City Council as part of a Sub-Area Final Development Plan.

- i) The architectural design/patterns of single-family dwellings, both attached and detached, and two-family dwellings may be similar and may be repeated from one dwelling to the next to unify the Sub-Area into a single architectural style if approved in the Sub-Area Final Development Plan. Similarities may include window styles and patterns, roof pitches, use and mix of exterior materials, and building massing.
- ii) All dwellings shall provide an identifiable entry with entry coverings and stoops or recesses being a minimum of three (3) feet deep or the minimum necessary per the Building Code, whichever is greater. Any porch shall have a minimum depth of six (6) feet.
- iii) Porch railings and column details are encouraged to vary from dwelling to dwelling. Porch columns shall have a minimum 6 x 6 inch cross section or diameter and shall not consist of visible metal or wrought iron posts.
- iv) The exterior materials color palette shall consist of natural colors, including white. Additional colors may be used as accents but may not be high-gloss finish.
- v) Exterior materials shall include cement fiber board, brick, stone, wood, vinyl siding-higher end as defined in current Zoning Code 1171.08 (hereinafter “Vinyl-Higher End”), or similarly approved products on all elevations.
- vi) EIFS, Dryvit and similar products are prohibited as exterior materials, except as accents.

- vii) All front elevations shall have a minimum of 35% brick, cultured brick, stone or cultured stone and include a variety of styles, colors, and/or material types to provide variety throughout the Sub-Area.
- viii) Treated lumber shall be painted or stained.
- ix) All exposed foundation walls, except for brick or stone patterned concrete foundation walls, shall be faced with natural or cultured brick or stone.
- x) All single-family dwellings, both attached and detached, and two-family dwellings shall be permitted to utilize Vinyl Higher End trim on all elevations. Vinyl Higher End may also be used as a primary siding material.
- xi) Trim boards around all corners, windows, and doors shall be a minimum of 4 inches wide all around. If a shutter or shutters are used no trim is required adjacent to the window.
- xii) Frieze trim a minimum of 4 inches wide shall be required under all overhangs and gables.
- xiii) Asphalt shingles shall be dimensional.
- xiv) The principal roof structure shall have an eave overhang of not less than 12 inches with return.
- xv) Primary roofs shall have a minimum pitch of 5:12. Porches shall have a minimum roof pitch of 3:12.
- xvi) Lintels and sills in masonry walls shall be brick soldier course, limestone, sandstone, or a manufactured stone product.
- xvii) 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. Rear and side elevations shall have a minimum of two windows or door with at least 50% glass.
- xviii) Where wood burning fireplaces are utilized the chimney shall be faced with natural materials.
- xix) All single-family dwelling units, both detached and attached, shall have at the minimum an attached two-car garage. Front elevations shall be designed to de-emphasize the visual impact of the garage and shall include at least one (1) light/window course and trim kits.
- xx) Side elevations of any corner lot shall include multiple windows and design elements that provide visual interest to the secondary street to the side.

- c) **Commercial/Office and Commercial Less Than 80,000 Square Feet With or Without First and Second Story Flats (Residential Apartments).** All such buildings shall be designed to be compatible with each other.
- i) Large commercial buildings shall incorporate elements and forms that reduce large masses into an assemblage of definable parts.
 - ii) Buildings shall be oriented to a street whenever possible.
 - iii) Exterior materials color palette shall consist of natural colors including white. Additional colors may be used as accents but may not be high-gloss.
 - iv) Exterior materials shall include cement fiber board, brick, stone, cultured stone, wood, or similarly approved products on all elevations visible to the general public.
 - v) Aluminum and/or Vinyl Higher End shall be allowed for trim details only such as soffits, gutters, shutters, etc., but shall not be used as siding products.
 - vi) Painted standard concrete block (CMU), tilt-up concrete panels, or pre-fabricated steel panels are prohibited as exterior building materials with the following exception:
 - Split-face concrete block, tilt-up concrete wall panels, or pre-cast concrete wall panels may be used on elevations not visible to the general public, but such materials shall have an exposed surface that is textured, patterned, pigmented, and/or detailed to be complimentary to the building design. It is not anticipated that there will be many or any such areas that are not visible to the public and generally four sided architecture and materials are required. Quick-brik or similar structural brick masonry units are preferred in areas of the building not visible to the public.
 - vii) Unless otherwise approved in a Sub-Area 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.
 - viii) EIFS, Dryvit, stucco, or similar products are prohibited as an exterior material, except as accents.
 - ix) Treated lumber shall be painted or stained
 - x) All exposed foundation walls except for brick patterned concrete foundation walls shall be faced with brick or stone.
 - xi) Trim board around all corners, windows, and doors shall be a minimum of 4 inches wide all around except where shutters directly abut windows.

- xii) Frieze trim a minimum of four (4) inches wide shall be required under all overhangs and gables.
 - xiii) Standing seam metal roofs are allowed in natural colors. Asphalt shingles shall be dimensional.
 - xiv) The principal roof structure shall have an eave overhang of not less than 12 inches with return.
 - xv) Lintels and sills in masonry walls shall be brick soldier course, limestone, sandstone, or a manufactured stone product.
 - xvi) 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. Rear and side elevations shall have a minimum of two windows. Glazing (windows) shall comprise most of the ground floor elevation and shall be utilized on all elevations and all stories with the exception of limited areas devoted only to service areas.
 - xvii) 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.
 - xviii) Rooftop 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.
- d) Commercial Structures 80,000 Square Feet or Greater.** Any building 80,000 square feet or greater in gross floor area shall meet the design requirements of then-current Chapter 1143 as well as the requirements of then-current Chapter 1148 of the Zoning Code, unless modified by this Development Text, which are related to uses commonly referred to as Big Box uses (in current Chapter 1143 and 1148 of the Zoning Code these are contained in provisions related to uses over 100,000 sq. ft. and applied herein to uses greater than 80,000 sq. ft.).
- i) When the wall of a building faces a public right-of-way or the main parking area or is within forty-five (45) degrees of facing a public right-of-way, a minimum of forty percent

(40%) of the ground floor wall area shall have the appearance of display-type windows. The bottom edge of such windows shall not be higher than three (3) feet above grade. Such windows may be opaque.

ii) Ground floor walls shall have no more than twenty (20) feet of continuous wall length devoid of windows unless the wall includes architectural features such as piers, columns, defined bays or an undulation of the building, so that a pedestrian scale, rhythm, and visual interest is created.

iii) Walls that meet the following criteria shall be exempt from the requirements of (i) and (ii) above:

(1) Two (2) walls, other than front walls, of adjacent business uses which face one another and are separated by not more than forty (40) feet, or, two (2) walls which face one another, are separated by not more than forty (40) feet and the space between the two (2) walls is used for servicing the buildings.

(2) The wall faces an area devoted solely to loading and delivery and is screened from view from all public rights-of-way, parking areas, and abutting residential areas.

e) **Multi-Family.** Unless otherwise modified within this Development Text, all dwellings shall meet the building design requirements of then-current Chapter 1171 R-5 and R-6 District multi-family standards for apartments of the Zoning Code or per the Sub-Area Final Development Plan:

(1) To create a cohesive and unified design throughout the Sub-Area, with each building being consistent in overall design, color, material, and architectural pattern and shall include similar and/or repeating patterns of design elements such as architectural styles, roof and building massing, window proportion, or other elements as determined through the Sub-Area Final Development Plan review process.

(2) All apartment building elevations (all sides) shall be reviewed and approved by the Planning Commission as part of the Sub-Area Final Development Plan.

(3) Exterior Material and Trim Standards.

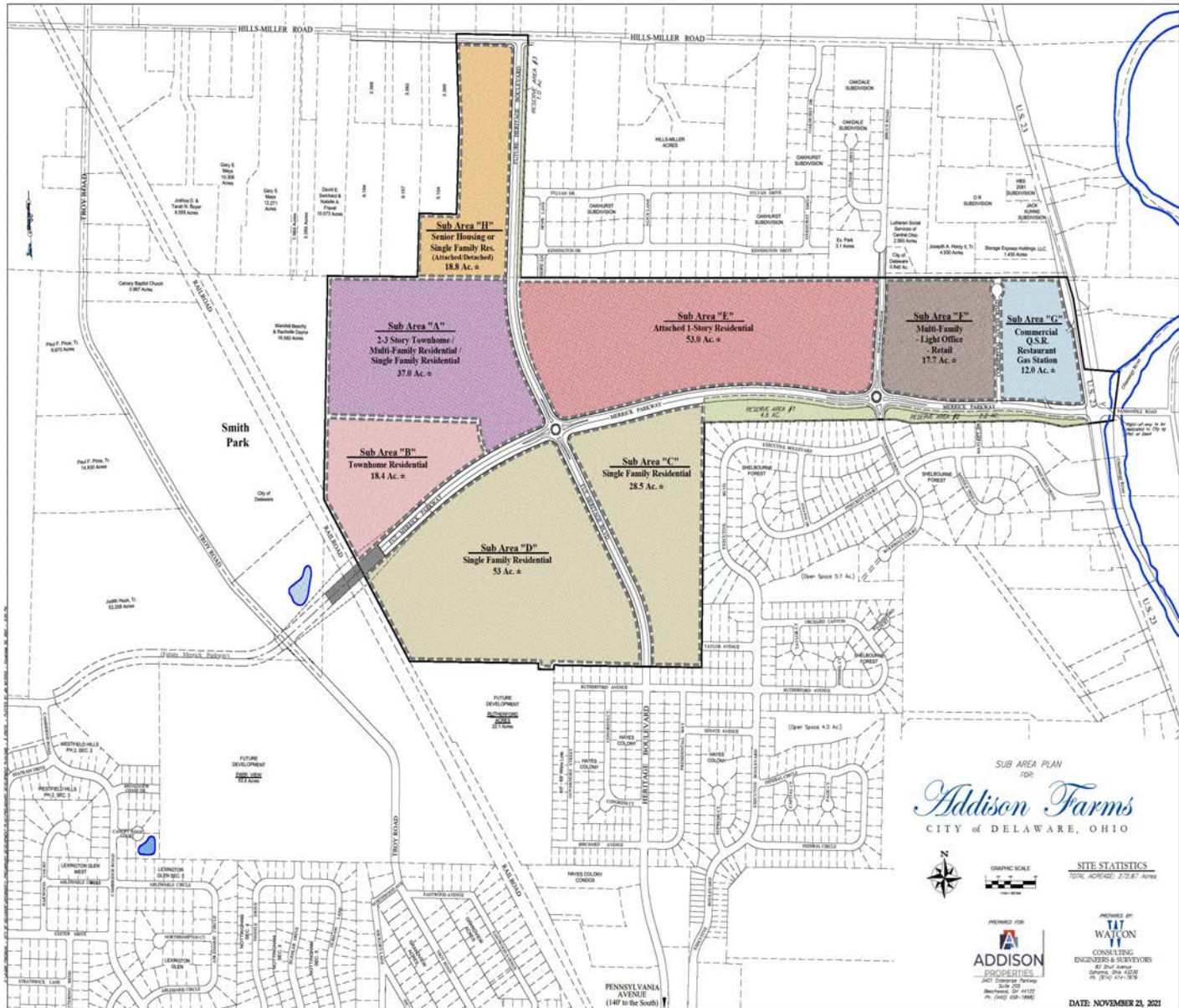
A. All multi-family buildings shall be permitted to utilize Vinyl-Higher End, as defined in current Chapter 1171.08(c)(19) on all elevations.

- B. The front elevations shall have brick or cultured brick or stone or cultured stone veneer wainscoting.
 - C. The side elevations that face a street, open space or other prominent locations at Staff's and/or Planning Commission's discretion shall have veneer wainscoting or vinyl shake siding on the gables per the approved Sub-Area Preliminary Development Plan's architectural details plan exhibit.
 - D. All front elevations shall include a variety of styles, colors, and/or materials including, but not limited to, dormers, vinyl shake siding, etc.
 - E. Trim board around all corners, windows, and doors shall be a minimum of 4 inches wide all around.
 - F. All building overhangs/soffits shall be a minimum 8 inches.
 - G. EIFS, Dryvit, stucco, or similar products are prohibited as an exterior material.
 - H. All apartment building elevations shall be reviewed and approved by the Director of Planning & Community Development.
- (4) Design Standards.
- A. Primary roofs shall have a minimum pitch of 5:12.
 - B. Lintels and sills in masonry walls shall be brick soldier course, limestone, or sandstone, along with other cultured stone products.
 - C. Windows shall be of vertical or square proportion. Accent windows may be circular, half-round or octagonal and limited to one per elevation unless used in a pair. Rear elevations shall have a minimum of one window.
 - D. Treated lumber shall be painted or stained.
 - E. All apartments shall provide an identifiable entry with entry coverings and stoops being a minimum of 3 feet deep or the minimum necessary per the then-current Building Code.
 - F. Any garages shall be attached to the dwelling. Front elevations shall be designed to de-emphasize the visual impact of the garage. All garage doors facing a street shall be architecturally upgraded to include design elements consistent with the design of the apartment building. Front-loaded garages of apartments shall be permitted to extend closer to the street than the primary wall facing the street as shown in architectural plans.

G. Side elevations shall include multiple windows and design elements that provide visual interest.

4) SUB-AREAS

a) **General.** The project is separated into eight (8) main Sub-Areas to represent the distinct areas of the Development as shown on Tab 10 in the notebook.



b) **Sub-Area A** is the northern corner of the Property.

- c) **Sub-Area B** is located in the central western portion of the Property and will be bounded on its north by Sub-Area A, on the west by the Beachy property and the CSX railroad tracks, on the south by proposed Merrick Parkway and on its east by part of Sub-Area A.
- d) **Sub-Area C** is located in the south central part of the Property and will be bounded by proposed Merrick Parkway to the north, Shelbourne Forest Subdivision to the east, Hayes Colony Subdivision to the south, and proposed Heritage Boulevard extension to the west.
- e) **Sub-Area D** is located in the southwest portion of the Property and will be bounded by proposed Merrick Parkway to the north, the proposed extension of Heritage Boulevard to the east, Hayes Colony Subdivision and Rutherford Acres Subdivision to the south, and the railroad tracks to the west.
- f) **Sub-Area E** is located in the north central portion of the Property and is bounded by Oakdale Subdivision and Oakhurst Subdivision to the north, the proposed Bruce Road Connector to the east, the proposed Merrick Parkway to the south, and the proposed Heritage Boulevard extension to the west.
- g) **Sub-Area F** is located in the Property to the immediate east of Sub-Area E and is bounded by City property, Lutheran Social Services property, the Hardy property and self-storage units to the north, Sub-Area G to the east, the proposed Merrick Parkway to the south, and the proposed Bruce Road Connector to the west.
- h) **Sub-Area G** is the eastern portion of the Property and is bounded to the north by part of the self-storage facility, to the east by U.S. 23 North (except for a few acres of road right-of-way between U.S. 23 North and the Olentangy River), by proposed Merrick Parkway on the south, and by a proposed commercial access street between Sub-Area F and Sub-Area G to the west.
- i) **Sub-Area H** is the Township Property and is bounded by Hills-Miller Road on the north, by a large lot fronting on Hills-Miller Road and Oakhurst Subdivision on the east, by Sub-Area A on the south, and on the west by lots in the Township fronting on Hills-Miller Road to the west.

5) SUB-AREA A – DEVELOPMENT STANDARDS

- a) **Uses.** The following uses shall be considered permitted or conditionally permitted uses in Sub-Area A as represented in the chart below by P or C, respectively, and as defined within

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.

- i) **Permitted Uses.** Permitted uses are permitted by right and shall meet all development standards specified within this Development Text and the then-current Zoning Code, as applicable.
- ii) **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 at the time of application for the specific conditional use as well as any other regulations contained within the then-current Zoning Code and applicable to the conditional use.
- iii) **Accessory Uses.** Although not specified in the chart below, accessory uses, which are considered permitted uses, include those items that are accessory and necessary to the principal use of land. Such items include but are not limited to fences, trash receptacles and enclosures, patios, decks, swimming pools, private garages, and off-street parking areas.

Land Use Category	Sub-Area A Uses
1) Residential	
a) Two (2) or three (3)-story multi-family	P
b) Single-family attached and detached dwellings	P
c) Senior housing, attached and detached	P
2) Community Facilities	
Assisted living or nursing home	P
3) Recreation/Open Space	
a) Public Parks and Playgrounds	P
b) Private Parks and Playgrounds	P

- b) **Number of Dwelling Units.** The overall Sub-Area A density and mix of dwelling unit types shall not exceed 350 dwelling units in total, except for assisted living or nursing home

facilities. Assisted living or nursing home facilities located in Sub-Area A shall be counted by the number of beds in each facility and shall not exceed 250 beds in total.

- c) **Lot Standards.** Lot standards for Sub-Area A shall be determined by the use based on the following:

Use	Lot Width	Lot Depth
Single-family detached	52'	125'
Single-family attached	90'	125'
Senior housing-detached	40'	100'
Senior housing-attached	75'	100'

It is assumed for two (2) or three (3)-story multi-family, assisted living or nursing home uses that Sub-Area A will be a single lot, but if not the lot standards will be set in the Sub-Area A Preliminary Development Plan.

- d) **Building Setback Standards.** The following standards shall apply for minimum principal building setbacks, which are to be measured from the perimeter of the Sub-Area to create a perimeter setback based on the type of dwelling unit.

Minimum Building Setbacks	Sub-Area A
North setback, (a) to lots in the Township fronting on Hills-Miller Road, and (b) to Sub-Area H if its use is not the same as Sub-Area A	40'
South setback	20'
West setback	20'
East setback from Heritage Boulevard extension	35'
Setback from Merrick Parkway	35'

Architectural features may project into required yards/setbacks as permitted by Section 1149.02(e) of the Zoning Code. Buffering and tree preservation shall be as provided in the Overall Preliminary Development Plan or Sub-Area A Preliminary Development Plan.

e) Minimum Square Footage Requirements.

1. Each senior housing dwelling unit shall provide for 650 square feet minimum floor area for each efficiency/studio/one bedroom dwelling unit, exclusive of basements (unless walk-out units), unfinished attic spaces, garages, and any attached or detached accessory buildings. Each additional bedroom shall increase floor area requirements by 150 square feet. There shall be no minimum square footage requirement for rooms in assisted living facilities or in a nursing home.
2. For each single-family, attached or detached, the square feet minimum floor area, exclusive of basements (unless finished walk-out basements), unfinished attic spaces, garages, and any attached or detached accessory buildings for a single-story, single-family three (3) bedroom home shall be 1,500 square feet on a sixty-five foot (65') wide lot and 1,250 square feet on a fifty-two foot (52') wide lot, and for a two (2)-story, single-family three (3) bedroom home shall be 1,750 square feet on a sixty-five foot (65') wide lot and 1,500 square feet on a fifty-two foot (52') wide lot. Each additional bedroom shall increase the minimum floor area by 200 square feet. Each home shall have an attached two (2) or three (3) car garage on a sixty-five foot (65') wide lot and a two (2) car garage on a fifty-two foot (52') wide lot.

f) Maximum Building Height. The maximum height of a single-family attached dwelling shall be 35 feet and two or three story multi-family building shall be 45 feet, both as measured from the average elevation of the finished grade at the front of the building to the highest point of the roof.

g) Parking. Parking lots within Sub-Area A shall be located as shown on the approved Sub-Area A Preliminary Development Plan . The amount of parking provided shall not be more than that shown on the Sub-Area A Preliminary Development Plan or part thereof and shall not be less than required by the then-current Zoning Code for the specific use. Parking shall conform to all requirements set forth within the then-current Zoning Code.

h) Landscaping and Screening. All landscaping and screening shall meet the requirements of the then-current Zoning Code and shall be installed by the developer of this Sub-Area A unless modified herein and shall thereafter be maintained by the Sub-Area A owners' association or the owner of Sub-Area A, as applicable.

- i) A landscaped buffer shall be provided on the part of the northern boundary of Sub-Area A to buffer those lots north of Sub-Area A which front on Hills-Miller Road (“Hills-Miller Road Lots”). Existing trees on such part of the north boundary of Sub-Area A shall be preserved to the maximum extent possible. The buffer for the Hills-Miller Road Lots shall be a minimum of 20 feet wide and shall run (east to west) the length of such Hills-Miller Road Lots boundary. This buffer area shall include additional required plantings at a minimum including a staggered course (soldier course) of evergreen trees, 6 feet tall at planting. Additionally, there shall be mounding of at least 6 feet which may undulate (vary) slightly and which shall account for all required water runoff courses to ensure proper drainage. These elements shall be as shown on the Sub-Area A Preliminary Development Plan or part thereof and Sub-Area A Preliminary Landscape Plan or part thereof. This landscaping and screening requirement does not apply to the Sub-Area A boundary with Sub-Area H, which will be determined in the applicable Sub-Area Preliminary Development Plan after the uses for Sub-Area A and Sub-Area H are both known. If the use for Sub-Area H is single-family residential and the use of Sub-Area A is multi-family residential, nursing home or assisted living, the provisions hereof for the Hills-Miller Road Lots shall apply to the boundary line between Sub-Area A and Sub-Area H.
- ii) There shall be a landscape buffer with 2 foot to 3 foot high mounding with landscaping adjacent to Merrick Parkway and Heritage Boulevard.
- iii) There shall be street trees in accordance with Section 2 of this Development Text.
- iv) A typical landscaping plan for each building or structure shall be submitted and approved with the Sub-Area A Final Development Plan or part thereof. This typical landscaping shall set forth the minimum amount of required landscaping for each building or structure at the time of construction of each building or structure prior to the issuance of a Certificate of Occupancy.
- i) **Streets.** All streets in Sub-Area A shall be either public or private, built to public street standards as determined by the City Engineer.
- j) **Other Standards.** Except as provided otherwise in this Development Text as to Sub-Area A, all applicable provisions of the then-current Zoning Code Chapters 1134 and 1171 shall apply based upon the specific use and/or type of facility in this Sub-Area.

6) SUB-AREA B – DEVELOPMENT STANDARDS

- a) Uses.** The following uses shall be considered permitted or conditionally permitted uses in Sub-Area B as represented in the chart below by P or C, respectively, and as defined within 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.
- i) **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.
 - ii) **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 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.
 - iii) **Accessory Uses.** Although not specified in the chart below, accessory uses, which are considered permitted uses, include those items that are accessory and necessary to the principal use of land. Such items include but are not limited to fences, trash receptacles and enclosures, patios, decks, swimming pools, private garages, and off-street parking areas.

Land Use Category	Sub-Area B Uses as noted
1) Residential	
Single-family attached dwelling, 2 stories	P
2) Recreation/Open Space	
a) Public Parks and Playgrounds	P
b) Noncommercial recreation facility (including condominium association controlled facilities)	P

b) **Density and Number of Dwelling Units.** The Sub-Area B density shall not exceed 13~~30~~ units, as approved on the Infrastructure and Overall Preliminary Development Plan or the Sub-Area B Preliminary Development Plan.

c) **Lot Standards.** The following standards shall apply for lot standards and coverage.

Lot Standards	Sub-Area B
Minimum lot area	As approved on the Sub-Area B Final Development Plan and consistent with the Sub-Area B Preliminary Development Plan
Minimum lot width and frontage*	As approved on the Sub-Area B Final Development Plan and consistent with the Sub-Area B Preliminary Development Plan
Maximum building coverage	As approved on the Sub-Area B Final Development Plan and consistent with the Sub-Area B Preliminary Development Plan
Maximum lot coverage**	As approved on the Sub-Area B Final Development Plan and consistent with the Sub-Area B Preliminary Development Plan

- i) *Lot frontage requirement may be met by providing the minimum frontage along private streets or cross access easements connecting to public streets.
- ii) **Lot coverage shall be determined by calculating the total area of any impervious surface divided by the area of Sub-Area B and converted to a percentage.

d) **Building Setback Standards.** The following standards shall apply for minimum building setbacks. Decorative architectural elements such as canopies and overhangs shall be permitted to encroach into any setback provided that no encroachment shall exceed 5 feet.

Minimum Building Setbacks	Sub-Area B
Setback from Merrick Parkway	35 ft., or as approved on the Sub-Area B Final Development Plan and consistent with the Sub-Area B Preliminary Development Plan
Perimeter rear setback	20 ft., or as approved on the Sub-Area B Final Development Plan and

	consistent with the Sub-Area B Preliminary Development Plan
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Architectural features may project into required yards/setbacks as permitted by Section 1149.02(e) of the Zoning Code.

- e) **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.

Minimum Parking Setbacks	Sub-Area B
Setback from Merrick Parkway	35 ft.
Setback from any private access drive or street	0 ft.
Setback from interior property lines	As approved on the Sub-Area B Final Development Plan
Other setbacks	As approved on the Sub-Area B Final Development Plan

- f) **Minimum Square Footage Requirements.** Attached townhomes square footage requirement is 1,200 square feet, with not less than two (2) bedrooms. Each additional bedroom beyond two (2) bedrooms shall increase floor area requirements by 200 square feet.
- g) **Maximum Building Height.** The maximum height of any 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.
- h) **Landscaping and Screening.** All landscaping and screening shall meet the requirements of the then-current Zoning Code and shall be installed by the developer of this Sub-Area B unless modified in this Development Text or the Infrastructure and Overall Final Development Plan or a Sub-Area Final Development Plan and shall thereafter be maintained by the owner of Sub-Area B.
- i) Along proposed Merrick Parkway a multi-use path and green space shall be provided as shown on the Overall Preliminary Development Plan. Along Merrick Parkway there shall be a 2 foot to 3 foot high mound, with landscaping, along Merrick Parkway, matching the mounding, with landscaping, in Sub-Area A along Merrick Parkway and Heritage

Boulevard. Mounding, trees and landscaping may be in the road right-of-way of Merrick Parkway. Extensive additional landscaping shall be included if and as approved on the Sub-Area B Final Development Plan.

- ii) An open area and storm water retention pond shall be located on the southeast portion of Sub-Area B as shown on the Overall Preliminary Development Plan. The pond shall have at least one functioning fountain . There will be 2 foot to 3 foot mounding and landscaping And there may be safety devices between the pond and the Heritage Boulevard extension and proposed Merrick Parkway as required by the City Engineer.
- iii) In both Open Space A and Open Space B there shall be benches or other amenities. There shall be buffering and/or tree preservation zone/area along the railroad tracks as provided in the Sub-Area B Preliminary Development Plan.
- i) **Other Standards.** Except as otherwise provided in this Development Text or in the Sub-Area B Preliminary Development Plan, all applicable provisions of the then-current Zoning Code’s Chapters 1134 and 1171 shall apply.

7) **SUB-AREA C – DEVELOPMENT STANDARDS**

- a) **Uses.** The following uses shall be considered permitted or conditionally permitted uses in Sub-Area C as represented in the chart below by P or C, respectively, and as defined within 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.
 - i) **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.
 - ii) **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 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.
 - iii) **Accessory Uses.** Although not specified in the chart below, accessory uses, which are considered permitted uses, include those items that are accessory and necessary to the principal use of the land. Such items include but are not limited to fences, trash receptacles

and enclosures, patios, decks, swimming pools, private garages, and off-street parking areas.

Land Use Category	Sub-Area C
1) Residential	
a) Single-family detached dwelling/home	P
b) Bed and Breakfast	C
2) Recreation/Open Space	
a) Public Parks and Playgrounds	P
b) Private Parks and Playgrounds	P

- b) Acreage and Density.** The overall Sub-Area C mix of dwelling unit types and sizes shall not exceed seventy-six (76) dwelling units in total .
- c) Lot Standards.** The lots are a minimum of sixty-five feet (65’) in width and a minimum of one hundred twenty-five feet (125’) in depth except for sixteen (16) lots which have a minimum of fifty-two feet (52’) in width and a minimum of one hundred twenty-five feet (125’) in depth. Lots which abut to their rear the rear of a lot in Shelbourne Forest Subdivision shall be at the street the same width as the abutting lot in Shelbourne Forest Subdivision and shall, except where the abutting lot in Shelbourne Forest Subdivision is at the lot’s rear lot line greater in width than 65 feet due to the curve in Executive Boulevard, have matching side lot lines.
- d) Setback Standards.** The following standards shall apply for minimum principal building setbacks from the applicable lot line.

Minimum Building Setbacks	Sub-Area C
Front setback	25’
Rear setback	30’
Side setback	5’ on 52’ wide lot and 8’ on 65’ wide lot

Architectural features may project into required yards/setbacks as permitted by Section 1149.02(e) of the Zoning Code.

- e) **Minimum Square Footage and Garage Requirements.** The square feet minimum floor area, exclusive of basements (unless finished walk-out basements), unfinished attic spaces, garages, and any attached or detached accessory buildings for a single-story, single-family three (3) bedroom home shall be 1,500 square feet and for a two (2)-story, single-family three (3) bedroom home shall be 1,700 square feet. Each additional bedroom shall increase the minimum floor area by 200 square feet. Each home shall have an attached two (2) or three (3) car garage.
- f) **Maximum Building Height.** The maximum height of any home shall be 35 feet as measured from the average elevation of the finished grade at the front of the home to the highest point of the roof.
- g) **Parking Standards.** Each home shall have a 2-car or larger garage and parking in the home's driveway for at least two (2) cars.
- h) **Landscaping and Screening.** All landscaping and screening shall be installed by the developer of this Sub-Area C and shall meet the requirements of the then-current Zoning Code unless modified in this Development Text by Section 2. j) and this Section 7. h) and thereafter maintained by the Sub-Area C owners' association. Open Space J shall have a gravel or stone path from the Taylor Avenue turnaround to Heritage Boulevard, and a playground area with multi-use path from Executive Boulevard to Street B. A typical landscaping plan shall be submitted and approved with the Sub-Area C Final Development Plan. This typical landscaping plan shall set forth the minimum amount of required landscaping for each single-family home at the time of building of each home prior to the issuance of a Certificate of Occupancy. There shall be 2 foot to 3 foot mounding with landscaping along Heritage Boulevard between Merrick Parkway and Street A.
- i) **Other Standards.** Except as otherwise provided in this Development Text or in the Sub-Area C Preliminary Development Plan, all applicable provisions of the then-current Zoning Code's Chapters 1134 and 1171 shall apply.

8) SUB-AREA D – DEVELOPMENT STANDARDS

- a) **Uses.** The following uses shall be considered permitted or conditionally permitted uses in Sub-Area D as represented in the chart below by P or C, respectively, and as defined within 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.
 - i) **Permitted Uses.** Permitted uses are permitted by right and shall meet all applicable development standards specified within this Development Text and the Zoning Code.
 - ii) **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 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.
 - iii) **Accessory Uses.** Although not specified in the chart below, accessory uses, which are considered permitted uses, include those items that are accessory and necessary to the principal use of the land. Such items include but are not limited to fences, trash receptacles and enclosures, patios, decks, swimming pools, private garages, and off-street parking areas.

Land Use Category	Sub-Area D
1) Residential	
a) Single-family detached dwelling/home	P
b) Bed and Breakfast	C
2) Recreation/Open Space	
a) Public Parks and Playgrounds	P
b) Private Parks and Playgrounds	P

- b) **Acreage and Density.** The overall Sub-Area D density and mix of dwelling unit types and sizes shall not exceed one hundred eighty (180) dwelling units in total.
- c) **Lot Standards.** The lots are a mixture of (i) minimum of sixty-five feet (65') in width and a minimum of one hundred twenty-five feet (125') in depth and (ii) minimum of fifty-two feet (52') in width and a minimum of one hundred twenty feet (120') in depth as shown on the Overall Preliminary Development Plan. Lots which abut to their rear the rear of a lot in Hayes Colony Subdivision shall be as shown on the Overall Preliminary Development Plan.
- d) **Setback Standards.** The following standards shall apply for minimum principal building setbacks from the applicable lot line.

Minimum Building Setbacks	Sub-Area D
Front setback	25'
Rear setback	30'
Side setback (52 foot wide lots)	5'
Side setback (65 foot wide lots)	8'

Architectural features may project into required yards/setbacks as permitted by Section 1149.02(e) of the Zoning Code.

- f) **Minimum Square Footage and Garage Requirements.** The square feet minimum floor area, exclusive of basements (unless finished walk-out basements), unfinished attic spaces, garages, and any attached or detached accessory buildings for a single-story, single-family three (3) bedroom home shall be 1,500 square feet on a sixty-five foot (65') wide lot and 1,250 square feet on a fifty-two foot (52') wide lot, and for a two (2)-story, single-family three (3) bedroom home shall be 1,750 square feet on a sixty-five foot (65') wide lot and 1,500 square feet on a fifty-two foot (52') wide lot. Each additional bedroom shall increase the minimum floor area by 200 square feet. Each home shall have an attached two (2) or three (3) car garage on a sixty-five foot (65') wide lot and a two (2) car garage on a fifty-two foot (52') wide lot.

- g) **Maximum Building Height.** The maximum height of any single-family home shall be 35 feet as measured from the average elevation of the finished grade at the front of the home to the highest point of the roof.
- h) **Parking Standards.** Each home shall have a 2-car garage or larger and have parking in the home's driveway for at least two (2) cars. There will be on-street parking as may be provided in the Zoning Code or in the Sub-Area D Final Development Plan, as approved by the City Engineer.
- i) **Landscaping and Screening.** All landscaping and screening shall be installed by the developer of Sub-Area D and shall meet the requirements of the then-current Zoning Code unless modified in this Development Text by Section 2. j) and this Section 8. h) and thereafter shall be maintained by the Sub-Area D homeowners' association. In Open Space L, Open Space M and Open Space N there shall be benches or other amenities. Open Space L shall have no amenities and be passive open space. A typical landscaping plan shall be submitted and approved with the Sub-Area D Final Development Plan. This typical landscaping plan shall set forth the minimum amount of required landscaping for each single-family home at the time of building of each home prior to the issuance of a Certificate of Occupancy. There shall be 2 foot to 3 foot mounding with landscaping along Heritage Boulevard between Merrick Parkway and Street D. Tree preservation zones/areas for existing trees shall be established (a) adjacent to the west boundary of Sub-Area D along the railroad tracks and (b) adjacent to the Hayes Colony subdivision.
- i) **Other Standards.** Except as otherwise provided in this Development Text or in the Sub-Area D Preliminary Development Plan, all applicable provisions of the then-current Zoning Code's Chapters 1134 and 1171 shall apply.

9) SUB-AREA E – DEVELOPMENT STANDARDS

- a) **Uses.** The following uses shall be considered permitted or conditionally permitted uses in Sub-Area E as represented in the chart below by P or C, respectively, and as defined within 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.

- i) **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.
- ii) **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 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.
- iii) **Accessory Uses.** Although not specified in the chart below, accessory uses, which are considered permitted uses, include those items that are accessory and necessary to the principal use of the land. Such items include but are not limited to fences, trash receptacles and enclosures, patios, decks, swimming pools, private garages, and off-street parking areas.

Land Use Category	Sub-Area E Uses
1) Residential	
Multi-family attached dwellings	P
2) Recreation/Open Space	
a) Public Parks and Playgrounds	P
b) Private Parks and Playgrounds	P

- b) **Dwelling Unit Density.** The overall Sub-Area E density shall not exceed three hundred fifteen (315) apartment units in total.
- c) **Lot Standards.** Sub-Area E shall be a single lot or a single lot for each phase of Sub-Area E's development and provisions of the Zoning Code for a lot shall not apply to Sub-Area E.
- d) **Building and Parking Setback Standards.** The following standards shall apply for minimum principal building setbacks, which are to be measured from the perimeter of the Sub-Area to create a perimeter setback.

Minimum Building Setbacks	Sub-Area E
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North setback with buffer of mounding, with trees and landscaping	60'
South setback from Merrick Parkway, with trees and landscaping and 2 foot to 3 foot mounding, which may be in the right-of-way as may be provided in the Sub-Area E Final Development Plan	35'
West setback from Heritage Boulevard extension, with trees and landscaping	25'
East setback from Bruce Road Connector, with trees and landscaping	25'

Minimum Parking Setback	Sub-Area E
North setback	60'
South setback	35'
West setback	25'
East setback	25'

- e) **Minimum Square Footage Requirements and Apartment Unit Information.** Each multi-family unit shall provide a minimum of 1,250 square feet floor area, exclusive of unfinished attic space and garages. The units will range in size from 1,250 square feet to 1,750 square feet. All units will be single-story, handicap accessible, two-bedroom, two-bath, two-car attached garage with outdoor patio and extensive landscaping.
- f) **Buildings.** The single-story buildings will have from three (3) to eight (8) apartment units with five (5) design styles of unit configurations. Except as may be otherwise provided in the Sub-Area E Preliminary Development Plan, the provisions of Section 3. b) shall apply. Architectural features include Vinyl Higher End siding with natural or cultured limestone veneer or brick wainscoting, pitched roofs, gables, cupolas, dormers, decorative garage doors, asphalt shingles, split shake vinyl siding on some gables, decorative louver, single hung windows with colonial pattern flat grids, and color sequences to differentiate each building. There shall be submitted final development plans to staff for building permits that should include specific architectural elevations identifying building materials for each specific unit, the color pallet and the proposed mix of the units to assure a compatible Sub-

Area development will be achieved. Dormers, cupolas, gables and other architectural features will be used to provide variety in building appearance.

- g) Maximum Building Height.** The maximum height of any residential building or structure shall be twenty-five feet (25') as measured from the average elevation of the finished grade at the front of the building to the highest point of the roof. No residential building or structure shall be more than one (1) story in height.
- h) Streets and Parking.** The streets will be private built to public standards and constructed of concrete with integrated four foot (4') sidewalk on one side at the same level as the street and driveway approach (for handicap accessibility), a total of street and sidewalk thirty feet (30') in width, with the sidewalk differentiated from the street by the use of stained concrete for the sidewalk, as approved by the City. For handicap accessibility reasons there will be no on-street parking. For each apartment unit there will be two (2) parking spaces in the garage and two (2) parking spaces in the driveway. There will be porch lights and/or garage carriage lights and such street lighting as provided in the Sub-Area E Preliminary Development Plan.
- i) Landscaping and Screening.** All landscaping and screening shall meet the requirements of the then-current Zoning Code unless modified in this Development Text or the Sub-Area E Preliminary Development Plan.

 - i) A landscaped buffer sixty feet (60') in width, preserving as many existing trees as possible while installing a mound with evergreen trees, shall be provided on the northern boundary of Sub-Area E to buffer existing homes in the Oakhurst Subdivision. Plantings at a minimum shall include a staggered course (soldier course) of evergreen with trees at least six feet (6') tall at time of planting. The mounding shall be continuous and at least six (6) to eight (8) feet, may undulate (vary) slightly and shall account for all required water runoff courses to ensure proper drainage without compromising the sixty (60) foot buffer. These elements shall be shown on the Sub-Area E Preliminary Development Plan and Sub-Area E Preliminary Landscape Plan. These elements shall be installed prior to or concurrent with the first construction in Sub-Area E.
 - ii) There shall be 2 foot to 3 foot high mounding, with landscaping, along Heritage Boulevard, Merrick Parkway and the Bruce Road Connector, which mounding may in

areas be in the road right-of-way if so provided in the Sub-Area E Preliminary Development Plan.

- iii) A typical landscaping plan for each building shall be submitted and approved with the Sub-Area E Final Development Plan . This typical landscaping plan shall set forth the minimum amount of required landscaping for each building at the time of construction of each building prior to the issuance of a Certificate of Occupancy.
- iv) With the Sub-Area E Final Development Plan there will be an Open Space Landscape Plan with walking paths, benches and similar amenities and trees and landscaping.
- j) Building Setbacks and Separation.** The front of the buildings will be located not less than twenty-one feet (21') from the edge of sidewalk (or street if no sidewalk on that side of the street) and with a two-car driveway not less than twenty-one feet (21') in length. The rear of the buildings will be not less than twenty feet (20') from the Sub-Area lot line, another building, or a pond.
- k) Other Standards.** The standards in Chapters 1134 and 1171 of the then-current Zoning Code shall be applicable to Sub-Area E except where different standards are set forth in this Development Text and/or the Sub-Area E Preliminary Development Plan.

10) SUB-AREA F –DEVELOPMENT STANDARDS

- a) Uses.** The following uses shall be considered permitted, conditionally permitted, or limited uses in Sub-Area F as represented in the chart below by P, C, or L, respectively, and as defined within 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.
 - i) **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.
 - ii) **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.

- iii) **Limited Uses.** Limited uses shall be considered permitted uses subject to complying with all the specific limitations and restrictions as specified within this Development Text or the Sub-Area F Final Development Plan .
- iv) **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	Sub-Area F Uses
1) Office and Professional Services	
a) Offices – administrative, business and professional	P
b) Financial institutions, banks	P
c) Medical and dental offices, health and allied services	P
2) Retail and Services	
a) Retail and service establishments with a minimum gross floor area of 80,000 square feet or greater	L
b) Retail and service establishments in completely enclosed buildings with a minimum gross floor area of less than 80,000 square feet.	P
c) Restaurant – table service	P
d) Restaurant – counter service	P
e) Veterinary office (no outside run or outside kennel)	L
f) Veterinary hospital (no outside run or outside kennel)	L
3) Automotive and Transportation	
a) Gasoline station (passenger vehicle refueling only) with or without convenience store, restaurant or car wash	L
b) Stand-Alone ATM Facility	L
c) Drive-through facility associated with any principal permitted use	L

Land Use Category	Sub-Area F Uses
4) Outdoor Display/Storage*	
a) Outdoor display	L
b) Outdoor storage	L
c) Garden Center	L
5) Community Facilities	
a) Schools, trade, business or cultural arts	C
b) Public cultural institutions and art galleries	P
c) Day care center, child/adult	C
d) Public safety and service facility	P
e) Public Parks and Playgrounds	P
f) Public utility substation or distribution facility	L
6) Recreation and Entertainment	
a) Indoor recreation and amusement (such as indoor theater, bowling alley, arcade, billboard parlor, assembly hall and party center)	L
b) Public parks and playgrounds	P
c) Health club	P
7) Accessory Uses	
a) Outdoor Patio as accessory to a restaurant	L
8) Apartments	
a) Multi-family residential, 2, 3 or 4-story	C

*Self-storage facilities are not permitted.

b) Specific Standards for Limited Uses. Any use listed as a limited use shall meet all requirements of the then-current Zoning Code unless otherwise exempted or modified in this Section which shall take precedence in all cases as determined through the Sub-Area F Final Development Plan approval process. If any of the requirements set forth in this Development Text or the then-current Zoning Code are not met, the use shall be considered a Conditional Use and a Conditional Use Permit must be approved as set forth in the Zoning Code.

Notwithstanding anything to the contrary in this Development Text or otherwise there shall not be more than one (1) gasoline station in the entire Development.

- i) **Retail or Service Establishment with a Minimum Gross Floor Area of 80,000 Square Feet or Greater.** Unless modified within this Development Text all requirements of Chapter 1148 and as noted in that Chapter as regulations for uses over 100,000 square feet (aka Big Box uses) shall be applied herein to uses greater than 80,000 square feet.
- ii) **Veterinary Office (with no outside run or outside kennel) and Veterinary Hospital (with no outside run or outside kennel).** Such uses shall meet all requirements of the then-current Zoning Code and be limited to household pets, with no on-site services to livestock, goats, equine, and other non-domesticated animals prohibited.
- iii) **Gasoline Station (with or without convenience store).** This use is only permitted (and therefore is limited) to be an accessory use (not a stand-alone use) to retail or service establishments with a minimum gross floor area over 80,000 square feet (aka 'Big Box' uses). The Gasoline Station shall be designed in a manner to minimize its appearance from any public roadway. Within this Sub-Area F a Gasoline Station is only allowed within a parking lot area as shown on the Sub-Area F Preliminary Development Plan and only when an approved and actively used 'Big Box' user is present on the site that either owns or has a business relationship with the Gasoline Station. Only passenger vehicle fueling shall be allowed. Such use shall meet all requirements of the then-current Zoning Code and be designed in a manner that substantially limits the view of fueling pumps from the public right-of-way. Any canopy or weather cover associated with the Gasoline Station shall be designed in manner that is substantially similar with the overall development of Sub-Area F and its principal building(s), and shall not include exposed metal support columns. Canopies shall be of neutral color and include a pitched roof. Signs shall only be allowed in accordance with an approved comprehensive sign plan. A single limited area for outdoor storage areas shall be delineated on the Final Development Plan for Sub-Area F. Any accessory appurtenances such as propane, ice, etc. shall be located on the side of the building away from the public way and shall be screened with landscaping and/or walls made of materials of similar type and quality to the primary building. Lights shall be fully recessed and cut off. No more than one gas station (with or without convenience store) is permitted in Sub-Area F or in the Development.

- iv) **Stand-Alone ATM Facility.** A stand-alone ATM facility is only permitted (and therefore is limited) to an accessory use to retail or service establishments with a minimum gross floor area over 80,000 square feet (aka ‘Big Box’ uses). Such use shall not be located along any public right-of-way. The use shall be located in a manner that does not unreasonably disrupt traffic or pedestrian circulation. The structure housing the ATM shall be designed and landscaped in a manner consistent with the overall development design of Sub-Area F so as to minimize its presence.
- v) **Drive-through Facility Associated with any Principal Permitted Use.** A drive-through facility is only permitted (and therefore is limited) to an accessory use. A covered pick-up area may be permitted in the front of the principal building. Any canopy or weather cover associated with the drive-through facility shall be designed in a manner that is substantially similar with the overall development of Sub-Area F and the principal buildings in Sub-Area F, and shall not include exposed metal support columns.
- vi) **Car Wash.** This use is only permitted (and therefore is limited) to an accessory use to retail or service establishments with a minimum gross floor area over 80,000 square feet (aka ‘Big Box’ uses) which has an associated Gasoline Station. The car wash shall be designed and located to be integrated with such Gasoline Station. Such use shall meet all requirements of the then-current Zoning Code and be located to the side or rear (opposite the public right-of-way) of the principal building. The car wash, whether detached or attached to the principal building, shall be designed in a manner that is substantially similar with the overall development of Sub-Area F.
- vii) **Outdoor Storage and Outdoor Display.** The following standards shall apply for outdoor storage and outdoor display.
 - (1) Permanent outdoor storage and outdoor display in any parking area in front of a building is prohibited.
 - (2) Outdoor display of seasonal merchandise is permitted in the walkway area in front of and to the side of the building in limited areas defined on the Final Development Plan for Sub-Area F provided a minimum pedestrian walkway of five feet (5’) in width is maintained between the front of the building and parking spaces or drive aisle. In no case shall such area exceed 500 square feet separately or in total. Such areas shall be limited to seasonal for sale merchandise such as lawnmowers, grills,

sheds, snow blowers, and other items. In no case shall any vending machines, ice boxes, palletized items, bulk material, or other similar items be permitted in such outdoor display areas. Additionally, no items may be mounted to the side of the building and display heights shall not exceed six feet (6') in height.

(3) Outdoor storage of pallets, appliances to be recycled, or other items that are not for sale is permitted only at the rear of the principal building provided the outdoor storage area is limited to an area defined on the Final Development Plan for Sub-Area F, is demarcated in a manner that adequately contains the item(s) to be stored, and is completely screened from view of any public right-of-way or private access drive with mounding and/or landscaping providing year round 100% opacity.

(4) No self-storage facilities are allowed.

viii) **Garden Center.** This use is only permitted (and therefore is limited) to an accessory use to retail or service establishments with a minimum gross floor area over 80,000 square feet (aka 'Big Box' uses). Garden Centers are structures which are attached to the principal building and enclosed on four sides for the purposes of displaying garden related items, vegetation, bulk materials, or other items. Such structures shall be substantially similar in design with the overall development of Sub-Area F including being fully integrated into the principal building design. The enclosures shall be designed in a manner that substantially limits the view of any item within the Garden Center. In no case shall any item contained within the Garden Center extend above the height of the enclosure.

ix) **Public Utility Substation or Distribution Facility.** Such use shall meet all requirements of the then-current Zoning Code and shall be landscaped to block all public view of the substation or facility.

x) **Indoor Recreation and Amusement.** These uses shall obtain a Conditional Use Permit prior to being allowed and must follow the Conditional Use Permit processes and procedures.

xi) **Outdoor Patios.** Patios shall be permitted in Sub-Area F only accessory to a restaurant, and any such patio shall not have an outdoor sound system (amplified or acoustic) or permit outdoor entertainment.

c) **Lot Standards.** The following standards shall apply for lot standards and coverage.

Lot Standards	Sub-Area F
Minimum lot area	As approved on Final Development Plan – Sub-Area F
Minimum lot width and frontage*	As approved on Final Development Plan – Sub-Area F
Maximum building coverage	As approved on Final Development Plan – Sub-Area F
Maximum lot coverage**	As approved on Final Development Plan – Sub-Area F

- i) *Lot frontage requirement may be met by providing the minimum frontage along cross access easements connecting to public streets.
 - ii) **Lot coverage shall be determined by calculating the total area of any impervious surface divided by the area of Sub-Area F and converted to a percentage.
- d) **Building Setback Standards.** The following standards shall apply for minimum building setbacks. Decorative architectural elements such as canopies and overhangs shall be permitted to encroach into any setback provided that no encroachment shall exceed five feet (5’).

Minimum Building Setbacks	Sub-Area F
Setback from north boundary of Sub-Area F, with mounding, 6 foot to 8 foot with trees and landscaping	20 ft.
Setback from proposed Bruce Road Connector, with mounding, trees and landscaping	60 ft.
Setback from commercial access road, with mounding, trees and landscaping	60 ft.
Setback from Merrick Parkway, with mounding, trees and landscaping	100 ft.

- e) **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.

Minimum Parking Setbacks	Sub-Area F
Setback from north boundary of Sub-Area F, with mounding, 6 foot to 8 foot with trees and landscaping	20 ft.
Setback from internal collector roads	20 ft.
Setback from any private access drive or street	20 ft.
Setback from interior property lines	40 ft.
Setback from Merrick Parkway	40 ft.

- f) **Maximum Building Height.** The maximum height of any building or structure shall be fifty feet (50') as measured from finished floor elevation to the highest point of the roof.
- g) **Landscaping and Screening.** All landscaping and screening shall meet the requirements of the Zoning Code and Section 2 of this Development Text. There shall be 2 foot to 3 foot high mounding, with landscaping, along Merrick Parkway, which mounding may in areas be in the road right-of-way if so provided in this Sub-Area's Preliminary Development Plan. A tree preservation zone/area shall be established adjacent to the streambed as shall be provided in the Sub-Area F Preliminary Development Plan.
- h) **Other Standards.** Lot line standards shall be as approved in the Sub-Area F Final Development Plan. Except as otherwise provided in this Development Text or in the Sub-Area F Preliminary Development Plan, all applicable provisions of Chapters 1134, 1143 and 1171 of the then-current Zoning Code shall apply.

11) SUB-AREA G –DEVELOPMENT STANDARDS

- a) **Uses.** The following uses shall be considered permitted, conditionally permitted, or limited uses in Sub-Area G as represented in the chart below by P, C, or L, respectively, and as defined within 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.
- i) **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.

- ii) **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.
- iii) **Limited Uses.** Limited uses shall be considered permitted uses subject to complying with all the specific limitations and restrictions as specified within this Development Text as determined by the Sub-Area G Final Development Plan approval.
- iv) **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	Sub-Area G Uses
1) Office and Professional Services	
a) Offices – administrative, business and professional	P
b) Financial institutions, banks	P
c) Medical and dental offices, health and allied services	P
2) Retail and Services	
a) Restaurant – table service	P
b) Restaurant – counter service	P
c) Retail and service establishments in completely enclosed buildings under 80,000 square feet	P
d) Veterinary office (no outside run or outside kennel)	L
e) Veterinary hospital (no outside run or outside kennel)	L
3) Automotive and Transportation	
a) Gasoline station (passenger vehicle refueling only) with or without convenience store or restaurant	P

Land Use Category	Sub-Area G Uses
b) Stand-Alone ATM Facility	L
c) Drive-through facility associated with any principal permitted, limited, or conditionally permitted use	L
d) Car wash	C
4) Outdoor Display/Storage*	
a) Outdoor display	L
b) Outdoor storage	L
5) Community Facilities	
a) Schools, trade, business or cultural arts	C
b) Public cultural institutions and art galleries	P
c) Day care center, child/adult	P
d) Public safety and service facility	P
e) Public Parks and Playgrounds	P
f) Public utility substation or distribution facility	L
6) Recreation and Entertainment	
a) Indoor recreation and amusement (such as indoor theater, bowling alley, arcade, billboard parlor, assembly hall and party center)	L
b) Public parks and playgrounds	P
c) Health club	P
7) Accessory Uses	
a) Outdoor Patio as accessory to a restaurant	L

*Self-storage facilities are not permitted.

b) Specific Standards for Limited Uses. Any use listed as a limited use shall meet all requirements of the Zoning Code unless otherwise exempted or modified in this Section, which shall take precedence in all cases, as determined through the final development plan approval process. If any of the requirements set forth in this Development Text or the then-current Zoning Code are not met, the use shall be considered a Conditional Use and a Conditional Use Permit must be approved as set forth in the Zoning Code.

- i) **Veterinary Office (with no outside run or outside kennel) and Veterinary Hospital (with no outside run or outside kennel).** Such uses shall meet all requirements of the then-current Zoning Code and be limited to household pets; on-site services to livestock, goats, equine, and other non-domesticated animals are prohibited.
- ii) **Gasoline Station (with or without convenience store and with or without restaurant).** This use is permitted. Such use shall meet all requirements of the then-current Zoning Code. Any canopy or weather cover associated with the Gasoline Station shall be designed in manner that is substantially similar with the overall development of Sub-Area G and shall not include exposed metal support columns. No more than one gas station (with or without convenience store and with or without restaurant) is permitted in Sub-Area G or in the Development.
- iii) **Stand-Alone ATM Facility.** A stand-alone ATM facility shall not be located along any public right-of-way and shall be limited to areas interior to Sub-Area G. The use shall be located in a manner that does not unreasonably disrupt traffic or pedestrian circulation. The structure housing the ATM shall be designed and landscaped in a manner consistent with the overall designs in Sub-Area G and so as to minimize its presence.
- iv) **Drive-through Facility Associated with any Principal Permitted, Limited, or Conditionally Permitted Use.** A drive-through facility shall meet all requirements of the then-current Zoning Code and be located to the side or rear (opposite the public right-of-way) of the principal building. A covered pick-up area may be permitted in the front of the principal building. Any canopy or weather cover associated with the drive-through facility shall be designed in a manner that is substantially similar with the overall development of Sub-Area G and the principal building, and shall not include exposed metal support columns.
- v) **Car Wash.** Such use shall meet all requirements of the then-current Zoning Code. The building, whether detached or attached to the Gasoline Station, shall be designed in a manner that is substantially similar with the overall development of Sub-Area G.
- vi) **Outdoor Storage and Outdoor Display.** The following standards shall apply for outdoor storage and outdoor display.
 - (1) Permanent outdoor storage and outdoor display in any parking area in front of a building is prohibited.

(2) Outdoor display of seasonal merchandise is permitted in the walkway area in front of and to the side of the building in limited areas defined on the Final Development Plan for Sub-Area G provided a minimum pedestrian walkway of five feet (5') in width is maintained between the front of the building and parking spaces or drive aisle. In no case shall such area exceed 500 square feet separately or in total. Such areas shall be limited to seasonal for sale merchandise such as lawnmowers, grills, sheds, snow blowers, and other items. In no case shall any vending machines, ice boxes, palletized items, bulk material, or other similar items be permitted in such outdoor display areas. Additionally, no items may be mounted to the side of the building and display heights shall not exceed six feet (6') in height.

(3) Outdoor storage of palettes, appliances to be recycled, or other items that are not for sale is permitted only at the rear of the principal building provided the outdoor storage area is limited to an area defined on the Final Development Plan for Sub-Area G, is demarcated in a manner that adequately contains the item(s) to be stored, and is completely screened from view of any public right-of-way or private access drive with mounding and/or landscaping providing year round 100% opacity.

(4) No self-storage facilities are allowed.

vii) **Public Utility Substation or Distribution Facility.** Such use shall meet all requirements of the then-current Zoning Code and shall be landscaped to block all public views.

viii) **Indoor Recreation and amusement.** These uses shall obtain a Conditional Use Permit prior to being allowed and must follow the Conditional Use Permit processes and procedures.

ix) **Outdoor Patios.** Patios shall be permitted within Sub-Area G, and any such patio shall not have an outdoor sound system (amplified or acoustic) or permit outdoor entertainment.

c) Building Design.

i) Building design and materials shall be of the highest quality in accordance with Section 3, c) of this Development Text as approved on the Sub-Area G Final Development Plan.

ii) Buildings shall be oriented to a public street.

iii) Split-faced concrete block, painted standard concrete block (CMU), tilt-up concrete panels, or pre-fabricated steel panels are prohibited as exterior building materials.

iv) EIFS, Dryvit, stucco, or similar products are prohibited as an exterior material.

- v) Accessory structures such as enclosures for dumpsters, refrigeration and freezing units, and other similar structures shall consist of brick and stone or similar approved materials as the exterior material. Any accessory structure shall be designed to be consistent and cohesive with the principal building it serves and shall have metal or wood doors painted or stained in color to match the color scheme of the principal building to minimize the appearance of the accessory structure.
 - vi) Rooftop mechanical equipment shall be screened from public view from all sides of the building through the use of parapets, equipment screens, or other screening measures as deemed appropriate.
- d) Lot Standards.** Sub-Area G may be further divided into smaller lots but in no case shall the lot area of an individual lot fall under the required minimum amount noted hereinbelow. After the recording of any Final Subdivision Plat for this Sub-Area G, Administrative (minor) lot splits are allowable if they are in conformance with this Development Text and all applicable Zoning Code regulations. The following standards shall apply for lot standards and coverage.

Lot Standards	Sub-Area G
Minimum lot area	As approved on the Sub-Area G Final Development Plan
Minimum lot width and frontage*	As approved on the Sub-Area G Final Development Plan
Maximum building coverage	As approved on the Sub-Area G Final Development Plan
Maximum lot coverage**	As approved on the Sub-Area G Final Development Plan

- i) *Lot frontage requirement may be met by providing the minimum frontage along cross access easements connecting to public streets.
 - ii) **Lot coverage shall be determined by calculating the total area of any impervious surface divided by the area of Sub-Area G and converted to a percentage.
- e) Building Setback Standards.** The following standards shall apply for minimum building setbacks. Decorative architectural elements such as canopies and overhangs shall be permitted to encroach into any setback provided that no encroachment shall exceed five feet (5').

Minimum Building Setbacks	Sub-Area G
Setback from U.S. 23 North	40 ft.
Setback from commercial access road	40 ft.
Setback from Merrick Parkway	40 ft.
Setback from north boundary line of Sub-Area G	20 ft.

- f) **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.

Minimum Parking Setbacks	Sub-Area G
Setback from U.S. 23 North	15 ft.
Setback from any commercial access road	10 ft.
Setback from north boundary of Sub-Area G	10 ft.
Setback from Merrick Parkway	20 ft.

- g) **Maximum Building Height.** The maximum height of any building or structure shall be fifty feet (50') as measured from finished floor elevation to the highest point of the roof.
- h) **Landscaping and Screening.** The twenty feet (20') in width of the existing tree line located along the northern edge of Sub-Area G shall be preserved to the maximum extent possible. In areas where Sub-Area G may be visible from adjacent off-site residential uses, additional landscaping and buffering may be required as approved on the Sub-Area G Final Development Plan . There shall be a 2 foot to 3 foot mound with landscaping along Merrick Parkway and U.S. 23. A tree preservation zone/area shall be established adjacent to the streambed as shall be provided in the Sub-Area G Preliminary Development Plan.

- i) **Other Standards.** Except as otherwise provided in this Development Text or in the Preliminary Development Plan as to this Sub-Area G, all applicable provisions of Chapters 1134 and 1171 of the then-current Zoning Code as to the B-4 zoning district shall apply.

12) SUB-AREA H – DEVELOPMENT STANDARDS

- a) **Uses.** The following uses shall be considered permitted or conditionally permitted uses in Sub-Area H as represented in the chart below by P or C, respectively, and as defined within 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.
 - i) **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.
 - ii) **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 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.
 - iii) **Accessory Uses.** Although not specified in the chart below, accessory uses, which are considered permitted uses, include those items that are accessory and necessary to the principal use of the land. Such items include but are not limited to fences, trash receptacles and enclosures, patios, decks, swimming pools, private garages, and off-street parking areas.

Land Use Category	Sub-Area H
1) Residential	
a) Single-family detached and attached dwelling/home	P
b) Senior housing (age restricted, 55 and older), detached and attached (no more than 2 units in a building)	P

Land Use Category	Sub-Area H
2) Recreation/Open Space	
a) Public Parks and Playgrounds	P
b) Private Parks and Playgrounds	P

b) Acreage and Density. The overall Sub-Area H density for single-family detached dwellings/homes shall not exceed forty-eight (48) dwelling units, for single-family attached dwellings/homes (no more than two (2) units in a building) shall not exceed sixty (60) dwelling units, the overall Sub-Area H density for senior housing detached shall not exceed seventy (70) dwelling units, and the overall Sub-Area H density for senior housing attached (no more than two (2) units in a building) shall not exceed ninety (90) dwelling units. The only mix of dwelling unit types in Sub-Area H permitted is a mix of senior housing, detached and senior housing, attached and a mix of single-family homes and senior housing is prohibited.

c) Lot Standards. The lot standards for Sub-Area H depend on the use, based upon the following table:

Use	Lot Width	Lot Depth
Single-family detached	52'	125'
Single-family attached	90'	125'
Senior housing – detached	40'	100'
Senior housing – attached	75'	100'

d) Setback Standards. The following standards shall apply for minimum principal building setbacks from the applicable lot line.

Minimum Building Setbacks	Sub-Area H
Front setback – single-family	30'
Front setback – senior housing	20'

Rear setback – single-family	40'
Rear setback – senior housing	25'
Side setback – single-family	10'
Side setback – senior housing	5'

Architectural features may project into required yards/setbacks as permitted by Section 1149.02(e) of the Zoning Code.

e) Minimum Square Footage and Garage Requirements. The square feet minimum floor area, exclusive of basements (unless finished walk-out basements), unfinished attic spaces, garages, and any attached or detached accessory buildings for a single-story, single-family three (3) bedroom home shall be 1,700 square feet, and for a two (2)-story, single-family three (3) bedroom home shall be 2,000 square feet. Each additional bedroom in a single-family home shall increase the minimum floor area by 200 square feet. Each single-family home shall have an attached two (2) or three (3) car garage.

The square feet minimum floor area, exclusive of basements (unless finished walk-out basements), unfinished attic spaces, garages, and any attached or detached accessory buildings for senior housing, detached or attached, shall be 1,200 square feet. Three (3) or four (4) bedroom senior housing dwelling units are not permitted. If a room does not have a closet the room is not considered to be a bedroom. A senior housing unit may not exceed one and one-half (1½) stories. Each senior housing dwelling unit shall have an attached one (1) or two (2) car garage, but more than a two (2) car garage is not permitted.

f) Maximum Building Height. The maximum height of any single-family home shall be thirty-five feet (35') and the maximum height for senior housing shall be twenty-five feet (25'), both as measured from the average elevation of the finished grade at the front of the dwelling unit to the highest point of the roof.

g) Parking Standards. Each dwelling unit shall have parking in the dwelling unit's driveway for at least two (2) cars for a single-family home and for at least one (1) car for a senior housing dwelling unit.

h) Landscaping and Screening. All landscaping and screening shall meet the requirements of Section 2. j) of this Development Text and the then-current Zoning Code unless modified

in this Development Text. Tree preservation zones/areas shall be established adjacent to the streambeds as shall be provided in the Sub-Area H Preliminary Development Plan, of 30 feet along Sub-Area H's west boundaries and the north boundary where adjacent to lots in the Township fronting on Hills-Miller Road. In Reserve 3 where trees currently exist there shall be established as appropriate and as approved by the City a tree preservation zone/area, with 2 to 3 foot mounding with landscaping. A typical landscaping plan shall be submitted and approved with the appropriate Sub-Area H Final Development Plan. This typical landscaping plan shall set forth the minimum amount of required landscaping for each building at the time of construction of each building prior to the issuance of a Certificate of Occupancy.

i) **Other Standards.** Except as otherwise provided in this Development Text or in the Sub-Area H Preliminary Development Plan, all applicable provisions of the standards in then-current Chapters 1134 and 1171 of the Zoning Code shall apply.

Tab #16

Community Impact Assessment

COMMUNITY IMPACT ASSESSMENT

Pursuant to Chapter 1191
City of Delaware Zoning Code

Applicant and Owner:

Addison Delaware, LLC
3401 Enterprise Pkwy., Suite 205
Beachwood, Ohio 44122

Submitted by:

Addison Properties, LLC
3401 Enterprise Pkwy., Suite 205
Beachwood, Ohio 44122

and

Manos, Martin & Pergram Co., LPA
50 North Sandusky Street
Delaware, Ohio 43015-1926

and

Watcon Consulting Engineers & Surveyors
83 Shull Avenue
Gahanna, Ohio 43230

Dated: October 6, 2021

BACKGROUND AND INTRODUCTION:

This Community Impact Assessment has been prepared in compliance with Chapter 1191 City of Delaware Zoning Code, as in effect on the date hereof (the “Code”). All section references, paragraph numbering and lettering contained herein correspond to Section 1191.03 of the Code.

This Community Impact Assessment is being submitted in connection with a “Master Application” for an amendment of the zoning map (rezoning, a conditional use permit for a planned mixed use overlay district and an overall preliminary development plan) filed with the City of Delaware, Ohio (“City”), by Addison Delaware, LLC, an Ohio limited liability company (“Owner”), pertaining to 272± acres. The property is comprised of two (2) tracts, a 248.903 acre tract in the City of Delaware (the “Property”) and a 23.795 acre tract currently in Troy Township (the “Township Property”) but to be annexed into the City (which are together the “Development Property”). The Development Property is outlined on the north point and graphic scale, the vicinity map and the aerial map found at Tab 6 in the notebook (in which this Community Impact Assessment is at Tab 16), the ALTA survey at Tab 7 in the notebook and the Zoning Maps at Tab 8 in the notebook.

Before addressing the items to be addressed per Chapter 1191, it is appropriate to set forth the proposed uses of the Development Property.

This Development will be truly mixed use and the largest truly mixed use in the City’s history. The Property is proposed to be developed in seven (7) sub areas and the Township Property in one (1) sub area, a total of eight (8) sub-areas (each a “Sub-Area”). Sub-Area A would be 37± acres of 2-3 story townhouses/residential or senior housing. Sub-Area B would be 18.4± acres of 133 2-story or 3-story townhome condominiums (for sale). Sub-Area C would be 28.5± acres of 76 single-family homes on 60 lots of 65 feet by 125 feet or larger and 16 lots of 52 feet by 125 feet or larger, with 16 of the lots being tree preservation lots. Sub-Area D would be 53± acres of 180 single-family homes on lots of two sizes, an average of 65 feet by 125 feet (24 lots) and 52 feet by 125 feet (156 lots), with 25 of the lots being tree preservation lots. Sub-Area E, 53.6± acres, would have 315 single-story ranch apartments most likely by Redwood (which has Quail Pass Preserve west of Glenn Parkway and south of Mill Run Crossing), 0.91 acres of preserved wetlands, a 1.8 acre regional detention pond for predominantly offsite storm water (from Oakhurst Subdivision and two other detention ponds). Sub-Area F of 17.5± acres would include a regional detention pond of 1.6 acres for predominantly offsite storm water (from Oakhurst Subdivision, Oakdale Subdivision, Lutheran Social Services, the City’s property and the Hardy property) and one or more of retail, big box, office, assisted living/nursing home, or other commercial uses; or 2-3 story multi-family residential, as determined by the market. Sub-Area G, 10.8± acres fronting on U.S. 23 North to its east, would be commercial-retail, restaurant, gas station (no semi-tractor truck fueling; passenger vehicle fueling only) or other commercial and would have a 0.6 acre detention pond. Sub-Area H, 18.8 acres, the Township Property, would be for single-family residential, 37 lots of senior housing, detached or duplex, with 51 lots if detached.

1191.03(a) SITE SPECIFIC INFORMATION:

(1) **Legal Description.** The legal descriptions for the Property and the Township Property are found at Tab 5 in the notebook.

A. **Plat Book and Ownership.** The Property, which is zoned R-3, A-1 and B-4, and the Township Property, which is zoned FR-1 in Troy Township, are owned by Addison Delaware, LLC, an Ohio limited liability company (“Developer”), which acquired title on August 9, 2021 by Warranty Deed recorded in Official Record Book 1887, Page 1323-1327 of the Delaware County, Ohio Recorder’s Office.

B. **Current Land Assessment (and Taxes).** Because the Township Property is property which was the subject of a recent parcel split, the Auditor has a \$0 valuation for the Township Property, which is on CAUV. Parcel No. 519-422-03-002-001, 5.42 acres in the northeast corner of the Property and fronting on U.S. 23 North, has a Market Land Value of \$42,200, a CAUV of \$1,430 and annual taxes of \$28.90. Parcel No. 519-422-03-001-000, 126.185 acres, zoned A-1, has a Market Land Value of \$1,060,200, a CAUV of \$134,320 and annual taxes of \$3,408.96. Parcel No. 519-312-01-006-000 (still in the name of Siekmann, LLC with the parcel number to be deleted in tax year 2022 due to multiple parcel splits) is 208.1700 acres, of which 117.298 acres, or 56.3%, is now owned by the Developer. The parcel has a Market Land Value of \$1,651,200, CAUV of \$223,620 and annual tax of \$23,982.93, so prorata the value of Developer’s 117.298 acres is Market Land Value of \$929,625.60, CAUV of \$125,898.06 and annual tax of \$13,502.39.

C. **Adjacent Parcels Including Ownership.** See the list at Tab 19 in the notebook.

D. **Covenants, Existing and Proposed.** The Property, although currently zoned Residential-3 (R-3), Agricultural (A-1), and Business-4 (B-4) is currently in agricultural use and not subject to any existing covenants and restrictions. The Township Property, currently zoned FR-1, is also currently in agricultural use and not subject to any existing covenants and restrictions. A master declaration of covenants, conditions and restrictions (“CCRs”) will be placed on the Development Property creating a master association and setting forth various restrictive covenants and various assessments for the benefit of the Development Property. The master association will own and maintain Open Spaces G and H and entry features at U.S. 23 and Merrick Parkway, Hills-Miller Road and Heritage Boulevard on the south boundary line of the Property.

Additionally, CCRs for a sub-area creating homeowners’, owners’ and condominium unit owners’ associations and setting forth various restrictive covenants and various assessments will be placed on Sub-Area B (condominium townhomes), Sub-Area C (single-family homes), and Sub-Area D (single-family homes) and Sub-Area H for either single-family homes or individually-owned senior housing dependent on which type of housing is developed on Sub-Area H.

It is anticipated that Sub-Area A, 2- or 3-story multi-family housing, and Sub-Area E, single-story rental apartments, will each be owned and maintained by a single owner so there will not be an association (other than the master association) for either Sub-Area A and Sub-Area E. However, there would be the master CCRs and CCRs for each of Sub-Area A and Sub-Area E. Sub-Area F, which may be multi-family, office, or rental, or conceivably even a combination of those uses, dependent upon how it develops and with which use(s), may have a single owner, in which case there would not be a Sub-Area F association, but there would be Sub-Area F CCRs. However, if there would be multi-uses or owners, there would be a Sub-Area F association and CCRs. In either event, Sub-Area F would be subject to the master CCRs and the master association. Sub-Area G, which may be any combination of commercial, quick-serve restaurant, and gas station uses, will most likely have multiple property owners and would have Sub-Area G CCRs and an association. Sub-Area G would be subject to the master CCRs and the master association.

Open Spaces G and H will be owned and maintained by the master association, which will also own and maintain the entry features. Open Space C will either be owned and maintained by the master association or the owner or Sub-Area A association dependent upon the ownership of the 2-3 story townhomes to be developed on Sub-Area A. In other sub-areas the open space within the sub-area will be owned and maintained by that sub-area's association, except for Open Space J in Sub-Area C, which may be dedicated/conveyed to the City.

Developer will not be the party constructing the various buildings within the Development. It is anticipated that the developer/builder for each of Sub-Areas B, C, D and E will be developers/builders which have previously developed property and built homes or apartments in the City and that each will use a declaration of covenants, conditions and restrictions substantially similar to the declaration(s) each of them have previously used in the City but tailored for the specific sub-areas being developed on the Property by that developer/builder.

(2) **Location and Access.** The Development which is the subject of the Overall Development Text (the "Text") is comprised of a 248.903-acre tract in the City of Delaware (the "Property") and a 23.795-acre tract currently in Troy Township (the "Township Property") but the Township Property is to be annexed into the City (the Property and the Township Property are together the "Development Property").

The east boundaries of the Development Property are, on the southern portion (south of the Panhandle/Hudson bridge), the center of the Olentangy River and on the northern portion (north of the bridge) U.S. 23 North. The west boundaries of the Development Property are the CSX railroad right-of-way and the Beachy property. The south boundaries are generally, east to west, Shelbourne Forest Subdivision, Hayes Colony Subdivision, and the to-be-developed Rutherford Acres Subdivision. The north boundaries are generally, east to west, the Carlisle strip of property south of the self-storage units and the Hardy property, City-owned property south of the Lutheran Social Services property, Oakdale Subdivision,

Oakhurst Subdivision, the Township Property, and newly split tracts in Troy Township which front on Hills-Miller Road.

The Township Property part of the Development Property is bounded on the east by Oakhurst Subdivision (in the City) and a large lot fronting on Hills-Miller Road (in the Township), on the north by Hills-Miller Road, on the west by the newly split tracts (in the Township), and on the south by the Property.

(3) **Adjacent Land Uses.** See the Zoning Maps at Tab 8 in the notebook.

Across U.S. 23 from the Property is a mobile home park in Troy Township. North of the part of the Development Property zoned B-4 is B-4 and R-6 zoning in the City. To the north of the Property's A-1 zoned tract is R-6 zoned Oakdale Subdivision. To the north of the Property's R-3 zoned tract, east to west, are two lots in Oakhurst Subdivision (zoned R-1) and Hope Lane, the Township Property and the newly split tracts in Troy Township. To the south of the Property, east to west, is a small tract in Delaware Township, Shelbourne Forest Subdivision zoned PUD, Hayes Colony zoned R-3, and to-be-developed Rutherford Acres zoned R-3. The west boundary of the R-3 zoned Property is, south to north, the CSX railroad right-of-way and the R-3 zoned Beachy property.

(4) **Existing Site Land Use.** The Development Property is currently used for agricultural uses (and is taxed at its Current Agricultural Use Valuation).

(5) **Maps, Charts and Illustrations.** See Tabs 6, 7, 8, 9, 10 and 14 in the notebook for various maps, charts and illustrations.

(6) **Environmental Impacts.**

A. **Topography and Storm Drainage.** See the topographic map at Tab 9 in the notebook for topography and the preliminary stormwater information at Tab 17 in the notebook.

The Development Property is not within a FEMA designated floodplain.

The Development Property is tributary to the Olentangy River basin, with two streams on the Development Property running through culverts under U.S. 23 North to the Olentangy River.

B. **Vegetation.** The Development Property is comprised of wooded areas and areas that have been farmed for many years. Please see the major vegetation materials, the wooded areas materials and the tree survey, all at Tab 9 in the notebook.

C. **Soils.** A soils map can be made available.

D. **Ecology.** See the materials at Tab 17 in the notebook.

(7) **Air and Noise Pollution.** Development of the Development Property will not cause air and noise pollution other than that of a typical residential or commercial neighborhood. During site development and construction of homes, apartments and commercial structures, there will be dust and noises of the nature inherent in the construction of infrastructure and buildings. Such construction will be limited generally to daylight working hours.

At certain times of the day and night there will be air and noise pollution from the railroad whose tracks are the west boundary of the Property.

(8) **Sanitary Sewers .** In connection with the development of the Development Property, sanitary sewer service will be provided to the entire Development Property. There will be constructed almost 6,000 feet of 24” sub-trunk sanitary sewer line from the trunk line on the Property’s frontage on U.S. 23 North on the east to the Property’s west boundary at the CSX railroad tracks. This 24” sub-trunk sewer line will be constructed on the north side of to-be-constructed Merrick Parkway. All sewer lines to be constructed on the Development Property will flow into this new 24” sub-trunk sewer line.

(9) **Traffic and Parking.** Presently there are no streets or roads in any of the 272± acres. The developer would construct, based on the Thoroughfare Plan, a) almost 6,000 lineal feet of Merrick Parkway (with a 100 foot right-of-way, 36 foot wide pavement, 5 foot sidewalk on one side and an 8 foot multi-use path on the other side and with trees, buffering and mounding in some areas), b) almost 4,600 lineal feet of Heritage Boulevard extension (with 80 foot right-of-way, 36 foot wide pavement, 5 foot wide sidewalks on both sides and trees and tree lawns), c) the Bruce Road Connector north of a roundabout with Merrick Parkway, about 860 feet of 28 foot wide pavement with a multi-use path on one side and a 5 foot sidewalk on the other side, d) south of a roundabout with Merrick Parkway an extension of Woodhaul Drive of about 77 feet of 28 foot wide pavement with a multi-use path on one side and a 5 foot sidewalk on the other side, and e) other connections to existing streets in adjacent subdivisions. However, it is proposed that (a) Hayloft Drive not be connected so that the present “tot lot” therein can remain, (b) Taylor Avenue not be extended westward into Sub-Area C, but rather a turnaround and an eight foot (8’) wide multi-use path from the turnaround to the Heritage Boulevard extension be constructed so that residents in Shelbourne Forest Subdivision and in Hayes Colony Subdivision may use and enjoy Open Space J/the park, with playground, two ponds (a total of 1.6± acres) and multi-use paths in Sub-Area C, (c) that a connector westward from Executive Boulevard on a City owned lot in Shelbourne Forest Subdivision not be built and instead there be a multi-use path there to provide access to a to-be-constructed playground in Open Space J/the park and then to Street “C” in Sub-Area C, and (d) Hope Lane not be extended to the south into Sub-Area E, which will have private streets, but instead south of Kensington Drive that pavement, gutter and curb be removed, with the existing road right-of-way turned into a grassy area which will be either vacated by the City (thereby becoming the property of the lots on each side of the vacated street right-of-way) or retained by the City as a “tot lot,” pocket park, dog area, etc. For additional information, see Tab 18, Traffic, in the notebook.

The specific uses for Sub-Areas A, F, G and H are not yet known so parking in those sub-areas are not known at this time. In Sub-Area B, the condominium townhomes will each have a 2-car or larger garage and parking in the townhome's driveway for at least two (2) cars. There will also be on-street parking on the private streets (built to public street standards). In Sub-Areas C and D, the single-family homes will each have at least a 2-car garage with parking for at least two (2) cars in the driveway, and there will be parking on the public streets. In Sub-Area E, attached 2-bedroom, 2-car attached garage single-story apartments, the streets will be private built to public standards and constructed of concrete with integrated four foot (4') sidewalk on one side at the same level as the street and driveway approach (for handicap accessibility), a total of street and sidewalk thirty feet (30') in width, with the sidewalk differentiated from the street by the use of stained concrete for the sidewalk. For handicap accessibility reasons there will be no on-street parking. For each apartment unit there will be two (2) parking spaces in the garage and two (2) parking spaces in the driveway.

There is no mass transit available to the area in which the Property is located.

(10) **View Interference.** There are no scenic view areas in, along or adjacent to the Development Property to be preserved or not interfered with.

(11) **Historic Sites.** There are no historic sites or buildings located on or adjacent to the Development Property.

(12) **Compatibility.** Sub-Area A is bounded on the west by the CSX railroad tracks and the 16± acres heavily wooded Beachy Property which has a single home hundreds of feet from Sub-Area A which will be 2-3 story townhomes. The two lots in Troy Township to the north of Sub-Area A do not yet have homes on the lots and are heavily wooded as is the adjacent part of Sub-Area A. The balance of the north boundary and the south and east boundaries of Sub-Area A are with the Development Property. Sub-Area B is bounded on the west by the CSX railroad tracks and the southern part of the Beachy Property and is even further from the Beachy house than Sub-Area A. The other boundaries of Sub-Area B are with other portions of the Development Property. Sub-Areas C and D, single-family 2-story homes, are adjacent, to the east and the south, with Shelbourne Forest Subdivision, Hayes Colony Subdivision, and to-be-developed Rutherford Acres Subdivision and are clearly compatible as the lots are similar sized and in most instances the rear lot lines of the lots in Sub-Areas C and D line up with the lot lines of the abutting lots in the adjoining subdivisions. Sub-Area E, which will be single-story, 2-bedroom, 2-car garage apartments will be separated from Oakhurst Subdivision to its north by a 60 foot buffer with existing trees and a 6 foot to 8 foot high mound with evergreen trees and other landscaping. No street connections between Oakhurst Subdivision and Sub-Area E are proposed. Sub-Areas F and G, which may have various commercial uses (and may have multi-family in Sub-Area F) has public and commercial uses to its north, and thus Sub-Areas F and G are compatible with properties to their north. To the south part of Sub-Area E and Sub-Areas F and G there will be setbacks from the north side of Merrick Parkway, the 100 foot wide right-of-way of Merrick Parkway, and then 100 feet or more of preserved woods buffering

Shelbourne Forest Subdivision to the south. The only proposed street connections between the Development Property and Shelbourne Forest Subdivision will be the northward extension of Woodhaul Drive to a roundabout with Merrick Parkway.

1191.03(b) IMPACT ON PUBLIC SERVICES.

(1) **Tax Effect.** Tax effects from and after full build out of 233 for sale condominiums/townhomes, 256 single-family homes, 315 single-story apartments, 51 attached or detached senior housing units, and 28.3 acres of commercial are as follows:

(a) **Real Estate Taxes** –

At full build out, the Development Property, using current market values, will have a fair market value of \$300,000,000.00±. At full build out at current tax rates the Development Property, with the 10-year Tax Increment Financing (“TIF”) proposed by the Developer, will generate over the 10-year period of the TIF almost \$40,000,000.00 in PILOTS (about \$31,000,000.00 to reimburse Developer for major public improvements and debt service and about \$9,000,000.00 to the City), about \$16,500,000.00 to Delaware City School District and about \$4,600,000.00 to other public agencies.

Additionally, Developer has proposed a New Community Authority (“NCA”) which would levy 7.5 mills to 10 mills on top of the real estate tax rate, for the same 10-year period as the TIFs, which would yield about \$28,000,000.00 to provide reimbursement for costs and debt service for public improvements to be constructed by Developer and for the City’s use within the NCA territory, as it may be expanded.

Further, Developer proposed a transportation fee of \$1,000.00 per dwelling unit at the time a building permit is issued for a dwelling unit. This fee, combined with the 252 dwelling units in to-be-developed Rutherford Acres Subdivision and to-be-developed Parkview Subdivision would yield almost \$1,000,000.00.

(b) **Income Taxes** – The Delaware City Income Tax is currently 1.85%.

i. **Commercial Property.** With an estimated 218 jobs, the estimated annual income tax is \$108,000.00.

ii. **Residential Property.** It is estimated that at buildout the net (adjusting for credits against the City’s 1.85% income tax rate for income tax paid to other jurisdictions and for income not subject to income taxation) income tax rate would be 1.17%. With the number of dwelling units and estimating average household income of \$60,000.00, the annual income tax received by the City would be over \$600,000.00.

Additionally, there will be income tax from companies and employees working in the City for 20 days or more on more than \$350,000,000.00 in construction costs of public improvements and buildings and other improvements.

(c) Sales Tax – No attempt has been made to determine the sales tax which will be paid with respect to the construction of over \$50,000,000.00 in public improvements and for \$300,000,000.00 in construction costs for 845± dwelling units and commercial buildings.

(2) **Police and Fire.** Police and fire and emergency medical service (EMS) needs will be consistent with similar developments in the vicinity of the Property. Impact fees of \$314 for Fire and of \$366 for EMS to be collected by the City over the first five (5) years would total to \$293,129.00. For the same 5-year period, it is estimated that the impact fees for police facilities would be \$323,865.00.

(3) **Schools.** It is assumed that each single family non-patio home developed on the Property will generate approximately .8 students and each patio home will generate approximately .1 student. Thus, in a full build out in 7-8 years from the time homes start being built, the Property will have approximately 420 resident K-12 students.

(4) **Parks and Recreation.** For open space and parkland please see the table on page 8 in the Development Text. For the over one (1) mile of multi-use paths, please see page 7 of the Development Text and the Overall Preliminary Development Plan. For the first five (5) years, the parks and recreation facilities impact fee will be \$881,310.00.

Additional Funds. Additional funds which are estimated to be received by the City which are not categories set forth in Chapter 1191 but should be noted are:

1. Municipal facilities impact fee for first five (5) years	\$323,865.00
2. Capacity fees for water and sewer estimated to be paid to the City 2022-2026	\$12,000,000.00
3. Inspection fees for public improvements	\$1,474,972.00
4. Inspection fees for private improvements	\$1,400,000.00

The above estimates and those used elsewhere herein are based, in part, on the Developer anticipated spending of \$36,000,000.00 for dedicated public improvements.

(5) **Traffic Control.** As noted earlier herein and on the Overall Preliminary Development Plan, the Developer will construct approximately 6,000 lineal feet of new Merrick Parkway, with 36 foot pavement width, sidewalk, multi-use path and tree lawn in 100 foot right-of-way, approximately 4,564 lineal feet of an extension of Heritage Boulevard with 36 foot of pavement and 5 foot sidewalks on each side in 80 foot right-of-way, and about 860 feet of the Bruce Road Connector with 28 foot pavement width, sidewalk on one side and multi-use path on the other side in 58 foot right-of-way.

Additionally, Woodhaul Drive will be extended north to a roundabout with Merrick Parkway.

Traffic control/signalization at the intersection of U.S. 23 North and Merrick Parkway will be per the Ohio Department of Transportation (“ODOT”). The intersection of Heritage Boulevard and Hills-Miller Road will be per the Delaware County Engineer. There will be two roundabouts: (1) Merrick Parkway and Heritage Boulevard and (2) Merrick Parkway and Brue Road Connector/Woodhaul Drive extension.

1191.03(c) GENERAL REQUIREMENTS

(1) **Financial Interest.** The Development Property is owned by Addison Delaware, LLC, an Ohio limited liability company. Jason Friedman is the controlling member and principal officer of Addison Delaware, LLC. There is no involvement in the ownership or development of the Development Property by any elected or appointed official.

A. **Local government assistance requested** – For Developer’s anticipated expenditure of \$36,000,000.00 in dedicated public improvements on the City’s Thoroughfare Plan, sewer plan and Bike Path plan, the Developer has requested TIF, to reimburse for a part of the cost and debt service, and also proposed imposing on the Development an NCA with a charge of 7.5 to 10 mills and a \$1,000.00 per dwelling unit transportation fees, which the City will receive millions of dollars from.

B. **Future development** – It is not anticipated that there will be any future development adjacent to the Development Property as the Development is essentially an “in-fill development.”

(2) **Coordination.** Owner has participated in a number of meetings over half of 2021 with City Staff.

(3) **Economic Impact.** The construction of \$36,000,000.00 in dedicated public improvements, over \$300,000,000.00 in private improvements, and the millions of dollars set forth hereinabove in real estate taxes, impact fees, capacity fees, etc. will have a huge positive economic impact on the City and its current and future residents.

(4) **Construction Scheduling.** It is the Developer’s intention, as soon as an Overall Final Development Plan is approved by City Council, to begin construction of Merrick Parkway, Heritage Boulevard, and the 24” sub-trunk sewer.

(5) **Adjacent Development.** See 3 and 12 above.

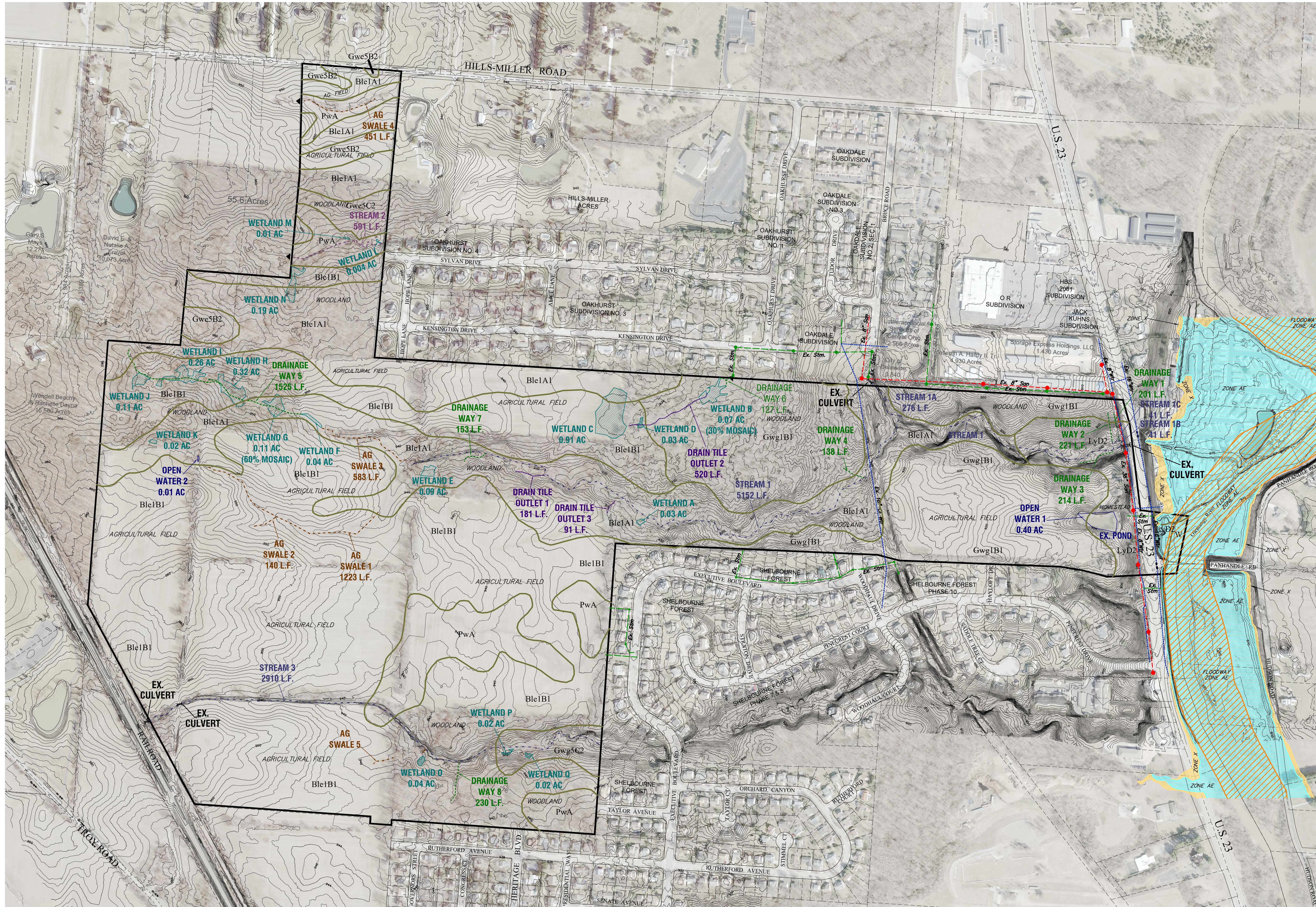
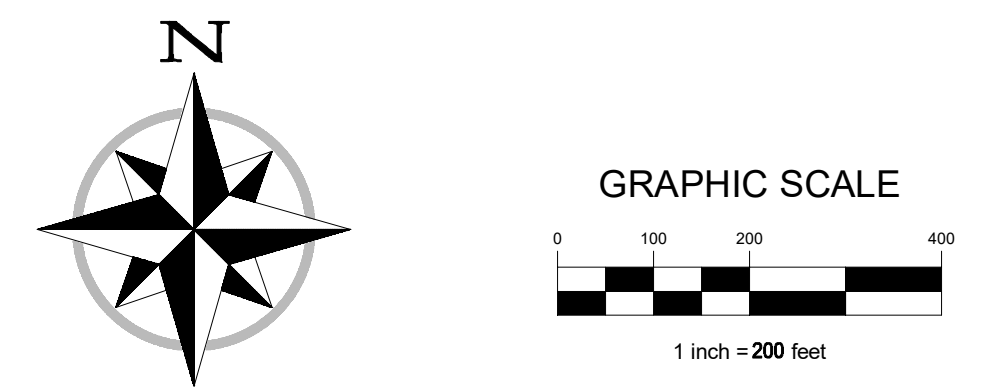
(6) **Alternatives.** Developer strongly feels that this planned mixed use development is the best possible plan for the Development Property and is much better than the proposed, more than a decade ago, Wickham Farm residential development, which proved not to be financially viable (and hence did not proceed).

Tab #17

Environmental Analysis
&
Existing Conditions Plan
w/ Streams & Wetlands

Addison Farms

CITY of DELAWARE, OHIO



Summary of Wetlands

Wetland Designation	Type	Jurisdictional Status	Size (Acres)
Wetland A	PFO	Jurisdictional	0.03
Wetland B	PFO	Non-Jurisdictional	0.07
Wetland C	PEM	Non-Jurisdictional	0.91
Wetland D	PSS	Non-Jurisdictional	0.03
Wetland E	PFO	Non-Jurisdictional	0.09
Wetland F	PEM	Non-Jurisdictional	0.04
Wetland G	PFO	Non-Jurisdictional	0.11
Wetland H	PSS	Non-Jurisdictional	0.32
Wetland I	PSS	Non-Jurisdictional	0.26
Wetland J	PFO	Non-Jurisdictional	0.11
Wetland K	PSS	Non-Jurisdictional	0.02
Wetland L	PFO	Non-Jurisdictional	0.004
Wetland M	PEM	Non-Jurisdictional	0.01
Wetland N	PSS	Non-Jurisdictional	0.19
Wetland O	PEM	Jurisdictional	0.04
Wetland P	Vernal Pool	Jurisdictional	0.02
Wetland Q	PSS	Jurisdictional	0.02
Wetland R	PSS	Jurisdictional	0.16
Total			2.434

Vegetation Types of the Wetland Areas

PFO – Palustrine Forested – the dominate vegetation type (30% of the aerial cover) is comprised of woody plant species with a diameter at breast height (dbh) 3 inches or greater, regardless of height.

PSS – Palustrine Scrub Shrub – the dominate vegetation type (30% of the aerial cover) is woody plant species with a diameter at breast height (dbh) less than 3 inches; and greater than or equal to 1 meter (3.28 feet) tall.

PEM – Palustrine Emergent – the dominate vegetation type (30% of the aerial cover) is all herbaceous (non-woody) plants, regardless of size, and woody plants that are less than 1 meter (3.28 feet) tall.

Vernal Pool – Lacking vegetation or sparsely vegetated wetland

Summary of Streams

Stream Designation	Type	OHWM or Width
Stream 1	Intermittent	5
Stream 1A	Intermittent	4
Stream 1B	Intermittent	4
Stream 1C	Intermittent	4
Stream 2	Ephemeral	3
Stream 3	Intermittent	5
Ag Swale 1	Ephemeral	3
Ag Swale 2	Ephemeral	2
Ag Swale 3	Ephemeral	4
Ag Swale 4	Ephemeral	3
Ag Swale 5	Ephemeral	3
Ag Swale 6*	Ephemeral	4
Drainageway 1	Ephemeral	4
Drainageway 2	Ephemeral	4
Drainageway 3	Ephemeral	2
Drainageway 4	Ephemeral	2
Drainageway 5	Ephemeral	6
Drainageway 6	Ephemeral	2
Drainageway 7	Ephemeral	3
Drainageway 8	Ephemeral	2
Drain Tile Outlet 1	Ephemeral	2
Drain Tile Outlet 2	Ephemeral	2
Drain Tile Outlet 3	Ephemeral	2

FLOODPLAIN

THE DEVELOPMENT PROPERTY IS LOCATED IN ZONE X. AREA DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN. ALL DEVELOPMENT WITHIN THE SPECIAL FLOOD HAZARD AREA SHALL COMPLY WITH THE DELAWARE CITY FLOOD DAMAGE PREVENTION REGULATIONS. DELAWARE CITY & COUNTY, OHIO, FLOOD INSURANCE RATE MAP, PANEL# 39041C0104L, EFFECTIVE DATE FEBRUARY 17, 2016.

SOILS LEGEND

- Ble1A1 – Blount silt loam, end moraine, 0 to 2 percent slopes
- Ble1B1 – Blount silt loam, end moraine, 2 to 4 percent slopes
- Gwa5C2 – Glynwood clay loam, 6 to 12 percent slopes, eroded
- Gwe5B2 – Glynwood clay loam, end moraine, 2 to 6 percent slopes, eroded
- Gwg1B1 – Glynwood silt loam, ground moraine, 2 to 6 percent slopes
- Gwg5C2 – Glynwood clay loam, ground moraine, 6 to 12 percent slopes, eroded
- LyD2 – Lydrand silt loam, 12 to 18 percent slopes, eroded
- PwA – Pawam silt clay loam, 0 to 1 percent slopes
- W – Water

PROPOSED DEVELOPMENT AND MITIGATION

Item 4 Proposed Development and Mitigation Page

Part B:
Environmental features to be affected have not been fully determined at this time and will be identified at time of submittal for each individual "Sub-Area".

Part C:
The permitting of the individual "Sub-Areas" will be a continuous process as we develop the property and identify the uses of each "Sub-Area". All relevant agencies will be notified and Addison Delaware will conform to all permitting procedures and guidelines set forth by each agency. To date we have been working with the USACE and have obtained our Jurisdictional Determination Letter and are working with SHPO to determine our cultural resource permit area(s).

Part D:
Mitigation measures have not been fully determined at this time and will be identified at time of submittal for each individual "Sub-Area".

PREPARED FOR:



PREPARED BY:



DATE: AUGUST 31, 2021

Addison Delaware Environmental Analysis

Item 4 Proposed Development and Mitigation Page

Part B:

Environmental features to be affected have not been fully determined at this time and will be identified at time of submittal for each individual "Sub Area".

Part C:

The permitting of the individual "Sub Areas" will be a continuous process as we develop the property and identify the uses of each "Sub Area". All relevant agencies will be notified, and Addison Delaware will conform to all permitting procedures and guidelines set forth by each agency. To date we have been working with the USACE and have submitted our permit information for determination and are working with SHPO to determine our cultural resource permit area(s).

Part D:

Mitigation measures have not been fully determined at this time and will be identified at time of submittal for each individual "Sub Area".

Tab #18

Traffic

Traffic Impact Study

- Addison Properties has conducted a preliminary TIS and has incorporated the City's Thoroughfare Plan into our site design. A formal TIS will be completed and is contingent on the completion of the City's study which is currently underway.

Tab #19

Adjacent Property Owners

SHROYER KAY
2030 US HIGHWAY 23
DELAWARE OH 43015

CITY OF DELAWARE
1 SOUTH SANDUSKY ST
DELAWARE OH 43015

LUTHERAN SOCIAL SERVICES
CENTRAL OH DELAWARE HS
2178 BRUCE RD
DELAWARE OH 43015

HARDY A
2045 US HIGHWAY 23
DELAWARE OH 43015

HARDY A
2045 US HIGHWAY 23
DELAWARE OH 43015

EXPRESS HOLDINGS STORAGE
LLC
2021 US HIGHWAY 23
DELAWARE OH 43015

BEING INVESTIGATED PARCEL
INCOMPLETE INFORMATION
US HIGHWAY 23
DELAWARE OH 43015

ADDISON LLC
3401 ENTERPRISE PKWY
BEACHWOOD OH 44122

ELAM EUGENE & MINDY
1025 HILLS-MILLER RD
DELAWARE OH 43015

COCHRAN L & CUEVAS
SHAWN T
531 RANDALL RD
DELAWARE OH 43015

SWITZER E & FRAVEL
NATALIE A
1029 HILLS-MILLER RD
DELAWARE OH 43015

BEACHY & DAYNA RACHELLE
1105 HILLS-MILLER RD
DELAWARE OH 43015

BONOFIGLIO & LISA
321 KENSINGTON DR
DELAWARE OH 43015

TURAY E & ELIZABEHT F
331 KENSINGTON DR
DELAWARE OH 43015

RIZZO S & JENNIFER L
337 KENSINGTON DR
DELAWARE OH 43015

PARKER ANN
343 KENSINGTON DR
DELAWARE OH 43015

CITY OF DELAWARE
1 SOUTH SANDUSKY ST
DELAWARE OH 43015

FORD E & KAREN J
572 RUTHERFORD AVE
DELAWARE OH 43015

AZZOLA & MICHAEL
566 RUTHERFORD AVE
DELAWARE OH 43015

CHERYL HARRIS
558 RUTHERFORD AVE
DELAWARE OH 43015

SEKULICH L
573 RUTHERFORD AVE
DELAWARE OH 43015

BEACHY & DAYNA RACHELLE
1105 HILLS-MILLER RD
DELAWARE OH 43015

AMERICAN ELECTRIC POWER
TAX DEPT
1 RIVERSIDE PLAZA
COLUMBUS OH 43215

CITY OF DELAWARE
1 SOUTH SANDUSKY STREET
DELAWARE OH 43015

CITY OF DELAWARE
1 SOUTH SANDUSKY STREET
DELAWARE OH 43015

CITY DELAWARE
1 SOUTH SANDUSKY STREET
DELAWARE OH 43015

SIEKMANN LLC
9000 MEMORIAL DR
PLAIN CITY OH 43064

ADDISON LLC
3401 ENTERPRISE PKWY
BEACHWOOD OH 44122

SHROYER K & BROWN
KIMBERLY L TRUSTEE
2030 US HIGHWAY 23
DELAWARE OH 43015

SHROYER FAMILY LLC LTD
2030 US HIGHWAY 23
DELAWARE OH 43015

SHROYER KAY
2030 US HIGHWAY 23
DELAWARE OH 43015

CITY OF DELAWARE
BRUCE RD
DELAWARE OH 43015

BEING INVESTIGATED PARCEL
INCOMPLETE INFORMATION
US HIGHWAY 23
DELAWARE OH 43015

CARINGI
135 KENSINGTON DR
DELAWARE OH 43015

BAER C
145 KENSINGTON DR
DELAWARE OH 43015

DARGATZ M
155 KENSINGTON DR
DELAWARE OH 43015

SCHNEIDER LARRY & CHERYL
W
165 KENSINGTON DR
DELAWARE OH 43015

DAVIDSON H & AMY B
175 KENSINGTON DR
DELAWARE OH 43015

MOLINA M & MAUREEN L
185 KENSINGTON DR
DELAWARE OH 43015

LYNCH D & SAMANTHA H
195 KENSINGTON DR
DELAWARE OH 43015

DAVID OROZI
205 KENSINGTON DR
DELAWARE OH 43015

KUCHERS K & ELIZABETH H
215 KENSINGTON DR
DELAWARE OH 43015

SPARKS JOHN & DELIA A
225 KENSINGTON DR
DELAWARE OH 43015

HOAR A
237 KENSINGTON DR
DELAWARE OH 43015

BAYES D & JANET M
249 KENSINGTON DR
DELAWARE OH 43015

NEVA GILL
261 KENSINGTON DR
DELAWARE OH 43015

MUSGRAVE E
273 KENSINGTON DR
DELAWARE OH 43015

TRIMMER D
285 KENSINGTON DR
DELAWARE OH 43015

METZGER C
297 KENSINGTON DR
DELAWARE OH 43015

PUGNO J & COURTNEY D
309 KENSINGTON DR
DELAWARE OH 43015

BONOFILIO & LISA
321 KENSINGTON DR
DELAWARE OH 43015

TURAY E & ELIZABETH F
331 KENSINGTON DR
DELAWARE OH 43015

RIZZO S & JENNIFER L
337 KENSINGTON DR
DELAWARE OH 43015

PARKER ANN
343 KENSINGTON DR
DELAWARE OH 43015

CITY OF DELAWARE
BRUCE RD
DELAWARE OH 43015

FORD E & KAREN J
572 RUTHERFORD AVE
DELAWARE OH 43015

AZZOLA & MICHAEL
566 RUTHERFORD AVE
DELAWARE OH 43015

CHERYL HARRIS
558 RUTHERFORD AVE
DELAWARE OH 43015

BUTTON & JENNIFER
552 RUTHERFORD AVE
DELAWARE OH 43015

JENKINS D
544 RUTHERFORD AVE
DELAWARE OH 43015

HARRIS B & DEBRA L
538 RUTHERFORD AVE
DELAWARE OH 43015

STEWART D & MARILYN R
530 RUTHERFORD AVE
DELAWARE OH 43015

BROWN & THOMAS
524 RUTHERFORD AVE
DELAWARE OH 43015

BEVERIDGE J & BRIANNA L
518 RUTHERFORD AVE
DELAWARE OH 43015

SMITH E & DENYSE
691 HERITAGE BLVD
DELAWARE OH 43015

WATKINS
500 RUTHERFORD AVE
DELAWARE OH 43015

MERZ
492 RUTHERFORD AVE
DELAWARE OH 43015

PALMER L
486 RUTHERFORD AVE
DELAWARE OH 43015

HOLCOMB
480 RUTHERFORD AVE
DELAWARE OH 43015

THOMPSON W
474 RUTHERFORD AVE
DELAWARE OH 43015

ROBINSON SUE ET AL
466 RUTHERFORD AVE
DELAWARE OH 43015

E ROBINSON JOHN HOME INC
RUTHERFORD AVE
DELAWARE OH 43015

KOHL & AMBER
440 RUTHERFORD AVE
DELAWARE OH 43015

EXLINE B & LYNN M
428 RUTHERFORD AVE
DELAWARE OH 43015

ROUSH & CLARISSA
416 RUTHERFORD AVE
DELAWARE OH 43015

DOUGHMAN R & GRIFFITH
LINSEY
419 TAYLOR AVE
DELAWARE OH 43015

FLAHERTY R & LISA R
431 TAYLOR AVE
DELAWARE OH 43015

EARLY R & LISA V
443 TAYLOR AVE
DELAWARE OH 43015

E ROBINSON JOHN HOME INC
TAYLOR AVE
DELAWARE OH 43015

NELSON R & JUDY C
TRUSTEES
454 TAYLOR AVE
DELAWARE OH 43015

ARC LLC
440 TAYLOR AVE
DELAWARE OH 43015

DURSIK & KIM I CO TRUSTEES
426 TAYLOR AVE
DELAWARE OH 43015

MCGAHEE D
783 EXECUTIVE BLVD
DELAWARE OH 43015

SIMPSON T & KRYSTLE R
EXECUTIVE BLVD
DELAWARE OH 43015

DAVIDSON A
793 EXECUTIVE BLVD
DELAWARE OH 43015

HILAND D
799 EXECUTIVE BLVD
DELAWARE OH 43015

SPALL F & ROSEMARY C
805 EXECUTIVE BLVD
DELAWARE OH 43015

R. W. & A. A.
811 EXECUTIVE BLVD
DELAWARE OH 43015

HELLINGER A & BRINDI L
817 EXECUTIVE BLVD
DELAWARE OH 43015

MCKEE K & WELCOME
KRISTEN J
823 EXECUTIVE BLVD
DELAWARE OH 43015

TACKETT L
829 EXECUTIVE BLVD
DELAWARE OH 43015

CITY OF DELAWARE
EXECUTIVE BLVD
DELAWARE OH 43015

841 EXECUTIVE BLVD
DELAWARE OH 43015

FISHER H & DONNA L &
BLUMENSTOCK ROB
847 EXECUTIVE BLVD
DELAWARE OH 43015

HAWES L & JANE E
853 EXECUTIVE BLVD
DELAWARE OH 43015

SCHUL E & CATHERINE E
859 EXECUTIVE BLVD
DELAWARE OH 43015

BUCK A & SUSAN C
865 EXECUTIVE BLVD
DELAWARE OH 43015

OBERLE A & LOIS V
871 EXECUTIVE BLVD
DELAWARE OH 43015

MCGEATH S
877 EXECUTIVE BLVD
DELAWARE OH 43015

CHANEY A
883 EXECUTIVE BLVD
DELAWARE OH 43015

BOWIE M & LAURA L
889 EXECUTIVE BLVD
DELAWARE OH 43015

KNIGHT & STACY
895 EXECUTIVE BLVD
DELAWARE OH 43015

BUCK & CHERI
901 EXECUTIVE BLVD
DELAWARE OH 43015

CLARKE B & M DANIELLE
907 EXECUTIVE BLVD
DELAWARE OH 43015

AMATO J & BETH G
913 EXECUTIVE BLVD
DELAWARE OH 43015

RIGGS A & JULIANA M CO
TRUSTEES
919 EXECUTIVE BLVD
DELAWARE OH 43015

BALLINGER JAMES
925 EXECUTIVE BLVD
DELAWARE OH 43015

GOODMAN C & LISA K
931 EXECUTIVE BLVD
DELAWARE OH 43015

MUNGOVAN G & DIANE C
SKINNER
937 EXECUTIVE BLVD
DELAWARE OH 43015

BLANKENSHIP F &
BLANKENSHIP STACY B
CHANE
943 EXECUTIVE BLVD
DELAWARE OH 43015

BAKANAUSKAS JO
949 EXECUTIVE BLVD
DELAWARE OH 43015

GOLDEN K & PHYLLIS J
955 EXECUTIVE BLVD
DELAWARE OH 43015

WESTLUND D & PATRICIA E
961 EXECUTIVE BLVD
DELAWARE OH 43015

SMITH S & SAMMIRA
967 EXECUTIVE BLVD
DELAWARE OH 43015

VANVLEET T & PRIEST
ALEXANDRA K
973 EXECUTIVE BLVD
DELAWARE OH 43015

SWINFORD B & ELIZABETH G
979 EXECUTIVE BLVD
DELAWARE OH 43015

BULWINKLE C & HEATHER M
985 EXECUTIVE BLVD
DELAWARE OH 43015

991 EXECUTIVE BLVD
DELAWARE OH 43015

MASKER EDWARD
999 EXECUTIVE BLVD
DELAWARE OH 43015

SHAW L & DONNA M CO
TRUSTEES
178 WOODHAUL DR
DELAWARE OH 43015

EASTMAN B & REBECCA L
172 WOODHAUL DR
DELAWARE OH 43015

KLOTZ A & NELSON AMANDA
998 EXECUTIVE BLVD
DELAWARE OH 43015

SERVIS L & LARUA K
992 EXECUTIVE BLVD
DELAWARE OH 43015

EDELBLUTE
926 EXECUTIVE BLVD
DELAWARE OH 43015

GAZAREK S & BROOKE E
920 EXECUTIVE BLVD
DELAWARE OH 43015

AH4R LLC
914 EXECUTIVE BLVD
DELAWARE OH 43015

RS COLLUMBUS
902 EXECUTIVE BLVD
DELAWARE OH 43015

890 EXECUTIVE BLVD
DELAWARE OH 43015

HATCHER A & BONNIE G
878 EXECUTIVE BLVD
DELAWARE OH 43015

LOWRY A
866 EXECUTIVE BLVD
DELAWARE OH 43015

HOERT D & JESSICA C
860 EXECUTIVE BLVD
DELAWARE OH 43015

KRETCHER B
852 EXECUTIVE BLVD
DELAWARE OH 43015

PETREACA CIPRIAN &
MELISSA L
846 EXECUTIVE BLVD
DELAWARE OH 43015

HARDING B & AMY B
840 EXECUTIVE BLVD
DELAWARE OH 43015

ALLOWAY C
832 EXECUTIVE BLVD
DELAWARE OH 43015

WHITEHEAD E & MARIE J
826 EXECUTIVE BLVD
DELAWARE OH 43015

HABRECHT & HEATHER
820 EXECUTIVE BLVD
DELAWARE OH 43015

MOBLEY E
810 EXECUTIVE BLVD
DELAWARE OH 43015

MOORE F & ALICE V
471 RUTHERFORD AVE
DELAWARE OH 43015

WOLFE J & ALICE J
445 RUTHERFORD AVE
DELAWARE OH 43015

EVANS M & LISA M
457 RUTHERFORD AVE
DELAWARE OH 43015

VANHOOSE A & JO ANN
495 RUTHERFORD AVE
DELAWARE OH 43015

BALL G & BRENDA L
489 RUTHERFORD AVE
DELAWARE OH 43015

VOSS & JANEL
525 RUTHERFORD AVE
DELAWARE OH 43015

SATTTLER G & PAMELA J
515 RUTHERFORD AVE
DELAWARE OH 43015

MOORE MICHAEL & JENNIFER
555 RUTHERFORD AVE
DELAWARE OH 43015

JAMES UPP SHARON L
545 RUTHERFORD AVE
DELAWARE OH 43015

SEKULICH L
573 RUTHERFORD AVE
DELAWARE OH 43015

CHAKROFF T
166 WOODHAUL DR
DELAWARE OH 43015

MANSARAY & MATTO
160 WOODHAUL DR
DELAWARE OH 43015

SIEKMANN
TROY RD
DELAWARE OH 43015

ADDISON LLC
TROY RD
DELAWARE OH 43015

BERNLOHR R & WOLF
ROBERTA L
HUDSON RD
DELAWARE OH 43015

SHROYER K & BROWN
KIMBERLY L TRUSTEE
2000 US HIGHWAY 23
DELAWARE OH 43015

SHROYER FAMILY LLC LTD
1980 US HIGHWAY 23
DELAWARE OH 43015

SHROYER K & BROWN
KIMBERLY L TRUSTEE
2000 US HIGHWAY 23
DELAWARE OH 43015

AKUSOBA TRUSTEE
PANHANDLE RD
DELAWARE OH 43015

ADDISON LLC
1859 US HIGHWAY 23
DELAWARE OH 43015

SIEKMANN
1641 US HIGHWAY 23
DELAWARE OH 43015

ALLEN S & JUDITH L
130 PINECREST DR
DELAWARE OH 43015

CURRIE S & FISCHER
DAMIANNE L
170 PINECREST DR
DELAWARE OH 43015

FISCHER & CURRIE JAMES
PINECREST DR
DELAWARE OH 43015

SAAD J & SAAD LINDA K
HALSEY
218 PINECREST DR
DELAWARE OH 43015

TELLO & ARIAS MYRIAM
210 PINECREST DR
DELAWARE OH 43015

NICEWANER & SARAH
202 PINECREST DR
DELAWARE OH 43015

SAVINELL K & JENNIFER E
194 PINECREST DR
DELAWARE OH 43015

CLENDINENG RICHARD &
KENDRA
186 PINECREST DR
DELAWARE OH 43015

GREEN K & KEVAN S
178 PINECREST DR
DELAWARE OH 43015

WALKER TODD
888 HILLS-MILLER RD
DELAWARE OH 43015

SCHEEDER R & LINDA L
860 HILLS-MILLER RD
DELAWARE OH 43015

ADDISON LLC
3401 ENTERPRISE PKWY
BEACHWOOD OH 44122

AMAYA & ROSSO REYES NINY
FERNANDA
903 HILLS-MILLER RD
DELAWARE OH 43015

COCHRAN L & CUEVAS
SHAWN T
531 RANDALL RD
DELAWARE OH 43015

COCHRAN L & CUEVAS
SHAWN T
531 RANDALL RD
DELAWARE OH 43015

PENELOPE MONG
800 HILLS-MILLER RD
DELAWARE OH 43015

BELL A & ROSEMARY
770 HILLS-MILLER RD
DELAWARE OH 43015

CRAMPTON & PATRICIA JANE
722 HILLS-MILLER RD
DELAWARE OH 43015

RIZZO S & JENNIFER L
337 KENSINGTON DR
DELAWARE OH 43015

PARKER ANN
343 KENSINGTON DR
DELAWARE OH 43015

LIPPS A
685 HILLS-MILLER RD
DELAWARE OH 43015

CAMPBELL A & KRISTIN
LOUISE TRUSTEES
2199 HOPE LN
DELAWARE OH 43015

POWERS & NANCY
338 KENSINGTON DR
DELAWARE OH 43015

ERTZ C & WENDE
329 SYLVAN DR
DELAWARE OH 43015

DEY L & BEVERLY E
2205 HOPE LN
DELAWARE OH 43015

KANITZ ANNE & ROBERT
FRED TRUSTEES
348 SYLVAN DR
DELAWARE OH 43015

STANSBERY
338 SYLVAN DR
DELAWARE OH 43015

ADDISON LLC
3401 ENTERPRISE PKWY
BEACHWOOD OH 44122