



**AGENDA**  
**POWELL REGULAR COUNCIL MEETING**  
**47 HALL STREET, POWELL, OH 43065**  
**COUNCIL CHAMBERS**  
**TUESDAY, OCTOBER 3, 2023**  
**7:30 PM**

**I. CALL TO ORDER/ROLL CALL**

**II. PLEDGE OF ALLEGIANCE**

- a. Pledge of Allegiance led by Boy Scout Troop #428

**III. PRESENTATION**

- a. Proclamation celebrating Hindu Heritage Month  
[Hindu Heritage Month Proclamation.pdf](#)
- b. Update from the Delaware Public Health District, Brittany Zoecklein, Registered Environmental Health Specialist 2

**IV. CITIZEN PARTICIPATION**

**V. APPROVAL OF MINUTES**

- a. Approval of the Minutes from the City Council meeting held on September 19, 2023.  
[09.19.2023 City Council Minutes.pdf](#)

**VI. CONSENT AGENDA**

- a. Notice to Legislative Authority of a TREX Transfer of a D1/D2/D3A Permit from 19 East 13 LLC, Midway on High, 1728 N. High Street, Columbus, OH 43201 to XGolf Powell LLC, dba XGolf, 285 W. Olentangy St. Suite 101, Powell, OH 43065.  
[1. MEMO-Notice to Legislative Authority - XGolf.pdf](#)  
[2. NOTICE - XGolf Powell LLC TREX.pdf](#)

**VII. ORDINANCES: SECOND READING(S)**

- a. **ORDINANCE NO. 2023-25**

AN ORDINANCE ADOPTING THE 2024-2028 FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM.

- [1. MEMO Ord. 2023-25 CIP.pdf](#)
- [2. Ord. 2023-25\\_Ordinance.pdf](#)
- [3. 24-28 CIP Presentation\\_Exhibit A.pdf](#)

[4. City of Powell 24-28 CIP Budget Book - Council.pdf](#)

b. **ORDINANCE NO. 2023-26**

AN ORDINANCE TO AUTHORIZE THE EXECUTION OF AN ECONOMIC DEVELOPMENT AGREEMENT WITH REDWOOD POWELL HOME ROAD OH P1 LLC, RELATIVE TO THE REDWOOD MIXED-USE DEVELOPMENT.

- [1. Ord. 2023\\_26\\_Memo \\_ Redwood Agreement DCH Edits.pdf](#)
- [2. Ord 23-26, Redwood Development Agreement 4864-8008-5888.1.pdf](#)
- [3. Attachment A - Powell - Redwood Development Agreement - ysa 9.27.2023 - 4868-7520-3968.2.pdf](#)
- [4. Attachment B Redwood Redline \\_Redwood Development Agreement 9.27.2023 COMPARE RW EDITS.pdf](#)

**VIII. ORDINANCES: THIRD READING**

a. **ORDINANCE 2022-09 (TABLED AT THE MAY 17, 2022 CITY COUNCIL MEETING)**

AN ORDINANCE APPROVING DEVELOPMENT TEXT DEVIATIONS AND A FINAL DEVELOPMENT PLAN WITH ALL ASSOCIATED SITE IMPROVEMENTS FOR THE FIRST PHASE OF A  $\pm 70$ -ACRE DEVELOPMENT AT 3041 HOME ROAD, CONSISTING OF  $\pm 25.7$  ACRES TO BE DEVELOPED WITH 126 RESIDENTIAL UNITS IN 24 BUILDINGS, ZONED PLANNED COMMERCIAL DISTRICT AS SUBMITTED BY POD DESIGN ON BEHALF OF REDWOOD LLC.

- [1. Ord. 2022-09\\_Memo\\_Updated.pdf](#)
- [2. Ord. 2022-09\\_Ordinance.pdf](#)
- [3. Ord. 2022-09\\_Exhibit A\\_Development Text.pdf](#)
- [4. Ord. 2009-09\\_Exhibit B\\_FDP.pdf](#)
- [5. Ord. 2022-09\\_Exhibit C\\_History.pdf](#)

**IX. COMMITTEE REPORTS**

**Development Committee:** Next Meeting: November 8, 2023 @ 6:30 p.m.

**Finance Committee:** Next Meeting: October 10, 2023 @ 7 p.m.

**Operations Committee:** Next Meeting: October 17, 2023 @ 6:30 p.m.

**Community Diversity Advisory Committee:** Next Meeting: October 18, 2023 @ 6:30 p.m.

**Planning & Zoning Commission:** Next Meeting: October 11, 2023 @ 6:30 p.m.

**Powell Development Corporation:** Next Meeting: October 24, 2023 @ 7 p.m.

**X. CITY MANAGER'S REPORT/CITY CALENDAR**

- a. October 2023 Calendar  
[City Calendar October 2023.pdf](#)

**XI. OTHER COUNCIL MATTERS**

**XII. EXECUTIVE SESSION**

- Ohio Revised Code Section 121.22 (G) (8) To consider confidential information related to the marketing plans, specific business strategy, production techniques, trade secrets, or personal financial statements of an applicant for economic development assistance, or to negotiations with other political subdivisions respecting requests for economic development assistance



### **XIII. ADJOURNMENT**



## *Proclamation*

### **Hindu Heritage Month**

- WHEREAS:** Hinduism is one of the largest religions in the world with more than one billion followers worldwide and four million in the United States; and
- WHEREAS:** October is the birth month of Mahatma Gandhi and is often the month when Diwali is celebrated; and
- WHEREAS:** during the month of October, the culture, history, traditions, achievements, and contributions of Hindus are recognized and celebrated throughout the United States; and
- WHEREAS:** Powell is home to a significant Hindu American population; and
- WHEREAS:** the city of Powell's vibrant Hindu community has contributed tremendously to the vitality of the community and enriched lives of its citizens; and
- WHEREAS:** American Hindus have made numerous positive contributions in all aspects of society – from science to business, politics and spirituality; and
- WHEREAS:** The City of Powell would like to recognize Hindu Heritage Month and encourage awareness, understanding and appreciation of the Hindu American community.
- THEREFORE:** I, Daniel Swartwout, by virtue of the authority vested in me as Mayor of the City of Powell, County of Delaware, Ohio, do hereby recognize October 2023 in in the City of Powell as Hindu Heritage Month.

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Daniel Swartwout, Mayor





**CITY COUNCIL  
MEETING MINUTES  
SEPTEMBER 19, 2023**

**I. CALL TO ORDER/ROLL CALL**

Mayor Swartwout called the September 19, 2023 City Council meeting to order at 7:30 p.m. The following members of Council were in attendance: Councilmember Ferzan Ahmed, Councilmember Jon Bennehoof, Councilmember Heather Karr, Councilmember David Lester, Vice-Mayor Tom Counts, and Mayor Daniel Swartwout. Absent from the meeting was Councilmember Christina Drummond. Also in attendance was: Andrew White, City Manager; Rosa Ocheltree, Finance Director; Jason Nahvi, Human Resource Manager; Claudia Husak, Planning Manager/Zoning Administrator; Mallory Sribanditmongkol, Strategic Communication Officer; Grant Crawford, Public Service Director; Aaron Stanford, City Engineer; Jeffrey Tyler, Assistant City Manager/Community Development Director; and Yazan Ashrawi, Law Director.

**II. PLEDGE OF ALLEGIANCE**

Councilmember Bennehoof led the Pledge of Allegiance.

**III. PROCLAMATION**

**a. Recognizing Detective Darren Smith's retirement from the City of Powell Police Department**

Mayor Swartwout presented Detective Smith the proclamation. Council and staff provided their individual thanks and recognition to Detective Smith on his service to the community.

**IV. CITIZEN PARTICIPATION**

Submitted Public Comment

[2023-09-19 Letter to Council.pdf](#)

Mayor Swartwout opened the floor for citizen participation for comment on matters not on the agenda. The following individual submitted a letter for public comment:

Donald DePalma  
365 Shelby Avenue  
Powell, Ohio 43065

Mayor Swartwout submitted the letter into the record and a copy of the letter is attached as Exhibit A. Hearing no further comment, Mayor Swartwout closed citizen participation.

**V. APPROVAL OF MINUTES**

**a. Approval of City Council Meeting Minutes of September 5, 2023**

[09.05.2023 Council Minutes.pdf](#)

MOTION: Jon Bennehoof moved to approve the City Council Meeting Minutes of September 5, 2023. Ferzan Ahmed seconded. Motion Passed.

VOTE:            Y-6                    N-0                    AB-0

## VI. CONSENT AGENDA

### a. Monthly Department Reports - August 2023

[Building Department Monthly Report - August 2023.pdf](#)

[Finance Monthly Report-Aug 2023.pdf](#)

[Human Resources Monthly Report - August 2023.pdf](#)

[Police Department Monthly Report - August.pdf](#)

[Communications Monthly Report 2023.pdf](#)

[Community Development Monthly Report - August.pdf](#)

MOTION: Jon Bennehoof moved to approve the Consent Agenda. Heather Karr seconded. Motion Passed.

VOTE:            Y-6                    N-0                    AB-0

## VII. ORDINANCES: FIRST READING(S)

### a. **ORDINANCE NO. 2023-24**

AN ORDINANCE REPEALING THE EXISTING CHAPTER 1305 OF THE CODIFIED ORDINANCES REGARDING GENERAL PROVISIONS FOR SPECIAL FLOOD HAZARD AREAS, ADOPTING THE NEW CHAPTER 1305 OF THE CODIFIED ORDINANCES, AND DECLARING AN EMERGENCY.

[1\) MEMO Ord 23-24, Section 1305 Flood Damage Reduction.pdf](#)

[2\) Ord 23-24, Flood Hazard Reduction Code.pdf](#)

[3\) Section 1305 Flood Damage Reduction - UPDATE.pdf](#)

Mr. Stanford discussed the request to repeal the existing Chapter 1305 and replace with a new titled Chapter 1305 to capture what the code is really about. He provided that FEMA recently updated their flood plain maps and boundaries. The amended code will be in conformance with FEMA guidelines and the maps will be effective on December 21, 2023. The last time the code was updated was in 2009.

Mayor Swartwout opened Ordinance No. 2023-24 for public comment. Hearing none, he closed public comment. Councilmember Bennehoof discussed that this amendment was discussed at the Operations Committee.

MOTION: Jon Bennehoof moved to suspend the rules for Ordinance No. 2023-24. Tom Counts seconded. Motion Passed.

VOTE:            Y-6                    N-0                    AB-0

MOTION: Jon Bennehoof moved to approve Ordinance No. 2023-24. David Lester seconded. Motion Passed.

VOTE:            Y-6                    N-0                    AB-0

b. **ORDINANCE NO. 2023-25**

AN ORDINANCE ADOPTING THE 2024-2028 FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

1. [MEMO Ord. 2023-25 CIP.pdf](#)
2. [Ord. 2023-25\\_Ordinance.pdf](#)
3. [24-28 CIP Presentation\\_Exhibit A.pdf](#)
4. [City of Powell 24-28 CIP Budget Book - Council.pdf](#)

Mayor Swartwout read into the record Ordinance No. 2023-25 for the first time and informed Council that this was presented to the Finance Committee at their September meeting. City Manager White discussed this is the second installment of the five year CIP since this was created from the 2021 income tax restructuring. This CIP is for the years of 2024-2028 and he recognized the increase in investment in a variety of capital needs. Last year was the establishment of the infrastructure investment of the Powell 2.0, and the 2024-2028 CIP will represent the implementation of Powell 2.0. Finance Director Ocheltree discussed that the Capital Improvement Plan is a long-term financial plan that helps staff to plan the capital project needs. The five year CIP does not appropriate funds, and appropriation of funds in support of the CIP is presented to Council as part of the annual operating budget. The CIP is reviewed and updated annually to support planning activities and preparation for the Operating Budget cycle. She reviewed the 2023-2027 CIP and compared it to the presented CIP in which the 2024-2028 CIP includes new capital projects and all major capital investments. Staff identified grant opportunities in support of various projects. Various studies have been completed and are in-progress to help refine the CIP including: Fleet Assessment, Park and Facilities Master Plan, and Village Green Development proposals. This plan allocated \$8.4M in 2024 to Capital investments and \$48.9M across all years. Allocation of capital resources had increased since 2020 by 190%. It is expected to increase by 248% by 2028. These investments support public safety, economic development, quality of life, and fiscal responsibility. She also reviewed how the funds are being allocated between the five investment types and six funding sources. The five investment types include: New, \$21.7M; Improvement/Enhancement, \$6.9M; Maintenance, \$16.4M; Economic Development, \$2.9M, and Contingency, \$1.8M. The six funding sources include: Capital Projects Fund, \$22.8M; Downtown TIF, \$3.9M; Street Maintenance Fund, \$16.1M; Parks Improvement Fund, \$1.5M; General Fund, \$3.5M; and Grants, \$1.8M. The Capital Project Funds is still the top funding source. She reviewed the status of projects from the 2023-2027 CIP.

Councilmember Ferzan Ahmed questioned if the Street Maintenance Program is mostly for paving. Finance Director Ocheltree discussed that the bulk is for paving, but also includes the Adventure Park Tunnel. Councilmember Ahmed questioned if the \$16.4M investment will have a plan to show the condition of the streets. Mr. Crawford discussed working towards an Asset Management Plan. They currently have a bi-yearly street rating, which helps give asset data on street conditions and projects future life and

maintenance needs. Mr. Stanford discussed working to get better data/information on existing infrastructure conditions.

Vice-Mayor Tom Counts discussed that most of the projects were planned by Council in 2022 and that the goals could change with the new Council composition and when Council sets their new goals. These projects are placeholders and that the established priority projects may change over time. Since the restructuring of the income tax there has been an increase in roads being resurfaced. The CIP will show new projects being added, but the benefits to the community may take time to show. There will be a lot of new projects happening that could not happen earlier when there was not the funding available. He discussed the need to take advantage of grants to help spread the funds. He also mentioned that as part of the tax restructuring there was a floor of 25% to capital improvements, and this percentage may need to be reassessed. Mayor Swartwout clarified that the City has taken advantage of the grants through the years. City Manager White discussed that he has always been impressed that the City was able to accomplish what they did through the years with limited resources, and that it was difficult to compete with other municipalities that had a higher income tax rate. He discussed the increase of the tax credit for taxes paid to other municipalities and that he believes this is a reason for the passage of the income tax restructuring.

Mayor Swartwout opened Ordinance No. 2023-25 for public comment. The following individual provided public comment:

Les Wibberly  
5005 Bayhill Drive  
Powell, Ohio

Les Wibberly voiced his support on the CIP. He discussed being a trail advocate and was glad to see trail and road projects. He reminded Council of grant funding available by the federal government for bicycle and pedestrian safety. He discussed the nature of the Complete Streets Policy and the need to allocate for safe passage of pedestrian and bicycle use.

Hearing no further public comment, Mayor Swartwout closed the public participation for Ordinance No. 2023-25 and this ordinance will be presented for a second reading at the next regular City Council meeting.

c. **ORDINANCE NO. 2023-26**

AN ORDINANCE TO AUTHORIZE THE EXECUTION OF AN ECONOMIC DEVELOPMENT AGREEMENT WITH REDWOOD POWELL HOME ROAD OH P1 LLC, RELATIVE TO THE REDWOOD MIXED-USE DEVELOPMENT

- 1) [Ord. 2023\\_26\\_Memo \\_ Redwood Agreement.pdf](#)
- 2) [Ord 23-26, Redwood Development Agreement 4864-8008-5888.1.pdf](#)
- 3) [Powell - Redwood Development Agreement - ysa 9.15.2023 - 4868-7520-3968.1.pdf](#)

Mayor Swartwout read Ordinance No. 2023-26 into the record for the first time. City Manager White discussed that this is a first reading and draft. He is requesting further discussion at executive session to have this ready for a second reading. He discussed concerns by the City relating to the commercial piece of the property that failed to move forward due to constraints from the market economy. There were previous discussions with Redwood on commercial alternatives and now The City can utilize income tax differently on economic development. He discussed using Encore Park as a model. This agreement is a tool to work forward with the development plan. This is also a concurrent agreement that will convey the question of the commercial development directly to the City in exchange for the purchase of the land and reinvestment or payment reimbursement to the developer for certain public infrastructure components of the project. Vice-Mayor Counts discussed that Powell 2.0 allows for the purchase of land, and discussed his opinion on why this parcel should be purchased by the City. He discussed the challenges to find appropriate use for the property, which should be commercial, and that the City is in the position to hold on to the property to allow time to find a good and appropriate use.

Mayor Swartwout opened Ordinance No. 2023-26 to public comment. Hearing none, he closed public participation. Ordinance No. 2023-26 will be presented for a second reading.

#### VIII. COMMITTEE REPORTS

***Development Committee: Next Meeting: October 3, 2023 @ 6:30 pm***

Councilmember Heather Karr informed that the next Development Committee will be October 3. City Manager White discussed that there was conversation regarding the redevelopment of Village Green and that this will be a council-driven project and the Council will direct the policy initiatives on what will staff will proceed on. He recommends having a meeting with the consultant and all councilmembers to discuss the process.

***Finance Committee: Next Meeting: October 10, 2023 at 7:30 pm***

Vice-Mayor Tom Counts met last week for the Financial committee and discussed the Investment Policy

***Operations Committee: Next Meeting: October 17, 2023 at 6:30 pm***

Councilmember Jon Bennehoof informed Council that Operations met earlier today and discussed the drainage issues at Seldom Seen Park that have been corrected by staff. Code updates were discussed relating to the FEMA Flood Hazard Plan. The Master Service Agreement Framework was presented. Also discussed were crosswalk improvements to SR750. The next Operations Committee Meeting will be October 17.

***Community Diversity Advisory Committee: Next Meeting: October 18, 2023 at 6:00 pm***

Councilmember Heather Karr informed Council that the next CDAC meeting will be October 18.

***Planning & Zoning Commission: Next Meeting: October 11, 2023 at 6:30 pm***



Councilmember Ferzan Ahmed reviewed the Planning and Zoning meeting in which Horsepower Farms was discussed and public comment was received. He also provided an update on the second workshop series on Design Guidelines.

***Powell Development Corporation: Next Meeting: September 26, 2023 at 7:00 pm***

Mayor Swartwout informed Council that PDC will meet on September 26.

IX. CITY MANAGER'S REPORT/CITY CALENDAR

a. City Calendar

[City Calendar September 2023.pdf](#)  
[City Calendar October 2023.pdf](#)

City Manager White reviewed the comments brought up by Mr. Wibberly regarding the Complete Streets Policy and clarified that staff is actively working to include all provisions of the policy into future projects and that staff is actively engaged with MORPC to learn about the Capital Infrastructure Bill. He provided an update on the Presidential Pkwy/Sawmill Road intersection project and that paving will begin this week and hope to be completed by October 6. This date is subject to change and he will update as needed. He spoke at the Powell Area Realtors Association and was able to present Powell 2.0. This past Friday was Third Friday for Police and Fire Night. October 28 is the Powell Fall Fest. The Olentangy Marching Band, cheerleaders and football team will be having a fundraiser in the community on September 24. Marty Saperstein is scheduled to present to Council on October 17, 2023, for the Community Attitude Survey. He provided an update on the interview process for the Economic Development position. There were three responses received relating to the construction of the North Depot Connection Project. He also provided an update relating to the Verona Sewer Assessment and received notice from residents that Romanelli and Hughes will be making a payment on outstanding inspection review balance dollars.

X. OTHER COUNCIL MATTERS

Council provided no additional comments.

XI. EXECUTIVE SESSION

- *Ohio Revised Code Section 121.22 (G) (2) To consider the purchase of property for public purposes*
- *Ohio Revised Code Section 121.22 (G) (4) Preparing for, conducting, or reviewing negotiations or bargaining sessions with public employees concerning their compensation or other terms and conditions of their employment*
- *Ohio Revised Code Section 121.22 (G) (8) To consider confidential information related to the marketing plans, specific business strategy, production techniques, trade secrets, or personal financial statements of an applicant for economic development assistance*

Councilmember Ferzan Ahmed moved to enter into executive session pursuant Ohio Revised Code Section 121.22 (G) (2) To consider the purchase of property for public purposes; Ohio





**Donald DePalma**  
365 Shelby Ave W

Date: 09/19/23  
To: City Council  
Subject: Sawmill Roundabout Construction Detour

This is to express the appreciation of myself, and my Grandshire neighbors, to the City for its efforts on our behalf in addressing safety concerns as related to the recent construction detour of traffic through our neighborhood.

I emailed the City Manager, with copies to Council members, concerning the issue of drivers following detour signage directing them to turn East onto Grandshire Drive from Sawmill Road in order to proceed to Presidential Parkway. The County Engineer's office, the manager of the roundabout project, mapped this detour route but failed to erect any signage on Grandshire Drive to direct drivers after they turned East onto Grandshire Drive. This created much confusion as to where drivers were to proceed, causing many to make an immediate U-turn to return to Sawmill Road, or to turn around in someone's driveway to do the same, creating safety issues with U-turns being performed in front of oncoming traffic, and driveway turnarounds where children were playing.

We are fortunate to live in a city with an administration sensitive to the concerns of its citizens; the response to my bringing this situation to Mr. White's attention was immediate, and resulted in he, and his staff, working with the County in having additional signage erected along Grandshire Drive directing traffic East to Presidential Parkway, thus alleviating the issues of U-turns and driveway turnarounds.

Many thanks to Mr. White, his staff, and to council members Swartwout, Kerr and Drummond for adding their efforts to resolving this issue, and to Interim Chief Sallows for monitoring the traffic situation and placing a radar station on Grandshire Drive to slow detoured traffic.

We are immensely grateful to the City for respecting our concerns and addressing them in such a responsive manner.

Sincerely,

Don DePalma



## OFFICE OF THE CITY MANAGER

47 Hall Street | Powell, OH 43065 | 614.885.5380 | [cityofpowell.us](http://cityofpowell.us)

# MEMO

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**From:** Andrew D. White, City Manager

**To:** City Council

**Re:** Notice to Legislative Authority of a TREX Transfer of a D1/D2/D3A Permit from 19 East 13 LLC, Midway on High, 1728 N. High Street, Columbus, OH 43201 to XGolf Powell LLC, dba XGolf, 285 W. Olentangy St. Suite 101, Powell, OH 43065.

**Date:** October 3, 2023

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### Summary:

The City of Powell received a Notice to Legislative Authority ("Notice") from the Ohio Division of Liquor Control regarding XGolf Powell LLC, DBA XGolf, pursuant to Ohio Revised Code ("ORC") 4303.26 because the business received an Economic Development Transfer ("TREX") for liquor permit and the location of the business is located within the corporate limits of the City of Powell. City Council previously approved the Economic Development Transfer Form for X Golf Powell, LLC at the August 1, 2023 meeting.

The Ohio Division of Liquor Control, and not the City, holds the authority to determine if the business is the type of business eligible to receive a liquor permit. Powell may request a hearing regarding the advisability of the issuance, transfer of ownership, or transfer of location of the permit. Staff is not recommending a hearing.

A TREX transfer allows for the transfer of location, or the transfer of ownership and location, of a liquor permit from within a municipal corporation or unincorporated area to an economic development project located in another municipal corporation, when certain criteria are met, including:

- 1) The acquisition of another business's liquor permit must be done pursuant to Ohio Administrative Code 4301:1-1-14.
- 2) The location where the permit is being transferred to must not have any available permits or must have a quota of permits available with applicants on the waiting list exceeding the number of openings.

The TREX transfer was developed through legislation to try to help those areas of the State that have an over-issuance of permits by TREX transferring them to another area of the State. If approved by the State, the permit will be issued to the business at 285 West Olentangy Street, Suite 101.

### Legal Review:

The Law Director has reviewed this item and does not recommend Council take any formal action.

**Financial Review:**

None required.

**Recommendation:**

Based on the review by the Law Director, Staff does not recommend to request a hearing in this matter. Regardless of whether Council desires to request a hearing, the Notice must be signed and returned to the Ohio Division of Liquor Control.

**RECEIVED**  
SEP 18 2023

**NOTICE TO LEGISLATIVE  
AUTHORITY**

**OHIO DIVISION OF LIQUOR CONTROL**  
6606 TUSSING ROAD, P.O. BOX 4005  
REYNOLDSBURG, OHIO 43068-9005  
(614)644-2360 FAX(614)644-3166

**BY:** .....  
**TO**

<b>98044290005</b> <small>PERMIT NUMBER</small>		<b>TREX</b> <small>TYPE</small>	<b>XGOLF POWELL LLC</b> <b>285 W OLENTANGY ST STE 101</b> <b>POWELL OH 43065</b>
02   01   2020 <small>ISSUE DATE</small>			
09   11   2023 <small>FILING DATE</small>			
D1   D2   D3   D3A <small>PERMIT CLASSES</small>			
21   055   B <small>TAX DISTRICT</small>	F30056 <small>RECEIPT NO.</small>		
FROM <b>09/13/2023</b>			

<b>64304320005</b> <small>PERMIT NUMBER</small>			<b>19 EAST 13 LLC</b> <b>&amp; PATIO</b> <b>1728 N HIGH ST</b> <b>COLUMBUS OHIO 43201</b>
02   01   2020 <small>ISSUE DATE</small>			
09   11   2023 <small>FILING DATE</small>			
D1   D2   D3   D3A <small>PERMIT CLASSES</small>			
25   044 <small>TAX DISTRICT</small>	 <small>RECEIPT NO.</small>		



MAILED **09/13/2023**

RESPONSES MUST BE POSTMARKED NO LATER THAN. **10/16/2023**

**IMPORTANT NOTICE**

PLEASE COMPLETE AND RETURN THIS FORM TO THE DIVISION OF LIQUOR CONTROL  
WHETHER OR NOT THERE IS A REQUEST FOR A HEARING.

REFER TO THIS NUMBER IN ALL INQUIRIES **B TREX 9804429-0005**

(TRANSACTION & NUMBER)

(MUST MARK ONE OF THE FOLLOWING)

WE REQUEST A HEARING ON THE ADVISABILITY OF ISSUING THE PERMIT AND REQUEST THAT  
THE HEARING BE HELD ☐ IN OUR COUNTY SEAT. ☐ IN COLUMBUS.

WE DO NOT REQUEST A HEARING. ☐

DID YOU MARK A BOX? IF NOT, THIS WILL BE CONSIDERED A LATE RESPONSE.

PLEASE SIGN BELOW AND MARK THE APPROPRIATE BOX INDICATING YOUR TITLE:

(Signature)

(Title) - ☐ Clerk of County Commissioner

(Date)

☐ Clerk of City Council

☐ Township Fiscal Officer

**CLERK OF POWELL CITY COUNCIL**  
**47 HALL ST**  
**POWELL OHIO 43065**



**OFFICE OF THE CITY MANAGER**

47 Hall Street | Powell, OH 43065 | 614.885.5380 | [cityofpowell.us](http://cityofpowell.us)

**MEMO**

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**From:** Andrew D. White, City Manager

**To:** Powell City Council

**Initiated By:** Rosa Ocheltree, Finance Director

**Re:** Ordinance 2023-25 – An Ordinance Adopting the 2024-2028 Five-Year Capital Improvements Program

**Date:** October 3, 2023

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**Summary:**

Ordinance 2023-25 represents the Administration's proposed 2024-2028 Capital Improvements Program (CIP) for City Council's consideration. The CIP is a critical document prepared annually and supported by the CIP funding policy adopted by City Council in 2022. The five-year CIP is a planning instrument used by the City of Powell to identify needed capital projects and to coordinate the financing and timing improvements in a way that maximizes the return to the public.

The Program is a guide for identifying current and future fiscal year requirements and becomes the basis for determining the annual Capital Budget.

Approval of the Capital Improvement Program does not appropriate funds. The Capital Budget is incorporated in the Annual Budget, which appropriates funds for specific facilities and improvements. Projects slated for subsequent years in the Program are approved on a planning basis and do not receive ultimate expenditure authority until they are incorporated into a Capital Budget. Each year when the CIP is reviewed, the program is moved forward one year, and the previous second year of the CIP, as modified after review, becomes the Capital Budget.

The 2024-2028 Five Year CIP builds off the original plan established by the City Council in 2022. This version was presented to the Finance Committee at its August 29, 2023 meeting and recommended for referral to the Council for discussion and adoption. The plan, as proposed, provide an appropriate balance of funding for maintenance of the City's existing assets and funding for new assets and infrastructure, both of which are vital to the City's economic development efforts.

Staff will present the aggregate program, supporting resources and general overview of this year's CIP. Additional detailed information is available for review in the Budget Book attachment and staff will be prepared to discuss this as well.

**Legal Review:**

No legal review necessary.

**Financial Review:**

The Finance Committee reviewed the proposed plan and recommends adoption of the 2024-2028 Capital Improvements Program. The CIP represents an estimated \$49 million investment in necessary capital infrastructure.

**Recommendation:**

Staff recommends approval of Ordinance 2023-25 at the second reading on October 3, 2023.







# 2024-2028 Capital Improvement Program

## Ord. 2023-25

**Finance Department**  
**9/19/2023**

# Capital Improvement Program (CIP)

Capital Improvement Program is a **long-term financial plan** used to improve coordination in the timing and financing of major projects, plan for capital replacement, and major maintenance expenditures.

The 5-Year CIP does not appropriate funds. Appropriations in support of the CIP are presented as part of the annual operating budget.

The CIP is reviewed and updated annually to support planning activities and preparation for the Operating Budget cycle.

# Next Evolution of the CIP: Continuous Improvement

## FY 23-27

- Aligned priorities with strategic goals
- Adopted the CIP funding policy
- Conducted Council-led workshops to prioritize capital projects
- Created the 1<sup>st</sup> 5-year CIP for Capital Projects under the new tax structure
- Allocated \$2.4M in 2023 to Capital Projects (\$4.4M across all types); \$18.8M across all years



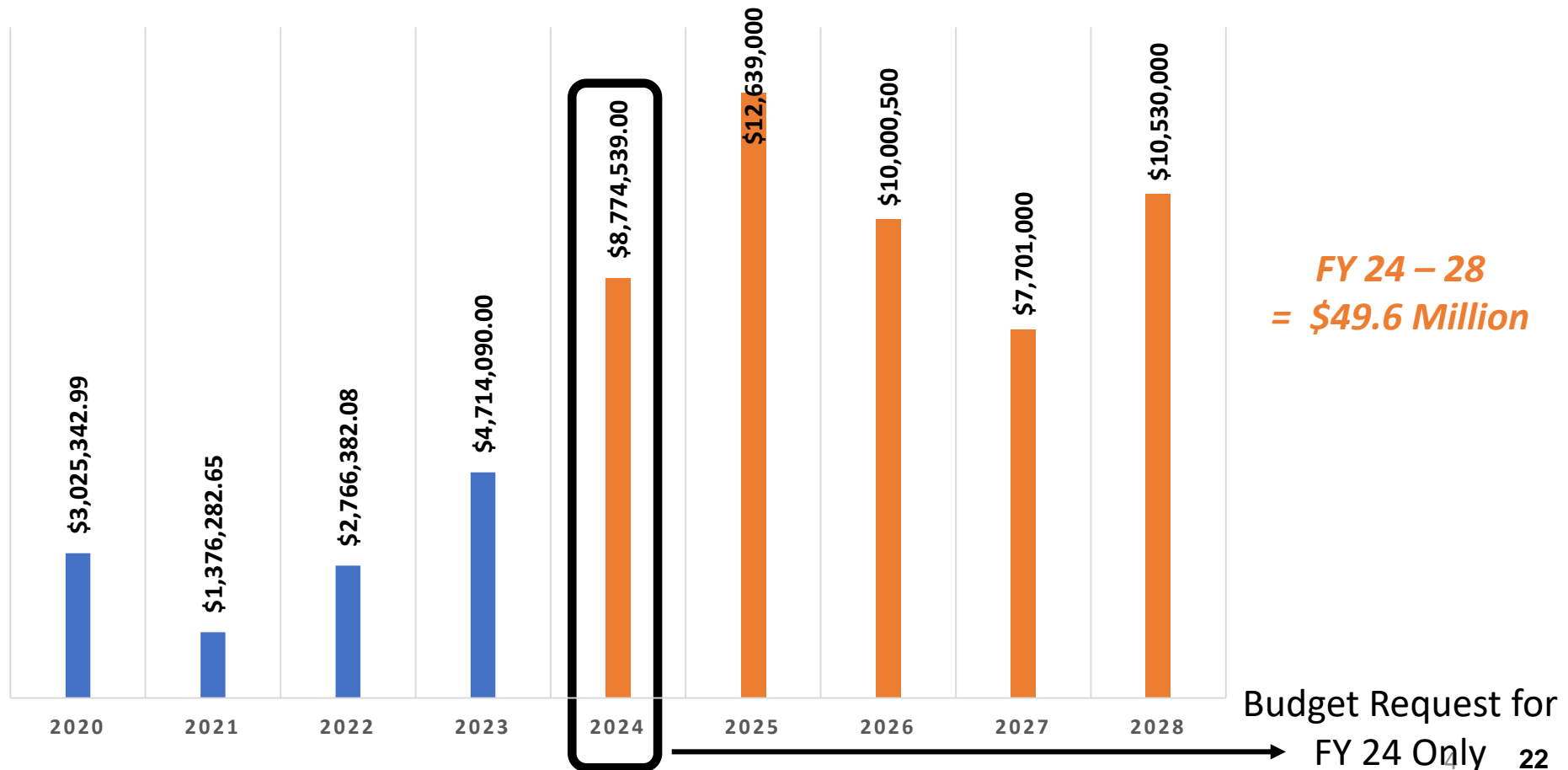
## FY 24-28

- 5-year CIP includes new capital projects and all major capital investments
- Staff identified grant opportunities in support of various proposed projects
- Various studies completed and in-progress will help refine the CIP: Fleet Assessment, Park & Facilities Master Plan, and Village Green Development proposals
- Allocated \$8.4M in 2024 to Capital Investments; \$48.9M across all years



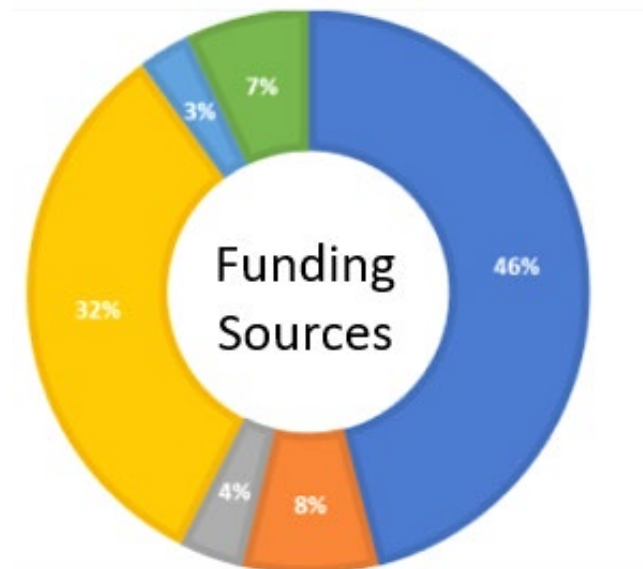
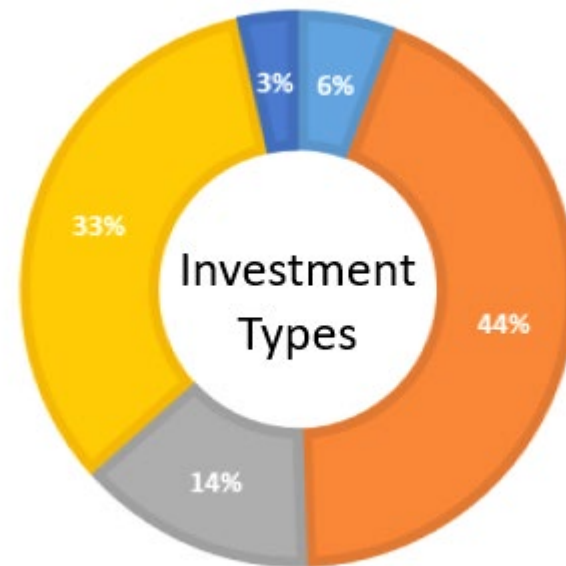
# Capital Resources – Investing in the Community

Allocation of capital resources has increased by **178%** since 2020, with a projected increase of **248%** by 2028. These investments support public safety, economic development, quality of life, and fiscal responsibility.



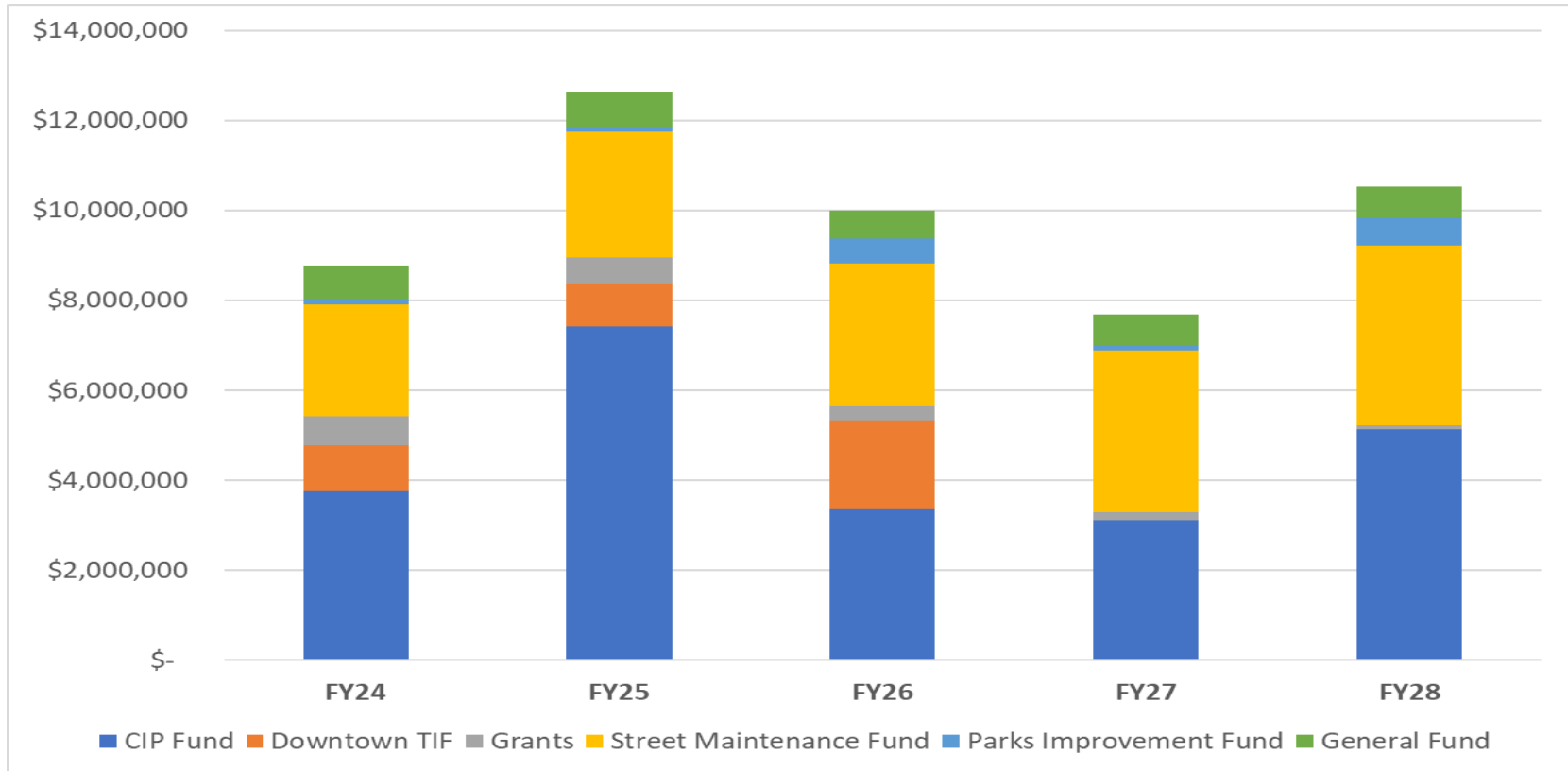
# 5-Year CIP Budget – At A Glance

- \$49M+ budget
- Five asset/investment types
  - New - \$21.7M
  - Improvement/Enhancement - \$6.9M
  - Maintenance - \$16.4M
  - Economic Development - \$2.9M
  - Contingency - \$1.8M



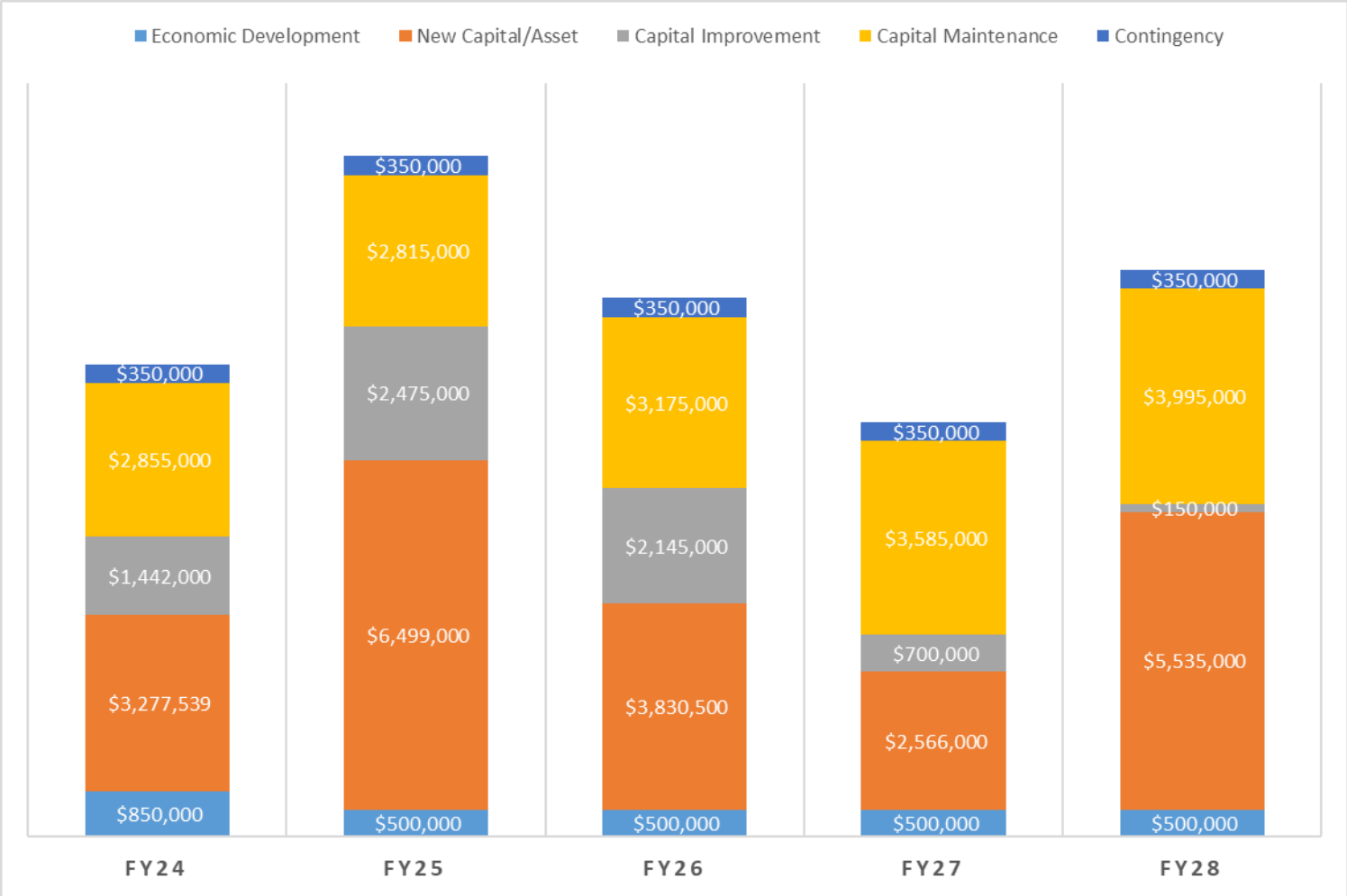
- Six Funding Sources
  - Capital Projects Fund - \$22.8M
  - Downtown TIF - \$3.9M
  - Street Maintenance Fund - \$16.1M
  - Parks Improvement Fund - \$1.5M
  - General Fund - \$3.5M
  - Grants - \$1.8M

# FY24 – 28 CIP: Funding Sources



Funding Source	FY24	FY25	FY26	FY27	FY28	FY24-28
CIP Fund	\$ 3,760,000	\$ 7,425,000	\$ 3,370,000	\$ 3,125,000	\$ 5,135,000	\$ 22,815,000
Downtown TIF	\$ 1,030,039	\$ 925,000	\$ 1,935,000	\$ -	\$ -	\$ 3,890,039
Grants	\$ 632,000	\$ 600,000	\$ 340,000	\$ 175,000	\$ 100,000	\$ 1,847,000
Street Maintenance Fund	\$ 2,500,000	\$ 2,815,000	\$ 3,175,000	\$ 3,585,000	\$ 3,995,000	\$ 16,070,000
Parks Improvement Fund	\$ 85,000	\$ 105,000	\$ 560,000	\$ 120,000	\$ 625,000	\$ 1,495,000
General Fund	\$ 767,500	\$ 769,000	\$ 620,500	\$ 696,000	\$ 675,000	\$ 3,528,000
<b>Total</b>	<b>\$ 8,774,539</b>	<b>\$ 12,639,000</b>	<b>\$ 10,000,500</b>	<b>\$ 7,701,000</b>	<b>\$ 10,530,000</b>	<b>\$ 49,645,039</b>

# FY24 – 28 CIP: Allocation by Asset/Investment Type



	FY24	FY25	FY26	FY27	FY28	FY24 - 28
Economic Development	\$ 850,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,850,000
New Capital/Asset	\$ 3,277,539	\$ 6,499,000	\$ 3,830,500	\$ 2,566,000	\$ 5,535,000	\$ 21,708,039
Capital Improvement	\$ 1,442,000	\$ 2,475,000	\$ 2,145,000	\$ 700,000	\$ 150,000	\$ 6,912,000
Capital Maintenance	\$ 2,855,000	\$ 2,815,000	\$ 3,175,000	\$ 3,585,000	\$ 3,995,000	\$ 16,425,000
Contingency	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 1,750,000
Total	\$ 8,774,539	\$ 12,639,000	\$ 10,000,500	\$ 7,701,000	\$ 10,530,000	\$ 49,645,039

# FY23 - 27 CIP Update

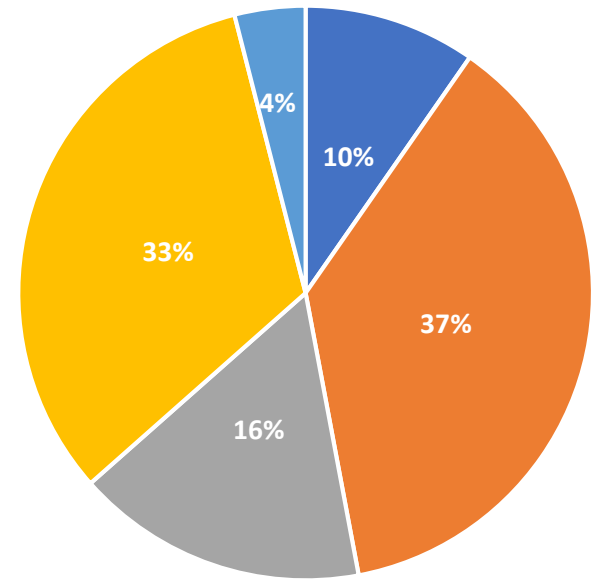
CIP - 2023 to 2027									
Project	Status	2023 Capital Cost	FY2023 Capital Cost	FY2024 Capital Costs	FY2025 Capital Costs	FY2026 Capital Costs	FY2027 Capital Costs	23-27 Capital Costs	
Adventure Park CSX Tunnel	In Progress	\$86,293	\$85,000	\$355,000				\$440,000	
Signage and Wayfinding Plan Implementation	In Progress (Extended)		\$168,000					\$168,000	
North Depot Street Reconstruction	In Progress/Timeline Revised		\$336,090	\$854,360				\$1,190,450	
Scioto Street Extension*	Estimate Revised		\$100,000	\$579,000	\$2,048,000			\$2,727,000	
Village Green Amphitheater Improvements	On-Hold		\$75,000					\$75,000	
South Depot Street Connection	Timeline Revised		\$200,000	\$1,800,000				\$2,000,000	
Pickle Ball Courts	In Progress/Revised		\$300,000					\$300,000	
Scioto Street Reconstruction	Revised					\$1,055,000		\$1,055,000	
Liberty Road Multi-Use Path	Revised			\$280,000	\$757,000			\$1,037,000	
Hall Street Reconstruction	On-Hold				\$255,000	\$480,000		\$735,000	
Northeast Quadrant Parking	Revised				\$1,475,000	\$1,735,000		\$3,210,000	
Lechler Building Remodel/Reuse	In Progress		\$200,000	\$800,000				\$1,000,000	
Contingency	Revised		\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000	
CIC Transfer/Strategic Land Acquisition*	Revised	\$312,068	\$650,000	\$663,000	\$676,260	\$689,785	\$703,581	\$3,382,626	
CIP Total		\$398,361	\$2,414,090	\$5,631,360	\$5,511,260	\$4,259,785	\$1,003,581	\$18,820,076	
Other Capital Improvement Projects - Funded Through General Fund and Special Revenue Funds									
Snow Plow Replacement	In Progress	Public Service Dept.	\$150,000					\$150,000	
Park Master Plan	In Progress	Parks & Rec.	\$100,000					\$100,000	
Park Improvements	On-Hold	Parks & Rec.	\$400,000					\$400,000	
Street Maintenance Program	In Progress	Engineering	\$1,500,000					\$1,500,000	
Bikepath Repaving/Construction	In Progress	Engineering	\$150,000					\$150,000	
Other Total			\$2,300,000	\$0	\$0	\$0	\$0	\$2,300,000	
Grand Total (CIP + Other)		\$398,361	\$4,714,090	\$5,631,360	\$5,511,260	\$4,259,785	\$1,003,581	\$21,120,076	

Status column shows how the project rolled into the proposed 24-28 CIP.



# FY 24-28 CIP Highlights

- \$8.8M+ budget
- Five asset/investment types
  - New - \$3,277,539
  - Improvement/Enhancement - \$1,442,000
  - Maintenance - \$2,855,000
  - Economic Development - \$850,000
  - Contingency - \$350,000
- New Projects Proposed by Staff
  - Downtown Street Improvements - \$970,000 \*
  - Shared Use Path Additions - \$1,685,000 \*
  - Crosswalk Improvements on Olentangy Street - \$282,000 \*\*
  - South Depot Street Connection (supports Village Green Development) - \$4,635,000
  - At Grade Railroad Crossing Upgrades - \$700,000 \*\*



\* Partially Grant Funded

\*\* 100% Grant Funded



## **CIP Detailed Project Review (Turn to Binder/Exhibit B)**

**Thank you!**



# City of Powell

## **FY2024-2028 Capital Improvement Plan**



**Proposed Version - 8/29/2023**

Last updated 08/25/23



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# CAPITAL IMPROVEMENTS

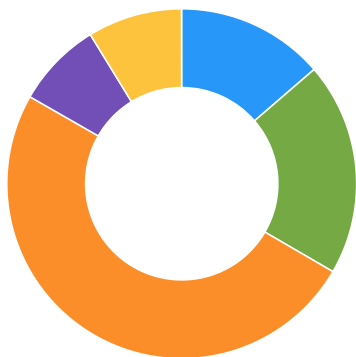
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# Capital Improvements: One-year Plan (2024)

Total Capital Requested  
**\$8,774,539**

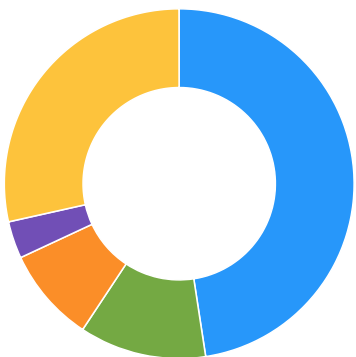
14 Capital Improvement Projects

Total Funding Requested by Department



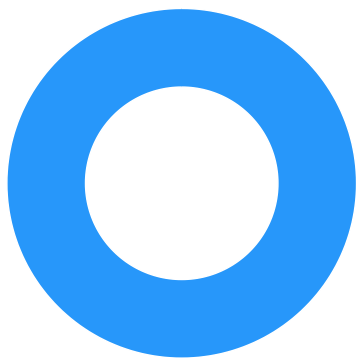
ADMINISTRATION DEPARTMENT (14%)	\$1,200,000.00
DEVELOPMENT DEPARTMENT (20%)	\$1,730,039.00
ENGINEERING DEPARTMENT (50%)	\$4,377,000.00
PARKS & RECREATION (8%)	\$700,000.00
PUBLIC SERVICE DEPARTMENT (9%)	\$767,500.00
<b>TOTAL</b>	<b>\$8,774,539.00</b>

Total Funding Requested by Source



CIP Fund (48%)	\$4,175,000.00
Downtown TIF (12%)	\$1,030,039.00
General Fund (9%)	\$767,500.00
Grant (3%)	\$302,000.00
Street Maintenance Fund (28%)	\$2,500,000.00
<b>TOTAL</b>	<b>\$8,774,539.00</b>

Capital Costs Breakdown



Capital Costs (100%)	\$8,774,539.00
<b>TOTAL</b>	<b>\$8,774,539.00</b>

Cost Savings & Revenue Breakdown

There's no data for building chart

## ADMINISTRATION DEPARTMENT Requests

### Itemized Requests for 2024

#### Allocation to the Powell Development Corporation (PDC)

\$850,000

Per the CIP funding policy, a discretionary 5% of the city's prior-year municipal income tax revenue will be available to fund economic development activities, including land acquisition, through the PDC.

#### Contingencies

\$350,000

This allocation is utilized for minor projects that were unanticipated or to support change orders related to in-progress projects. The use of this allocation is directed by the City Manager.

**Total: \$1,200,000**

## DEVELOPMENT DEPARTMENT Requests

### Itemized Requests for 2024

#### Depot Street Construction - Encore TIF Agreement

\$980,039

Economic Development Agreement (EDA) with Grand Communities, LLC, relative to the Encore Park of Powell development (Ord. 2023-15) for the construction of a connection from downtown Powell to Adventure Park by extending Depot Street. The...

#### Lechler Building Remodel/Reuse

\$700,000

The site is a highly visible "gateway" to the community. Reappointment and redesign of the site and building provides an exciting opportunity to enhance this community entrance for public use. The plan for the Lechler building...

#### Public Infrastructure TIF Agreement - COHatch Development

\$50,000

The completed development resulting from this legislation is anticipated to aid in the resolution of downtown parking issues, benefit economic development for the downtown, generate new revenues, support needed capital infrastructure, revitalize...

**Total: \$1,730,039**



## ENGINEERING DEPARTMENT Requests

### Itemized Requests for 2024

#### Adventure Park CSX Tunnel

**\$355,000**

This project consists of designing and permitting the rehabilitation of the existing tunnel under the CSX railroad located approximately 650' northwest of Adventure Park Drive in Powell, Ohio. The disintegrating and delaminating...

#### Annual Street Maintenance and Repair Program

**\$2,500,000**

The annual street maintenance and repair program will provide for investments each year in keeping our streets and associated pedestrian and shared-use paths well-maintained, functional, and safe. These improvements include roadway resurfacing and...

#### At Grade Railroad Crossing Upgrades

**\$350,000**

This project will provide for the improvement of the at-grade railroad crossings at Seldom Seen Road and the crossing north of Murphy Parkway. The railroad crossing improvements will be designed and completed by the railroad (CSX) and then...

#### Crosswalk Improvements on Olentangy Street

**\$282,000**

This project would construct three new and/or improved pedestrian crossing locations along the SR 750 corridor through the downtown area of the City of Powell. See the attached proposed improvement exhibits for additional details. A detailed...

#### North Depot Street Reconstruction

**\$110,000**

This project consists of reconstructing the existing North Depot Street from Olentangy Street (State Route 750) north to Case Ave. The existing roadway consists of an approximately 20' wide section of asphalt pavement that facilitates one...

#### Scioto Street Extension

**\$695,000**

This project will extend Scioto Street east from its current terminus at Liberty Street to Grace Drive. This includes a new structure (bridge or culvert) over Bartholomew Run which will be heavily influenced by the existing FEMA floodplain....

#### Shared Use Path Additions

**\$85,000**

This project will provide for the identification, planning, design, and construction of new shared-use paths with the City of Powell, both along public roadways and in City-owned parks and open spaces. The program will first identify areas that...

**Total: \$4,377,000**

## PUBLIC SERVICE DEPARTMENT Requests

### Itemized Requests for 2024

#### Fleet & Equipment Replacement

**\$767,500**

The City's Asset Replacement Policy outlines the criteria for effective vehicle replacement. All factors of a vehicle's mission, purpose, age, mileage, and cost of ownership will be assessed to create a benchmark for...

**Total: \$767,500**

## PARKS & RECREATION Requests

### Itemized Requests for 2024

#### Adventure Park Pickleball Courts

**\$700,000**

Design and construct 8 pickleball courts located on a current greenfield in the northwest corner of Adventure Park. Construction includes excavation, hauling and removal, grading, drainage, court surface, coating, fencing, lighting, seeding...

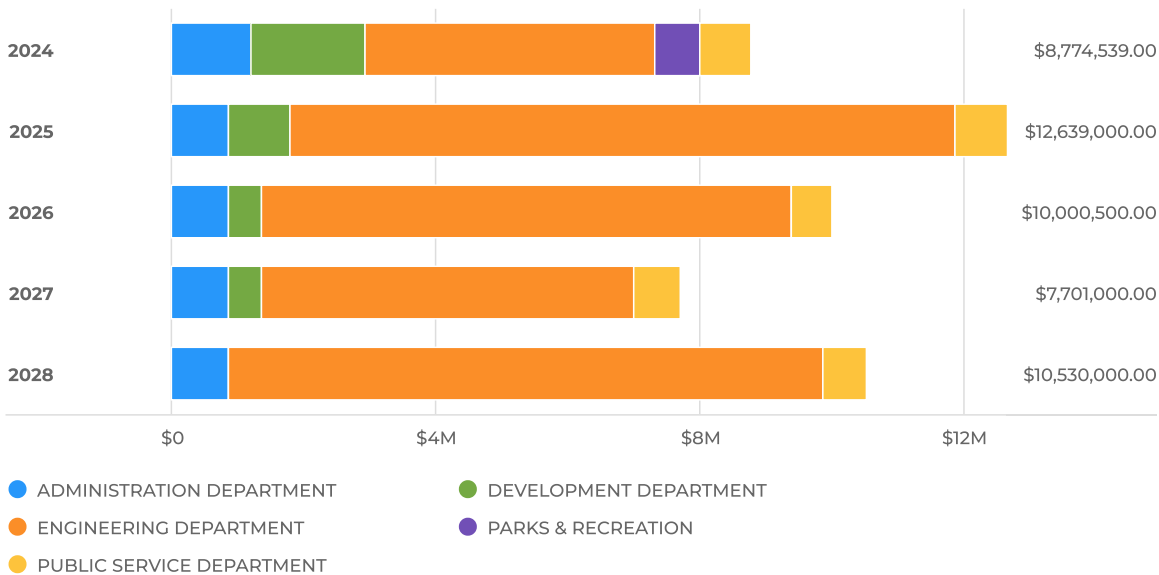
**Total: \$700,000**

# Capital Improvements: Multi-year Plan (2024 - 2028)

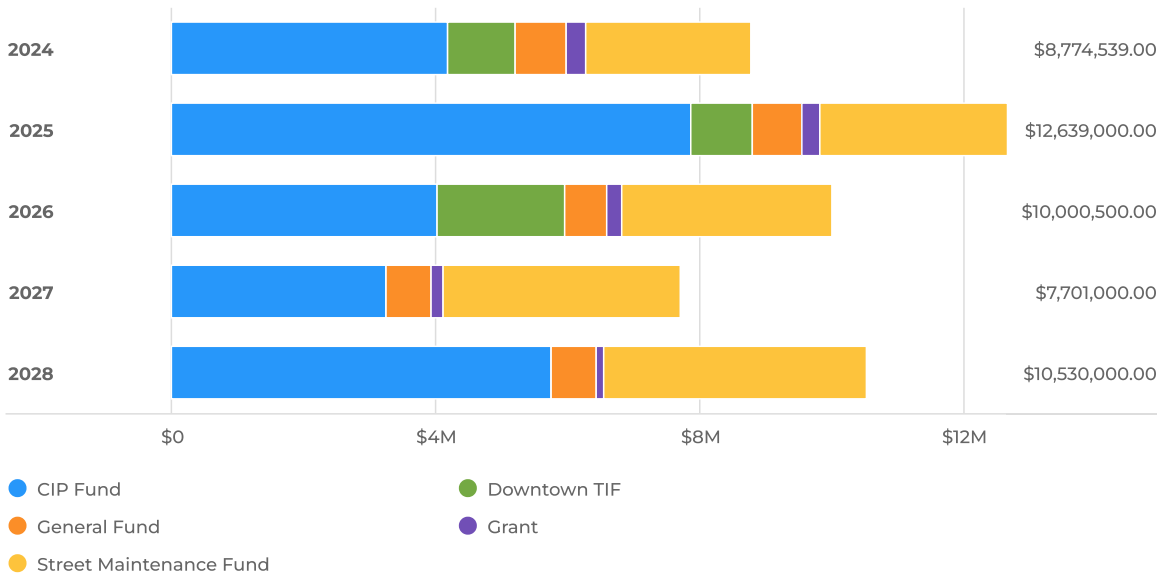
**Total Capital Requested**  
**\$49,645,039**

## 20 Capital Improvement Projects

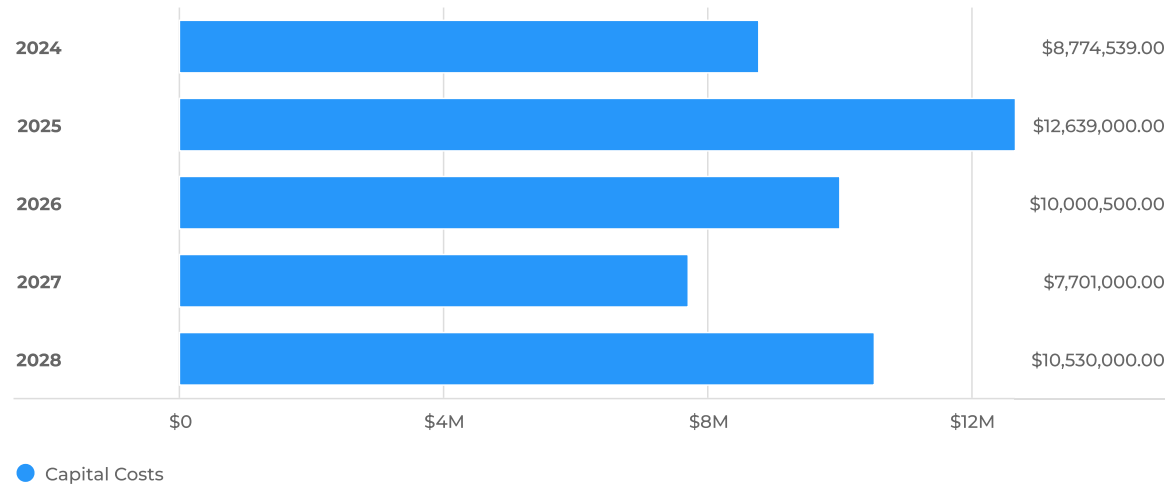
### Total Funding Requested by Department



### Total Funding Requested by Source



## Capital Costs Breakdown



## Cost Savings & Revenues

There's no data for building chart

## ADMINISTRATION DEPARTMENT Requests

### Itemized Requests for 2024-2029

#### Allocation to the Powell Development Corporation (PDC)

**\$2,850,000**

Per the CIP funding policy, a discretionary 5% of the city's prior-year municipal income tax revenue will be available to fund economic development activities, including land acquisition, through the PDC.

#### Contingencies

**\$1,750,000**

This allocation is utilized for minor projects that were unanticipated or to support change orders related to in-progress projects. The use of this allocation is directed by the City Manager.

**Total: \$4,600,000**

## DEVELOPMENT DEPARTMENT Requests

### Itemized Requests for 2024-2029

---

#### Depot Street Construction - Encore TIF Agreement

**\$980,039**

Economic Development Agreement (EDA) with Grand Communities, LLC, relative to the Encore Park of Powell development (Ord. 2023-15) for the construction of a connection from downtown Powell to Adventure Park by extending Depot Street. The...

---

#### Lechler Building Remodel/Reuse

**\$700,000**

The site is a highly visible "gateway" to the community. Reappointment and redesign of the site and building provides an exciting opportunity to enhance this community entrance for public use. The plan for the lecher building...

---

#### Public Infrastructure TIF Agreement - COHatch Development

**\$500,000**

The completed development resulting from this legislation is anticipated to aid in the resolution of downtown parking issues, benefit economic development for the downtown, generate new revenues, support needed capital infrastructure, revitalize...

---

#### Signage and Wayfinding Plan Implementation

**\$1,500,000**

This project guides completing a Signage and Wayfinding Master Plan as well as installing wayfinding signage throughout the City of Powell to motorist and non-motorist through the city, define edges and gateways, and elevate the city's brand....

---

**Total: \$3,680,039**

# ENGINEERING DEPARTMENT Requests

## Itemized Requests for 2024-2029

### Adventure Park CSX Tunnel

\$355,000

This project consists of designing and permitting the rehabilitation of the existing tunnel under the CSX railroad located approximately 650' northwest of Adventure Park Drive in Powell, Ohio. The disintegrating and delaminating...

### Annual Street Maintenance and Repair Program

\$16,070,000

The annual street maintenance and repair program will provide for investments each year in keeping our streets and associated pedestrian and shared-use paths well-maintained, functional, and safe. These improvements include roadway resurfacing and...

### At Grade Railroad Crossing Upgrades

\$700,000

This project will provide for the improvement of the at-grade railroad crossings at Seldom Seen Road and the crossing north of Murphy Parkway. The railroad crossing improvements will be designed and completed by the railroad (CSX) and then...

### Crosswalk Improvements on Olentangy Street

\$282,000

This project would construct three new and/or improved pedestrian crossing locations along the SR 750 corridor through the downtown area of the City of Powell. See the attached proposed improvement exhibits for additional details. A detailed...

### Downtown Streetscape Improvements

\$970,000

The Downtown Streetscape Improvements project will review and prepare design documents for the resurfacing, maintenance, and repair of the existing sidewalks and other streetscape elements in certain areas of downtown Powell. The area reviewed...

### Liberty Road Multi-Use Path (Library Park to Murphy Pwky)

\$875,000

This project consists of connecting the existing shared-use path on the east side of Liberty Road at the CSX railroad crossing to the existing shared-use path on the west side of Murphy Parkway. The shared-use path will follow Liberty Road out of...

### North Depot Street Reconstruction

\$2,235,000

This project consists of reconstructing the existing North Depot Street from Olentangy Street (State Route 750) north to Case Ave. The existing roadway consists of an approximately 20' wide section of asphalt pavement that facilitates one...

### Northeast Quadrant Parking

\$2,410,000

The primary purpose of this project is to create safe and efficient traffic flow for the ingress and egress to existing businesses in the NE quadrant of the Four Corners intersection. This project consists of the construction of a larger...

### Scioto Street Extension

\$4,895,000

This project will extend Scioto Street east from its current terminus at Liberty Street to Grace Drive. This includes a new structure (bridge or culvert) over Bartholomew Run which will be heavily influenced by the existing FEMA floodplain....

### Scioto Street Reconstruction

\$2,025,000

The Scioto Street Reconstruction will reconstruct Scioto Street from the western terminus at North Depot Street to Liberty Street. The project will include pavement replacement, new storm sewer facilities, and new street lighting, and will remove...

### Shared Use Path Additions

\$1,685,000

This project will provide for the identification, planning, design, and construction of new shared-use paths with the City of Powell, both along public roadways and in City-owned parks and open spaces. The program will first identify areas that...

---

**South Depot Street Connection****\$4,635,000**

This project will extend South Depot Street from Olentangy Street to a point on Liberty Street approximately 100 feet north of the entrance to Library Park. Improvements would include new roadways with associated drainage improvements, pedestrian...

---

**Total: \$37,137,000**

## **PUBLIC SERVICE DEPARTMENT Requests**

### **Itemized Requests for 2024-2029**

---

**Fleet & Equipment Replacement****\$3,528,000**

The City's Asset Replacement Policy outlines the criteria for effective vehicle replacement. All factors of a vehicle's mission, purpose, age, mileage, and cost of ownership will be assessed to create a benchmark for...

---

**Total: \$3,528,000**

## **PARKS & RECREATION Requests**

### **Itemized Requests for 2024-2029**

---

**Adventure Park Pickleball Courts****\$700,000**

Design and construct 8 pickleball courts located on a current greenfield in the northwest corner of Adventure Park. Construction includes excavation, hauling and removal, grading, drainage, court surface, coating, fencing, lighting, seeding...

---

**Total: \$700,000**

---

# APPENDIX

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# **ADMINISTRATION DEPARTMENT REQUESTS**

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# Allocation to the Powell Development Corporation (PDC)

## Overview

Request Owner	Rosa Ocheltree, Finance Director
Est. Start Date	08/01/2022
Est. Completion Date	12/31/2025
Department	ADMINISTRATION DEPARTMENT
Type	Other

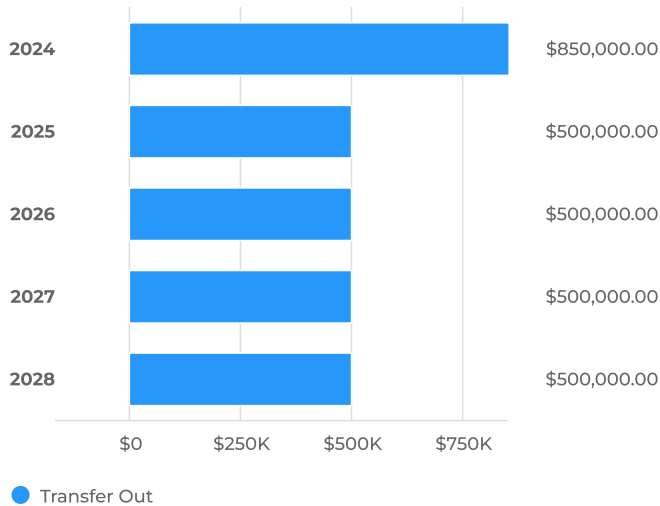
## Description

Per the CIP funding policy, a discretionary 5% of the city's prior-year municipal income tax revenue will be available to fund economic development activities, including land acquisition, through the PDC.

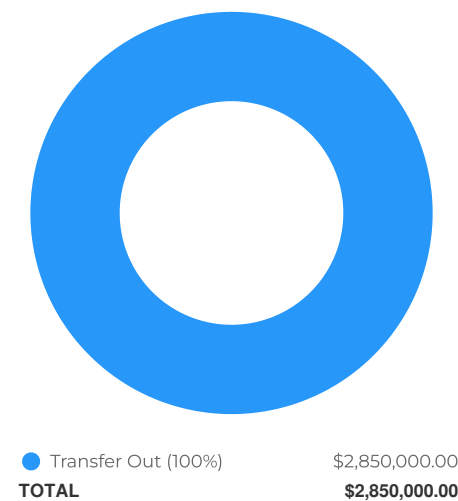
## Capital Cost

FY2024 Budget	Total Budget (all years)	Project Total
<b>\$850,000</b>	<b>\$2.85M</b>	<b>\$2.85M</b>

Capital Cost by Year



Capital Cost for Budgeted Years



## Capital Cost Breakdown

Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Transfer Out	\$850,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,850,000
<b>Total</b>	<b>\$850,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$2,850,000</b>

## Funding Sources

FY2024 Budget

**\$850,000**

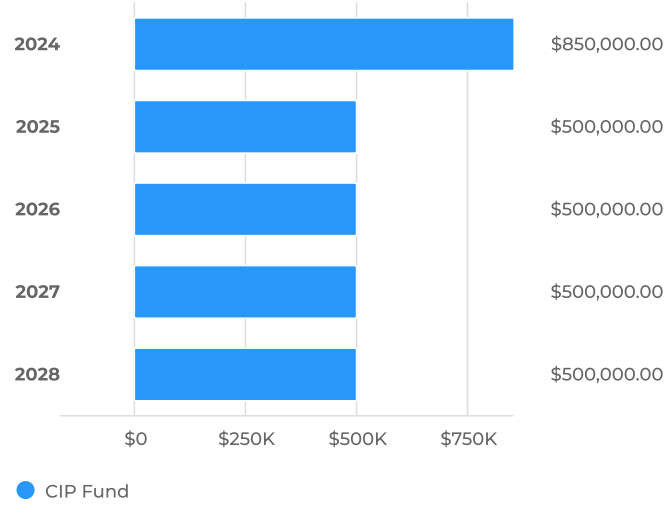
Total Budget (all years)

**\$2.85M**

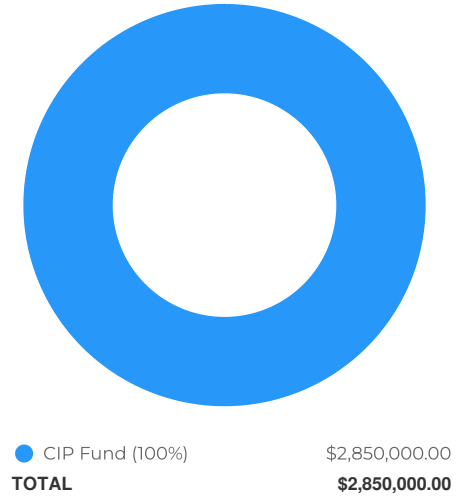
Project Total

**\$2.85M**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total
CIP Fund	\$850,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,850,000
<b>Total</b>	<b>\$850,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$2,850,000</b>

# Contingencies

## Overview

Request Owner	Rosa Ocheltree, Finance Director
Department	ADMINISTRATION DEPARTMENT
Type	Other

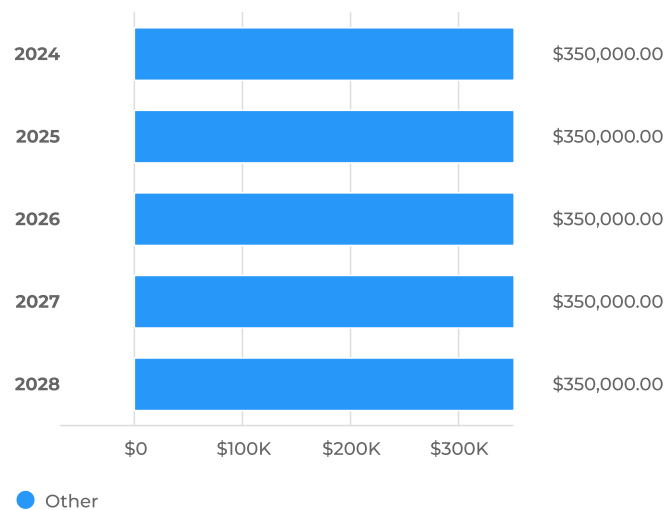
## Description

This allocation is utilized for minor projects that were unanticipated or to support change orders related to in-progress projects. The use of this allocation is directed by the City Manager.

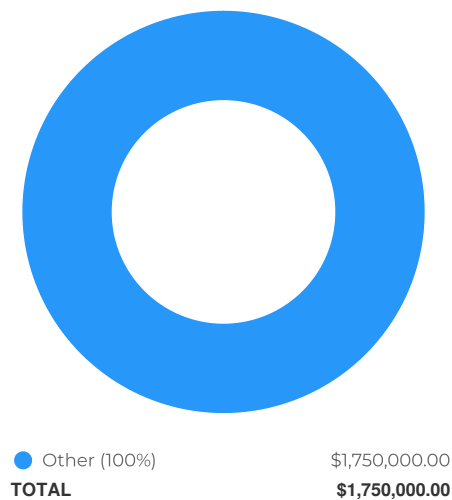
## Capital Cost

FY2024 Budget	Total Budget (all years)	Project Total
<b>\$350,000</b>	<b>\$1.75M</b>	<b>\$1.75M</b>

Capital Cost by Year



Capital Cost for Budgeted Years



## Capital Cost Breakdown

Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Other	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,750,000
<b>Total</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$1,750,000</b>

## Funding Sources

FY2024 Budget

**\$350,000**

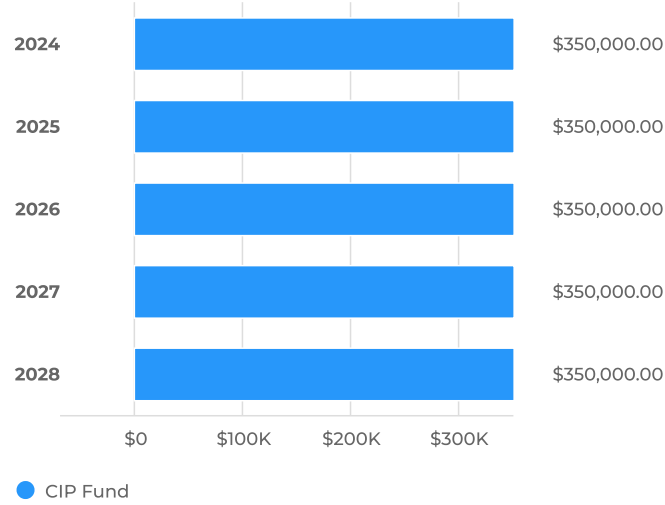
Total Budget (all years)

**\$1.75M**

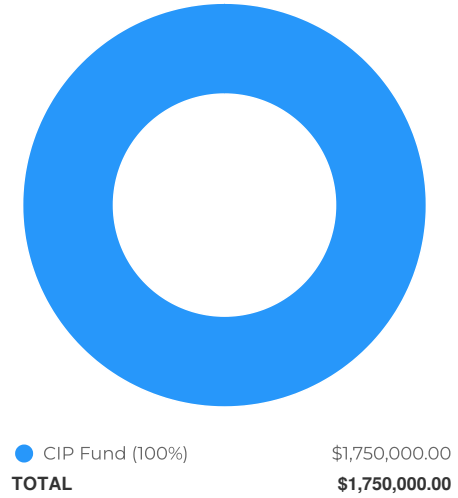
Project Total

**\$1.75M**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total
CIP Fund	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,750,000
<b>Total</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$1,750,000</b>

---

# **DEVELOPMENT DEPARTMENT REQUESTS**

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# Depot Street Construction - Encore TIF Agreement

## Overview

Request Owner	Rosa Ocheltree, Finance Director
Department	DEVELOPMENT DEPARTMENT
Type	Capital Improvement

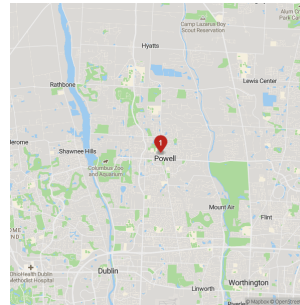
## Description

Economic Development Agreement (EDA) with Grand Communities, LLC, relative to the Encore Park of Powell development (Ord. 2023-15) for the construction of a connection from downtown Powell to Adventure Park by extending Depot Street. The scope includes the proposed roadway extension, concrete curb, sidewalk, storm sewer, sanitary sewer, water, street lighting, traffic control, streetscape, and associated updates to provide a neighborhood street connection in the Northwest Quadrant. In addition, the work will correct the Morris Station detention basin that will assist the Encore development and Morris Station development to provide adequate stormwater management for both developments, including the public improvements.

## Details

Type of Project	New Road
-----------------	----------

## Location



## Supplemental Attachments

 [Encore - Depot Street Construction Estimate\(/resource/cleargov-prod/projects/documents/be72636e6eef59e70193.pdf\)](/resource/cleargov-prod/projects/documents/be72636e6eef59e70193.pdf)

## Benefit to Community

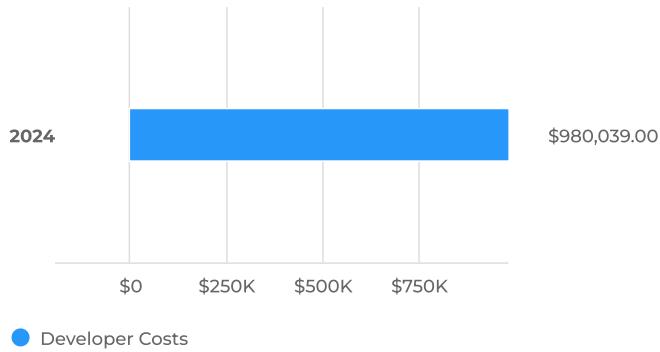
In 2021, City Council received a study that helped to establish the City's first Capital Improvement Program (CIP). That program document also identified the North Depot Street Extension as a project worthy of consideration to be included in the final CIP adoption. The scope included the proposed roadway extension, concrete curb, sidewalk, storm sewer, sanitary sewer, water, street lighting, traffic control, streetscape and associated updates to provide a neighborhood street connection in the Northwest Quadrant.

As part of the Encore Economic Development Agreement, the City will reimburse the developer for the construction of the extension of Depot Street from its current northern terminus at Case Avenue to the southern terminus of Depot Street south of Morris Court. These improvements include public street construction with on-street parking, shared use paths, curb ramps, signs, storm structure and storm sewer mains, pavement marking, street lighting, and other necessary items. Additionally, there will be improvements made to the existing basin located east of Morris Station that Encore Park and proposed Depot Street will drain into after being treated and detained within the proposed underground stormwater detention basins.

## Capital Cost

FY2024 Budget	Total Budget (all years)	Project Total
<b>\$980,039</b>	<b>\$980.039K</b>	<b>\$980.039K</b>

Capital Cost by Year



Capital Cost for Budgeted Years



### Capital Cost Breakdown

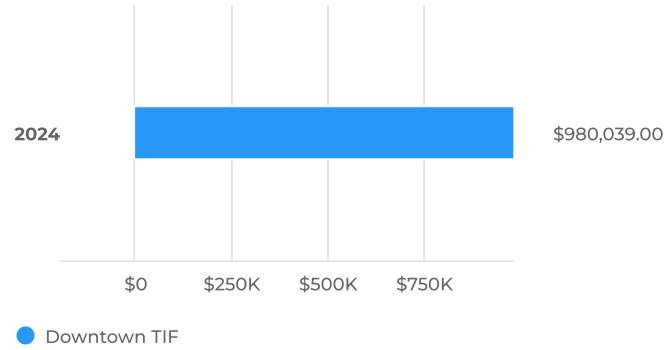
Capital Cost	FY2024	Total
Developer Costs	\$980,039	\$980,039
<b>Total</b>	<b>\$980,039</b>	<b>\$980,039</b>



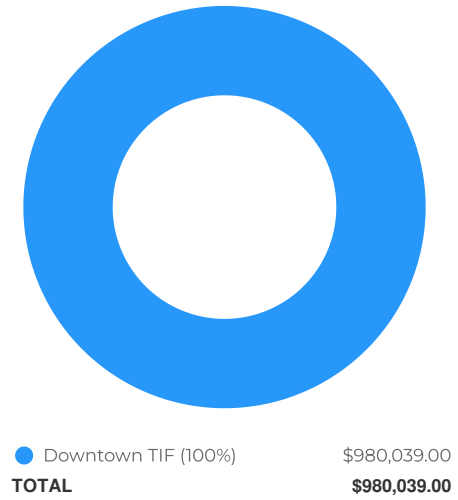
## Funding Sources

FY2024 Budget	Total Budget (all years)	Project Total
<b>\$980,039</b>	<b>\$980.039K</b>	<b>\$980.039K</b>

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2024	Total
Downtown TIF	\$980,039	\$980,039
<b>Total</b>	<b>\$980,039</b>	<b>\$980,039</b>

# Lechler Building Remodel/Reuse

## Overview

Request Owner	Jeff Tyler, Development Director
Est. Completion Date	12/31/2024
Department	DEVELOPMENT DEPARTMENT
Type	Capital Improvement

## Description

The site is a highly visible "gateway" to the community. Reappointment and redesign of the site and building provides an exciting opportunity to enhance this community entrance for public use. The plan for the Lechler building include:

1. The condition assessment, design and renovation of the existing building located at 453 Murphy Parkway. The existing building is currently being used to store several City assets, including Public Services vehicles and equipment. The project will need to continue to serve those storage functions until an alternative location can be found. Renovation shall include exterior modifications and the possibility of a tear down and re-build of a shed roofed addition to the existing building;
2. The design and renovation of the site to be treated as a "gateway" into the City of Powell's incorporated limits. Some thought should be taken in addressing the site needs while the facility is being used for the City's storage of assets (i.e. Snow Plow Trucks, Equipment, and other cold storage). The successful candidate will assist the City in understanding how to phase the site and building improvements.
3. The design of a "connection" to other City parks and facilities. This connection does not have to be physical. However, the design should begin to establish a City brand that can be replicated in other City facilities for future reference.

## Images



Area Map



Building Photo 1

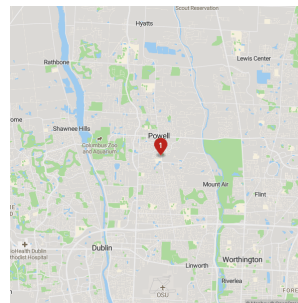


Building Photo 2

## Details

Type of Project	Refurbishment
-----------------	---------------

## Location



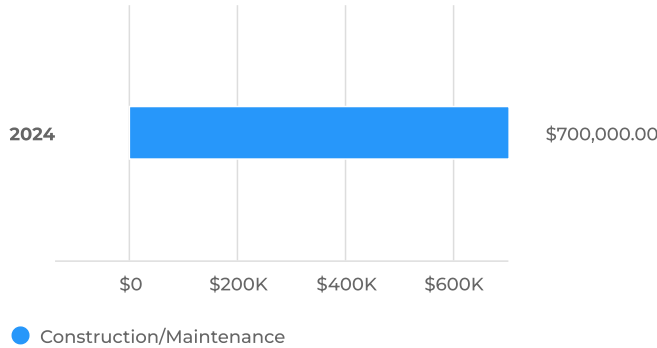
Capital Cost

FY2024 Budget  
**\$700,000**

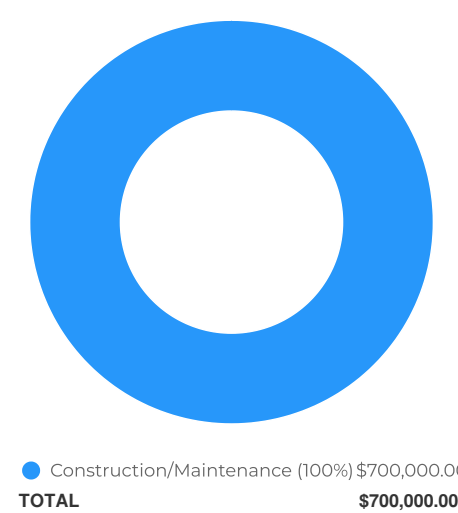
Total Budget (all years)  
**\$700K**

Project Total  
**\$700K**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown		
Capital Cost	FY2024	Total
Construction/Maintenance	\$700,000	\$700,000
Total	\$700,000	\$700,000

## Funding Sources

FY2024 Budget

**\$700,000**

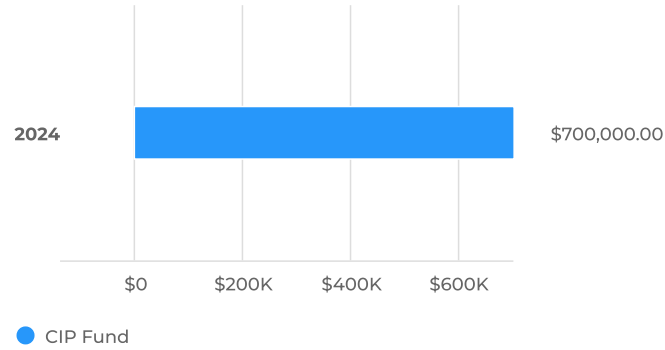
Total Budget (all years)

**\$700K**

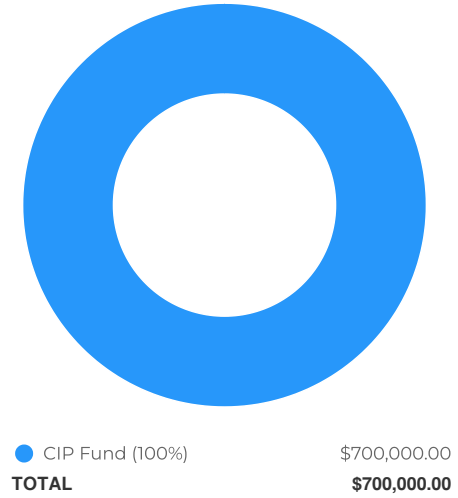
Project Total

**\$700K**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2024	Total
CIP Fund	\$700,000	\$700,000
<b>Total</b>	<b>\$700,000</b>	<b>\$700,000</b>

# Public Infrastructure TIF Agreement - COHatch Development

## Overview

Request Owner	Rosa Ocheltree, Finance Director
Department	DEVELOPMENT DEPARTMENT
Type	Other

## Description

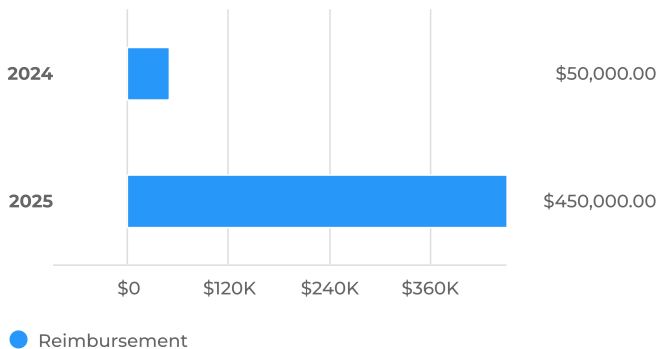
The completed development resulting from this legislation is anticipated to aid in the resolution of downtown parking issues, benefit economic development for the downtown, generate new revenues, support needed capital infrastructure, revitalize vacant properties, present citizens with new retail options and attract residual development.

The City will reimburse COhatch, a not to exceed sum of \$450,000 dollars, to demolish the existing building located at 50 E. Olentangy Street and to reconstruct the parking lot at the same location as part of the improvement of the site.

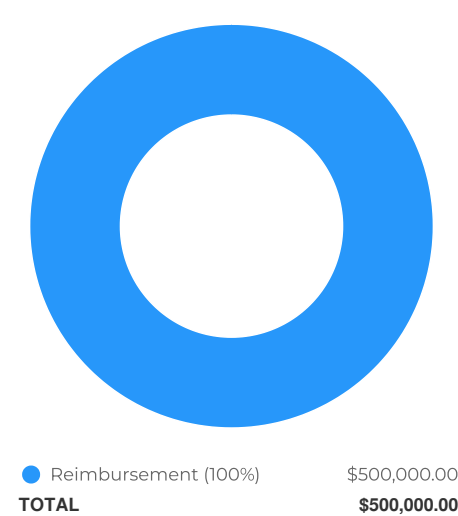
## Capital Cost

FY2024 Budget	Total Budget (all years)	Project Total
<b>\$50,000</b>	<b>\$500K</b>	<b>\$500K</b>

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown			
Capital Cost	FY2024	FY2025	Total
Reimbursement	\$50,000	\$450,000	\$500,000
<b>Total</b>	<b>\$50,000</b>	<b>\$450,000</b>	<b>\$500,000</b>

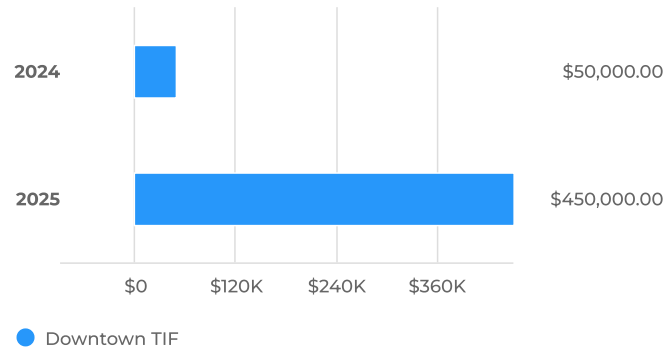
## Funding Sources

FY2024 Budget  
**\$50,000**

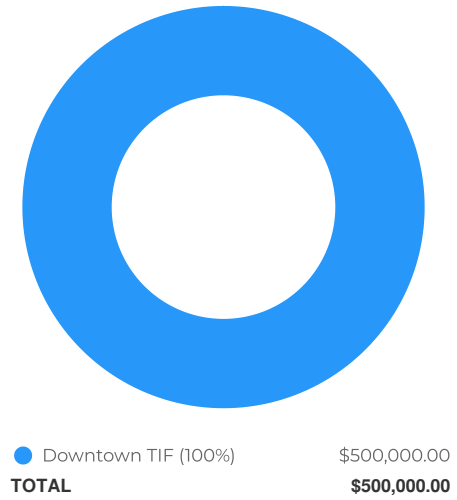
Total Budget (all years)  
**\$500K**

Project Total  
**\$500K**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2024	FY2025	Total
Downtown TIF	\$50,000	\$450,000	\$500,000
<b>Total</b>	<b>\$50,000</b>	<b>\$450,000</b>	<b>\$500,000</b>

# Signage and Wayfinding Plan Implementation

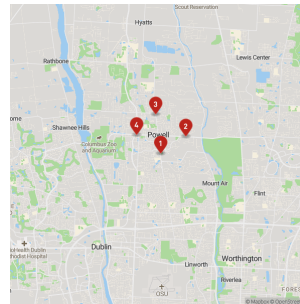
## Overview

Request Owner	Rosa Ocheltree, Finance Director
Est. Start Date	08/01/2023
Est. Completion Date	12/31/2027
Department	DEVELOPMENT DEPARTMENT
Type	Capital Improvement

## Description

This project guides completing a Signage and Wayfinding Master Plan as well as installing wayfinding signage throughout the City of Powell to motorist and non-motorist through the city, define edges and gateways, and elevate the city's brand. The signage can help to improve downtown traffic flow by alerting drivers to destinations and parking within the area. Also, with the reconstruction of existing roadways and construction of new roadways near the Four Corners intersection, it will be necessary to upgrade the wayfinding signage in the downtown area to educate the public on enhanced connectivity. Potential wayfinding signage locations may include the intersections of Powell Road/Murphy Parkway, Liberty Street/Murphy Parkway, Liberty Street/Bennet Parkway, Powell Road/Bennett Parkway, Olentangy Street/Grace Drive, and Liberty Street/Grace Drive.

## Location



## Capital Cost

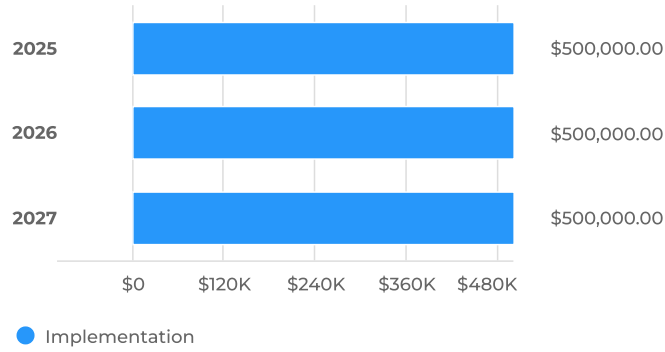
Total Budget (all years)

**\$1.5M**

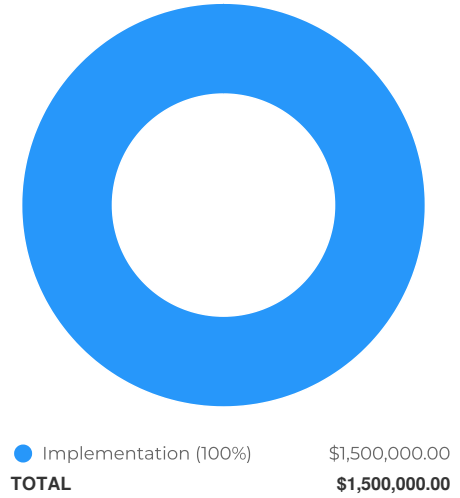
Project Total

**\$1.5M**

Capital Cost by Year



Capital Cost for Budgeted Years



### Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	Total
Implementation	\$500,000	\$500,000	\$500,000	\$1,500,000
<b>Total</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$1,500,000</b>

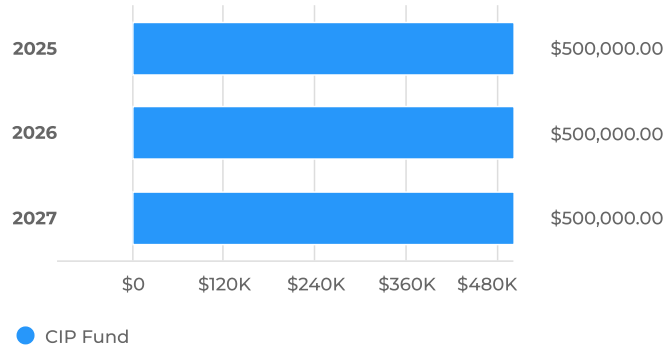


## Funding Sources

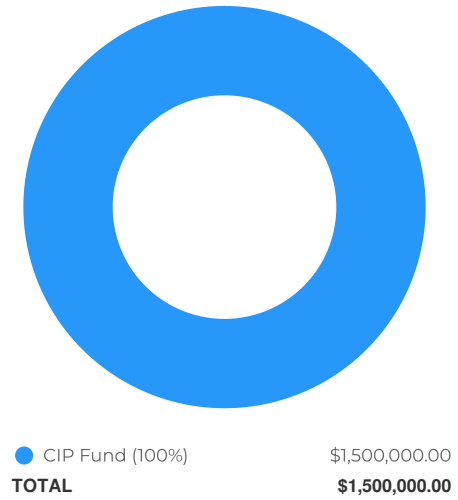
Total Budget (all years)  
**\$1.5M**

Project Total  
**\$1.5M**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	Total
CIP Fund	\$500,000	\$500,000	\$500,000	\$1,500,000
<b>Total</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$1,500,000</b>

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# **ENGINEERING DEPARTMENT REQUESTS**

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## Capital Cost

FY2024 Budget

**\$355,000**

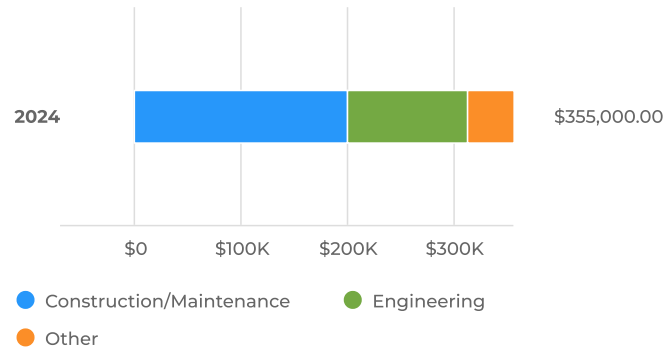
Total Budget (all years)

**\$355K**

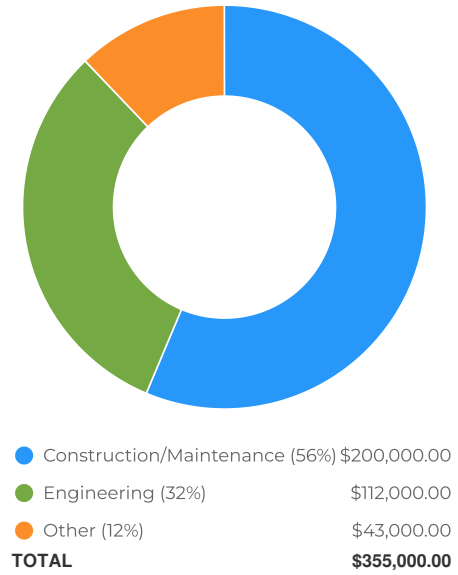
Project Total

**\$355K**

Capital Cost by Year



Capital Cost for Budgeted Years



### Capital Cost Breakdown

Capital Cost	FY2024	Total
Engineering	\$112,000	\$112,000
Construction/Maintenance	\$200,000	\$200,000
Other	\$43,000	\$43,000
<b>Total</b>	<b>\$355,000</b>	<b>\$355,000</b>

## Funding Sources

FY2024 Budget

**\$355,000**

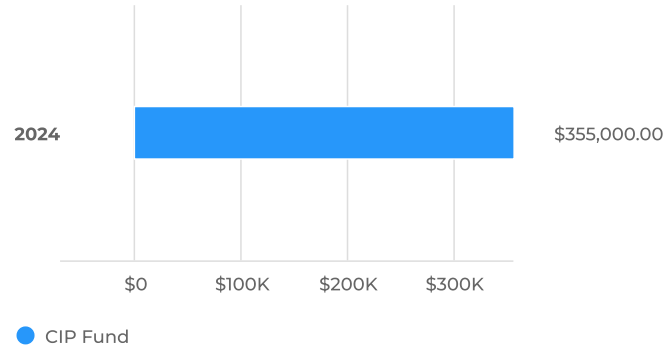
Total Budget (all years)

**\$355K**

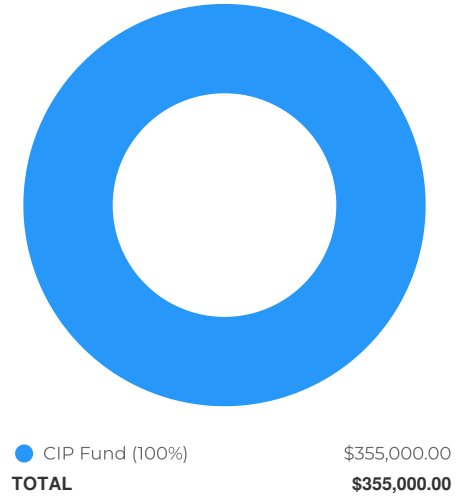
Project Total

**\$355K**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2024	Total
CIP Fund	\$355,000	\$355,000
<b>Total</b>	<b>\$355,000</b>	<b>\$355,000</b>

# Annual Street Maintenance and Repair Program

## Overview

Request Owner	Aaron Stanford, City Engineer
Est. Start Date	01/01/2024
Est. Completion Date	12/31/2028
Department	ENGINEERING DEPARTMENT
Type	Capital Improvement

## Description

The annual street maintenance and repair program will provide for investments each year in keeping our streets and associated pedestrian and shared-use paths well-maintained, functional, and safe. These improvements include roadway resurfacing and reconstruction, roadway base stabilization, roadway spot repair, curb and gutter replacement, installation of ADA-compliant curb ramps, pavement markings, and other associated work. The maintenance of public sidewalks will now be included on streets that are being addressed through the program.

The City has obtained Pavement Condition Index ratings for all public roadways and shared-use paths from analysis performed by Pavement Management Group (PMG). These pavement condition ratings are scored on a scale from 0-100, with an index of 100 representing a new road in excellent condition. The City's goal is to maintain a minimum PCI rating of 65 for local streets, and 70 for all other streets, along with an overall average rating of 75 for the entire roadway network. An accelerated funding schedule is needed to achieve this pavement rating goal in five years. The first year (2024) will be a transition year as the program is accelerated to achieve the 7-year pavement rating goal.

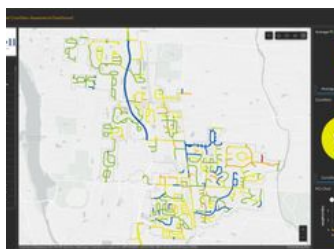
The factors used to prioritize and select streets for inclusion in the program include:

- Existing pavement condition index
- Type and severity of deterioration
- Functional classification of the street
- Average daily traffic
- Expected economy of grouping streets by location to gain efficiency and minimize neighborhood disruptions

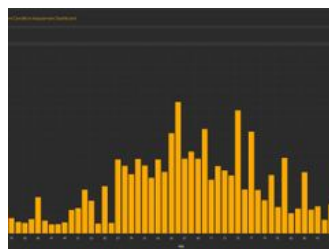
## Images



2022 Roadway Conditions Map



Road Insights Dashboard



PCI Rating Distribution

## Details

Type of Project	Resurface/Maintain Current Road
-----------------	---------------------------------


## Supplemental Attachments

[2022 Roadway Conditions Map\(/resource/cleargov-prod/projects/documents/84f77cc27f74bb5c6aae.pdf\)](/resource/cleargov-prod/projects/documents/84f77cc27f74bb5c6aae.pdf)

Roadway Condition Map from 2022 evaluation from Pavement Management Group

[Road Insights Dashboard\(/resource/cleargov-prod/projects/documents/6766015501a238771a1\)](/resource/cleargov-prod/projects/documents/6766015501a238771a1)

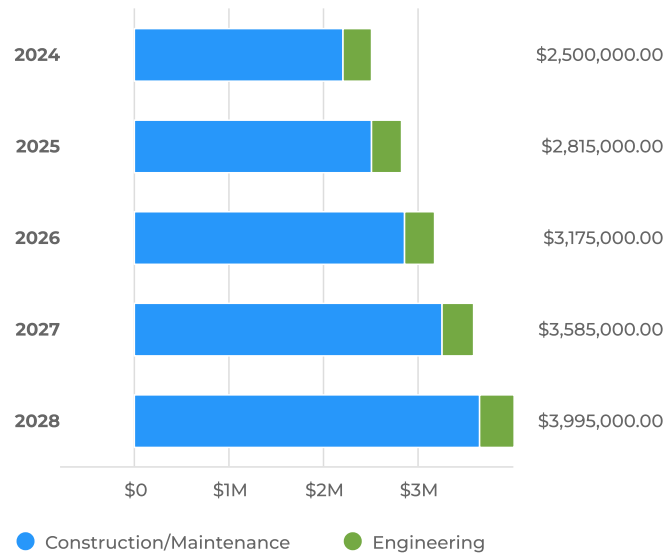
 [Road Insights Dashboard\(/resource/cleargov-prod/projects/documents/re367101c6cuciazz5e7.jpg\)](/resource/cleargov-prod/projects/documents/re367101c6cuciazz5e7.jpg)  
Interactive roadway conditions mapping dashboard

 [PCI Rating Distribution\(/resource/cleargov-prod/projects/documents/3daa3d068b7d12915346.jpg\)](/resource/cleargov-prod/projects/documents/3daa3d068b7d12915346.jpg)  
A chart showing the PCI rating distribution for all public streets.

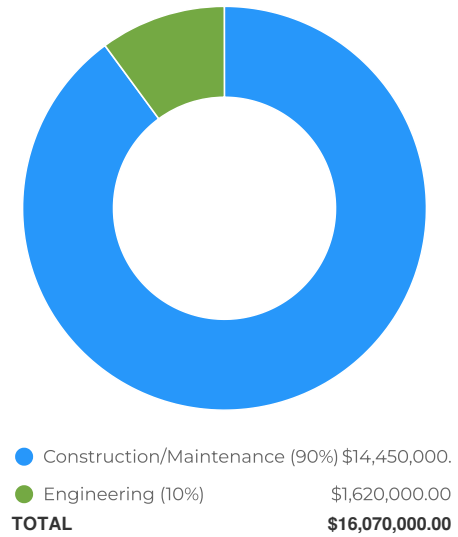
## Capital Cost

FY2024 Budget **\$2,500,000**      Total Budget (all years) **\$16.07M**      Project Total **\$16.07M**

Capital Cost by Year



Capital Cost for Budgeted Years



### Capital Cost Breakdown

Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Engineering	\$300,000	\$315,000	\$325,000	\$335,000	\$345,000	\$1,620,000
Construction/Maintenance	\$2,200,000	\$2,500,000	\$2,850,000	\$3,250,000	\$3,650,000	\$14,450,000
<b>Total</b>	<b>\$2,500,000</b>	<b>\$2,815,000</b>	<b>\$3,175,000</b>	<b>\$3,585,000</b>	<b>\$3,995,000</b>	<b>\$16,070,000</b>

## Funding Sources

FY2024 Budget

**\$2,500,000**

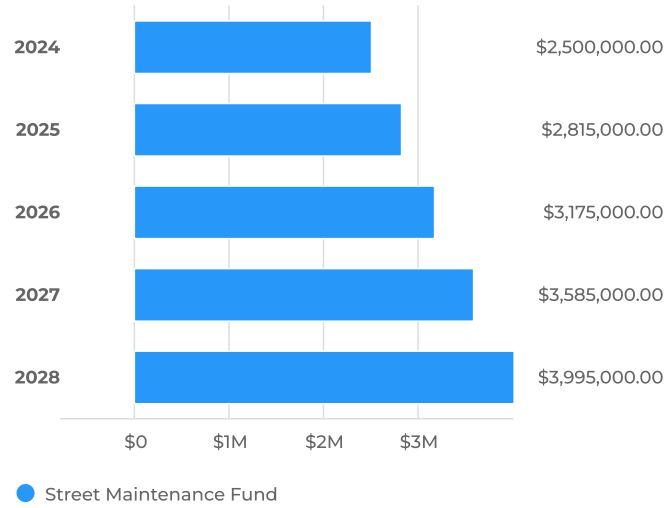
Total Budget (all years)

**\$16.07M**

Project Total

**\$16.07M**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Street Maintenance Fund	\$2,500,000	\$2,815,000	\$3,175,000	\$3,585,000	\$3,995,000	\$16,070,000
<b>Total</b>	<b>\$2,500,000</b>	<b>\$2,815,000</b>	<b>\$3,175,000</b>	<b>\$3,585,000</b>	<b>\$3,995,000</b>	<b>\$16,070,000</b>



# At Grade Railroad Crossing Upgrades

## Overview

Request Owner	Aaron Stanford, City Engineer
Est. Start Date	01/01/2024
Est. Completion Date	12/31/2025
Department	ENGINEERING DEPARTMENT
Type	Capital Improvement

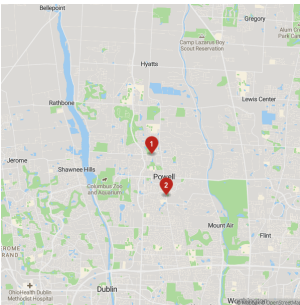
## Description

This project will provide for the improvement of the at-grade railroad crossings at Seldom Seen Road and the crossing north of Murphy Parkway. The railroad crossing improvements will be designed and completed by the railroad (CSX) and then reimbursed by these funds. Improvements to the railroad crossing materials and repaving will provide for a smoother ride over the tracks by vehicular traffic.

## Details

Type of Project	Resurface/Maintain Current Road
-----------------	---------------------------------

## Location



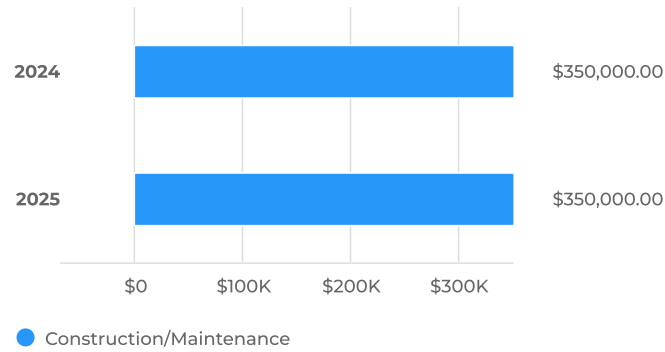
## Capital Cost

FY2024 Budget  
**\$350,000**

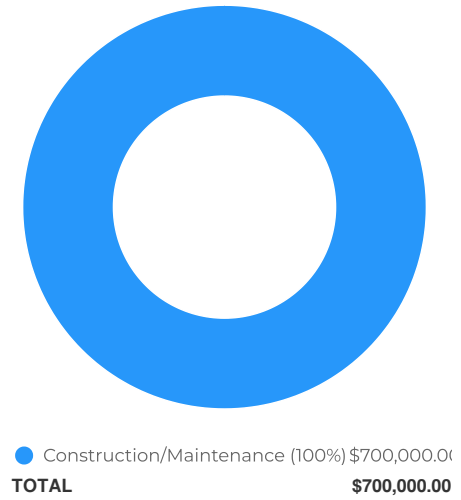
Total Budget (all years)  
**\$700K**

Project Total  
**\$700K**

Capital Cost by Year



Capital Cost for Budgeted Years



### Capital Cost Breakdown

Capital Cost	FY2024	FY2025	Total
Construction/Maintenance	\$350,000	\$350,000	\$700,000
<b>Total</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$700,000</b>

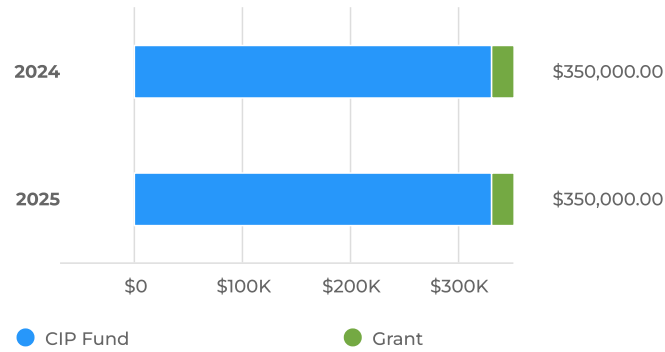
## Funding Sources

FY2024 Budget  
**\$350,000**

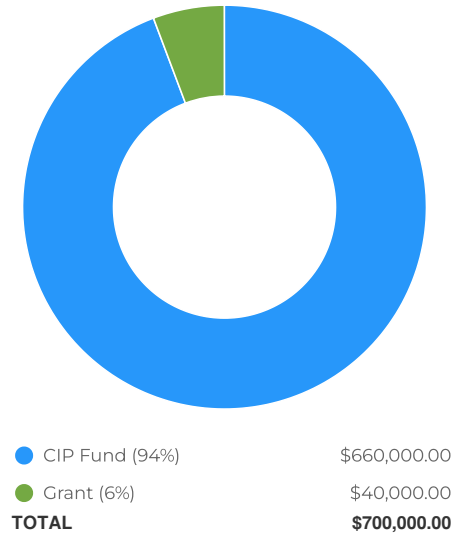
Total Budget (all years)  
**\$700K**

Project Total  
**\$700K**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2024	FY2025	Total
CIP Fund	\$330,000	\$330,000	\$660,000
Grant	\$20,000	\$20,000	\$40,000
<b>Total</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$700,000</b>

# Crosswalk Improvements on Olentangy Street

## Overview

Request Owner	Rosa Ocheltree, Finance Director
Department	ENGINEERING DEPARTMENT
Type	Capital Improvement

## Description

This project would construct three new and/or improved pedestrian crossing locations along the SR 750 corridor through the downtown area of the City of Powell. See the attached proposed improvement exhibits for additional details. A detailed description of these improved pedestrian crossings are as follows:

1. Traditions Way: Install new pedestrian crossing with new curb ramps, high visibility striping, and RRFB signals. Improvements would require modifications to existing curb and gutter and minor storm sewer improvements.
2. Depot St: Replace existing unsafe pedestrian crossing with new curb ramps, high visibility striping, and RRFB signals. Improvements would require pavement removal and landscaping to shorten the crossing distance and improve sight distance to pedestrians.
3. Hall St: Replace existing unsafe pedestrian crossing with high visibility striping and RRFB signals. Modifications to existing curb ramps and striping are required to reduce crossing points from two to one. Landscaping and tree clearing required to improve sight distance to pedestrians.

## Images

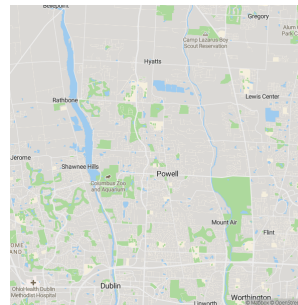


Project Area Map

## Details

Type of Project	Refurbishment
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## Location



## Supplemental Attachments

 [Project Exhibits\(/resource/cleargov-prod/projects/documents/93f839c9fdb6f0cefe3.pdf\)](/resource/cleargov-prod/projects/documents/93f839c9fdb6f0cefe3.pdf)

 [Preliminary Cost Estimate\(/resource/cleargov-prod/projects/documents/c7a169f1e486d9e7fe10.pdf\)](/resource/cleargov-prod/projects/documents/c7a169f1e486d9e7fe10.pdf)

Benefit to Community

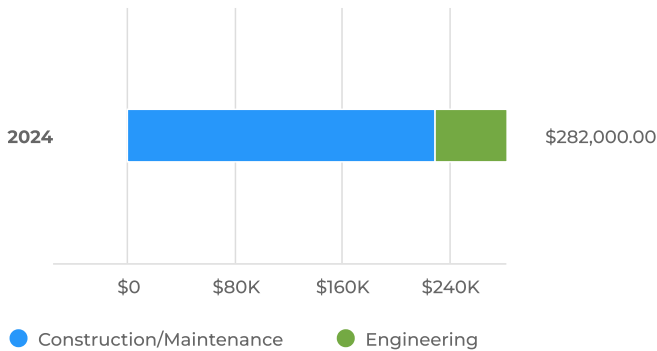
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- 1. Traditions Way: Install new pedestrian crossing with new curb ramps, high visibility striping, and RRFB signals. Improvements would require modifications to existing curb and gutter and minor storm sewer improvements.
- 2. Depot St: Replace existing unsafe pedestrian crossing with new curb ramps, high visibility striping, and RRFB signals. Improvements would require pavement removal and landscaping to shorten the crossing distance and improve sight distance to pedestrians.
- 3. Hall St: Replace existing unsafe pedestrian crossing with high visibility striping and RRFB signals. Modifications to existing curb ramps and striping are required to reduce crossing points from two to one. Landscaping and tree clearing required to improve sight distance to pedestrians.

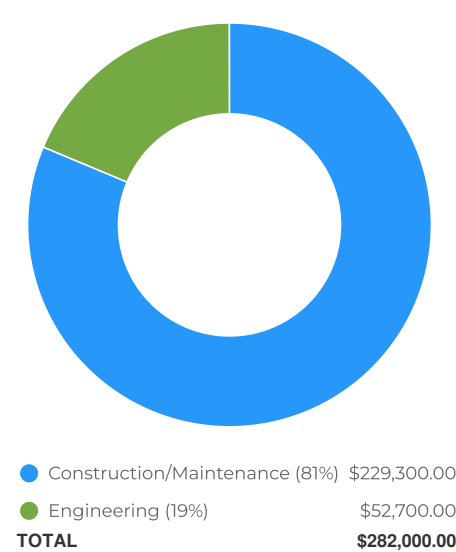
Capital Cost

FY2024 Budget	Total Budget (all years)	Project Total
\$282,000	\$282K	\$282K

Capital Cost by Year



Capital Cost for Budgeted Years

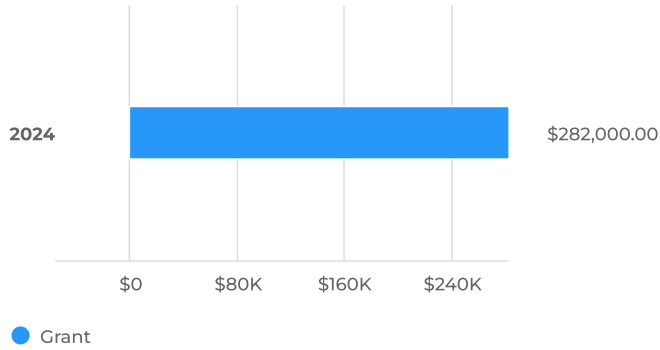


Capital Cost Breakdown		
Capital Cost	FY2024	Total
Engineering	\$52,700	\$52,700
Construction/Maintenance	\$229,300	\$229,300
Total	\$282,000	\$282,000

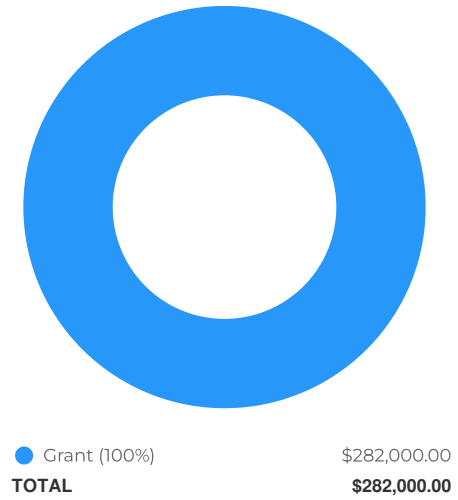
## Funding Sources

FY2024 Budget	Total Budget (all years)	Project Total
<b>\$282,000</b>	<b>\$282K</b>	<b>\$282K</b>

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2024	Total
Grant	\$282,000	\$282,000
<b>Total</b>	<b>\$282,000</b>	<b>\$282,000</b>

# Downtown Streetscape Improvements

## Overview

Request Owner	Aaron Stanford, City Engineer
Est. Start Date	01/01/2026
Est. Completion Date	12/31/2028
Department	ENGINEERING DEPARTMENT
Type	Capital Improvement

## Description

The Downtown Streetscape Improvements project will review and prepare design documents for the resurfacing, maintenance, and repair of the existing sidewalks and other streetscape elements in certain areas of downtown Powell. The area reviewed would be along Olentangy Street from the railroad crossing to 24 East Olentangy, and along Liberty Street from Scioto Street to 70 South Liberty Street. Improvements will include, but not be limited to; sidewalk repair and reconstruction, the conversion of sidewalks from concrete to paver, the upgrade of paver material from concrete to clay pavers, review of existing street furnishings and street lighting.

## Images



Area Map



Existing Paver Sidewalk - 1



Paver Walk with Bench and Trash Can



Sidewalk Material Change

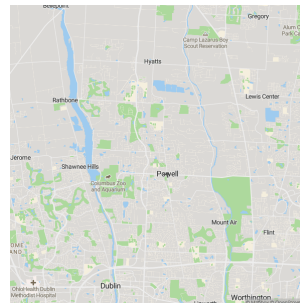


Existing Paver Sidewalk - 2

## Details

Type of Project	Resurface/Maintain Current Pathway
-----------------	------------------------------------

## Location

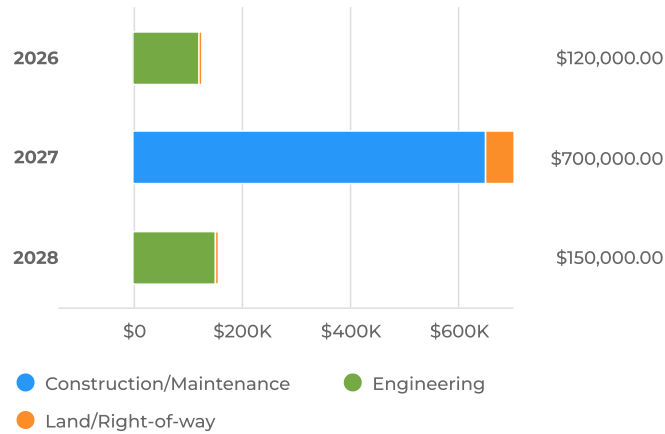


## Capital Cost

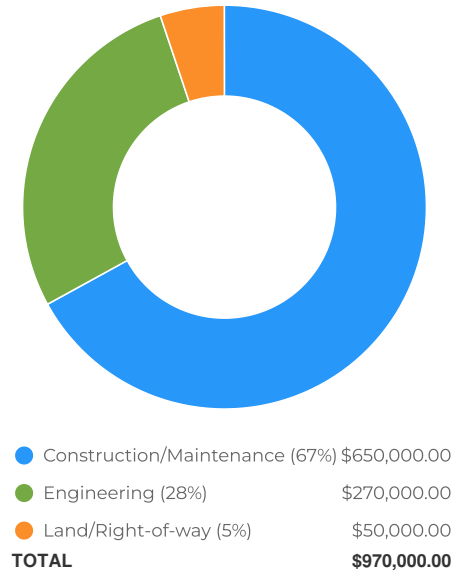
Total Budget (all years)  
**\$970K**

Project Total  
**\$970K**

Capital Cost by Year



Capital Cost for Budgeted Years



### Capital Cost Breakdown

Capital Cost	FY2026	FY2027	FY2028	Total
Engineering	\$120,000		\$150,000	\$270,000
Land/Right-of-way		\$50,000		\$50,000
Construction/Maintenance		\$650,000		\$650,000
<b>Total</b>	<b>\$120,000</b>	<b>\$700,000</b>	<b>\$150,000</b>	<b>\$970,000</b>

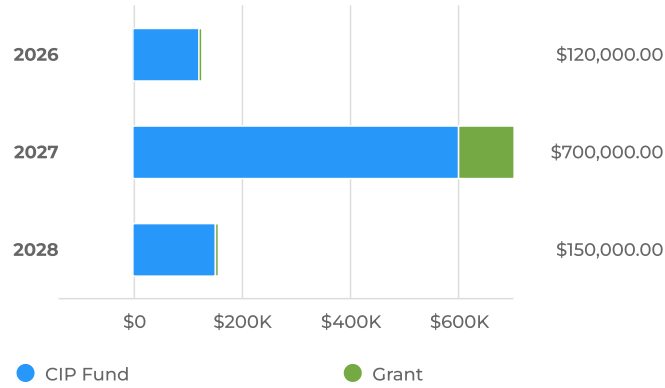


## Funding Sources

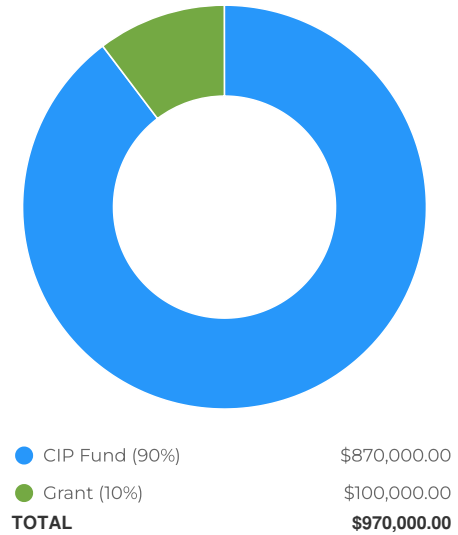
Total Budget (all years)  
**\$970K**

Project Total  
**\$970K**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2026	FY2027	FY2028	Total
CIP Fund	\$120,000	\$600,000	\$150,000	\$870,000
Grant		\$100,000		\$100,000
<b>Total</b>	<b>\$120,000</b>	<b>\$700,000</b>	<b>\$150,000</b>	<b>\$970,000</b>

# Liberty Road Multi-Use Path (Library Park to Murphy Pwky)

## Overview

Request Owner	Aaron Stanford, City Engineer
Est. Completion Date	08/31/2027
Department	ENGINEERING DEPARTMENT
Type	Capital Improvement

## Description

This project consists of connecting the existing shared-use path on the east side of Liberty Road at the CSX railroad crossing to the existing shared-use path on the west side of Murphy Parkway. The shared-use path will follow Liberty Road out of Library Park on the east side and cross the railroad on the east where existing pedestrian signal arms exist. From the railroad crossing, it will continue south along Liberty Road to the south side of the intersection of Liberty Road and Murphy Parkway, crossing over Liberty Road to connect to the existing shared-use path on the southwest corner of the intersection. This project involves a new asphalt multi-use path, stormwater improvements, pavement markings, pedestrian and bicycle crossing upgrades, and any necessary signage.

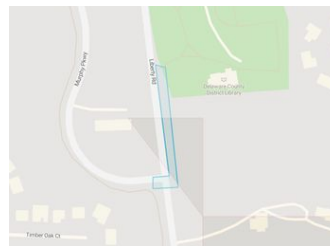
## Images



Liberty Road Northbound



Liberty Road Northbound at Railroad



Liberty Path Map

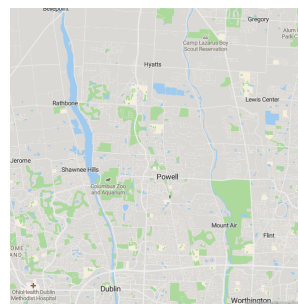


Proposed Path Alignment

## Details

Type of Project	New Pathway
-----------------	-------------

## Location

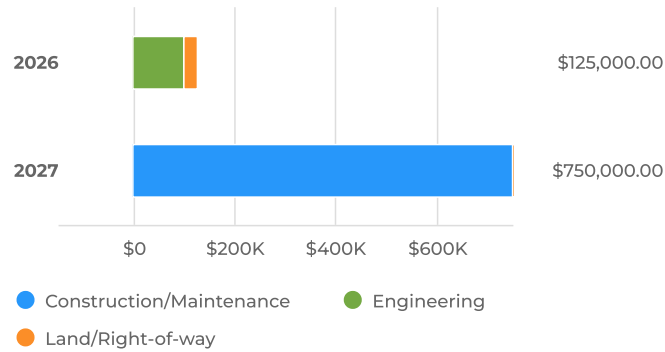


## Capital Cost

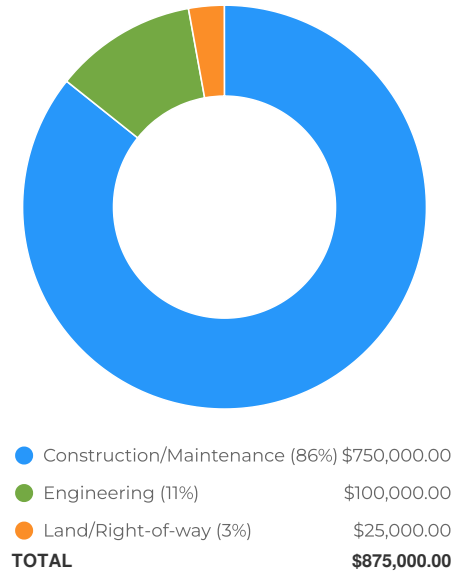
Total Budget (all years)  
**\$875K**

Project Total  
**\$875K**

Capital Cost by Year



Capital Cost for Budgeted Years



### Capital Cost Breakdown

Capital Cost	FY2026	FY2027	Total
Engineering	\$100,000		\$100,000
Land/Right-of-way	\$25,000		\$25,000
Construction/Maintenance		\$750,000	\$750,000
<b>Total</b>	<b>\$125,000</b>	<b>\$750,000</b>	<b>\$875,000</b>

## Funding Sources

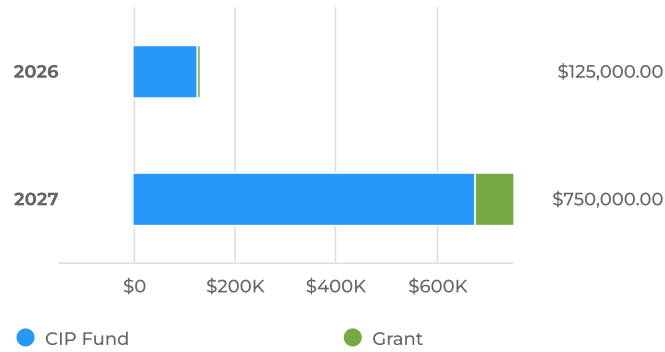
Total Budget (all years)

**\$875K**

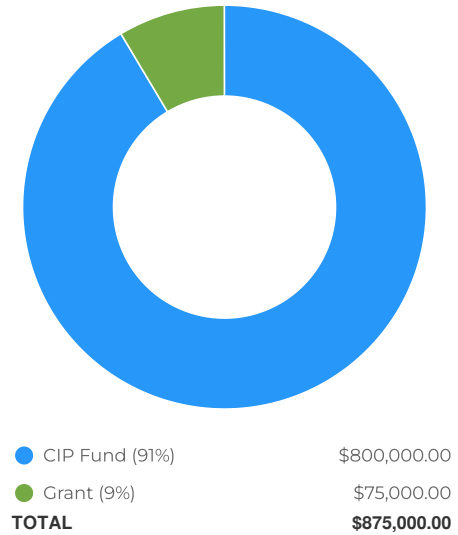
Project Total

**\$875K**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2026	FY2027	Total
CIP Fund	\$125,000	\$675,000	\$800,000
Grant		\$75,000	\$75,000
<b>Total</b>	<b>\$125,000</b>	<b>\$750,000</b>	<b>\$875,000</b>



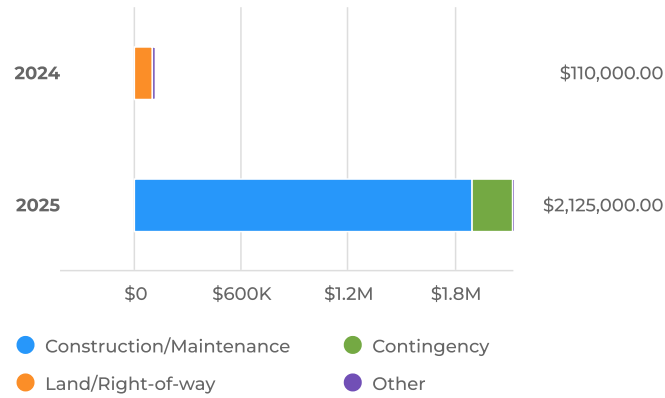
## Capital Cost

FY2024 Budget  
**\$110,000**

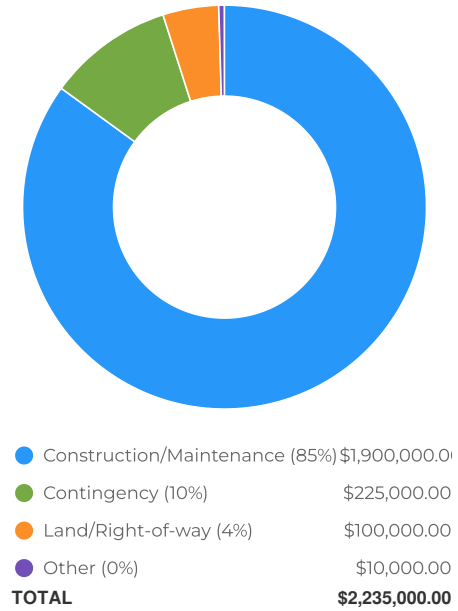
Total Budget (all years)  
**\$2.235M**

Project Total  
**\$2.235M**

Capital Cost by Year



Capital Cost for Budgeted Years



### Capital Cost Breakdown

Capital Cost	FY2024	FY2025	Total
Land/Right-of-way	\$100,000		\$100,000
Construction/Maintenance		\$1,900,000	\$1,900,000
Contingency		\$225,000	\$225,000
Other	\$10,000		\$10,000
<b>Total</b>	<b>\$110,000</b>	<b>\$2,125,000</b>	<b>\$2,235,000</b>

## Funding Sources

FY2024 Budget

**\$110,000**

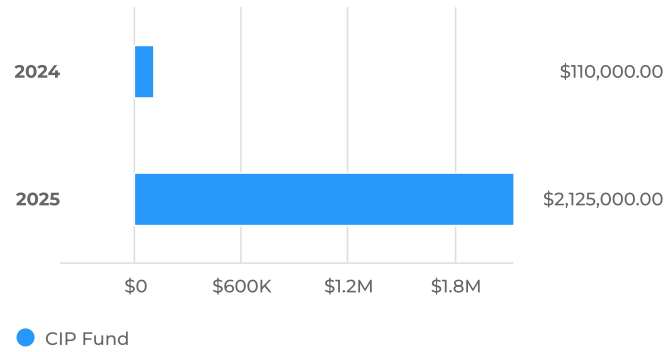
Total Budget (all years)

**\$2.235M**

Project Total

**\$2.235M**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2024	FY2025	Total
CIP Fund	\$110,000	\$2,125,000	\$2,235,000
<b>Total</b>	<b>\$110,000</b>	<b>\$2,125,000</b>	<b>\$2,235,000</b>

# Northeast Quadrant Parking

## Overview

Request Owner	Aaron Stanford, City Engineer
Est. Completion Date	12/31/2026
Department	ENGINEERING DEPARTMENT
Type	Capital Improvement

## Description

The primary purpose of this project is to create safe and efficient traffic flow for the ingress and egress to existing businesses in the NE quadrant of the Four Corners intersection. This project consists of the construction of a larger consolidated, surface parking area that would serve all the businesses within the northeast quadrant of the Olentangy Street and Liberty Street intersection. This lot will provide 137 parking spaces and will be situated east of the existing businesses on the east side of Liberty Street and north of the existing businesses on the north side of Olentangy Street. This project will provide access management improvements by eliminating parking lot access on the east side of Liberty Street and providing two driveways on the north side of Olentangy Street. The lot will also be accessible from the north via a driveway on the south side of Scioto Street which will be extended by a separate project. This new roadway connection will reduce the congestion at the Four Corners intersection.

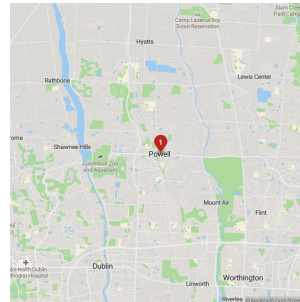
## Images



## Details

Type of Project	Replace/Enhance Parking
-----------------	-------------------------

## Location



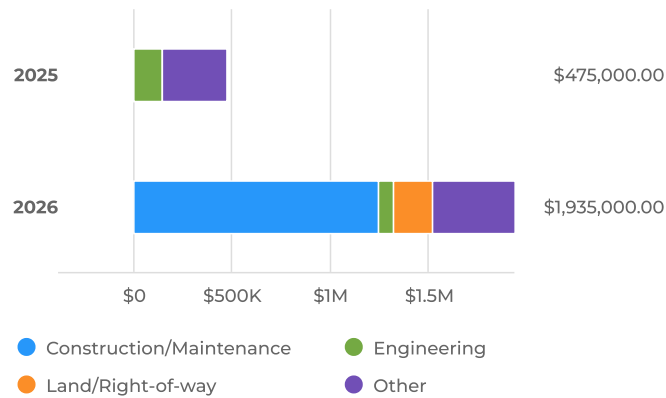


## Capital Cost

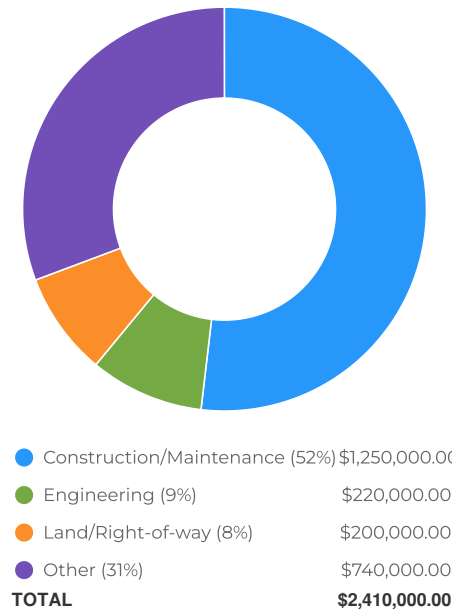
Total Budget (all years)  
**\$2.41M**

Project Total  
**\$2.41M**

Capital Cost by Year



Capital Cost for Budgeted Years



### Capital Cost Breakdown

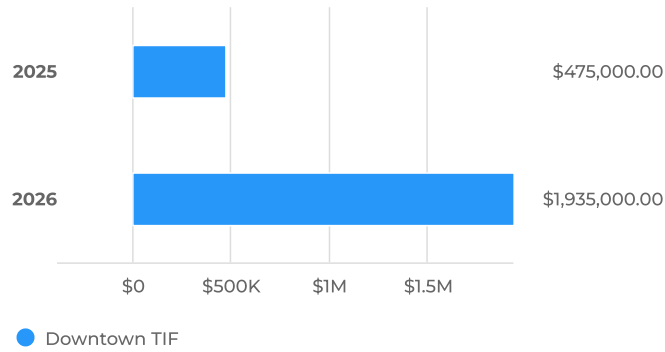
Capital Cost	FY2025	FY2026	Total
Engineering	\$145,000	\$75,000	\$220,000
Land/Right-of-way		\$200,000	\$200,000
Construction/Maintenance		\$1,250,000	\$1,250,000
Other	\$330,000	\$410,000	\$740,000
<b>Total</b>	<b>\$475,000</b>	<b>\$1,935,000</b>	<b>\$2,410,000</b>

## Funding Sources

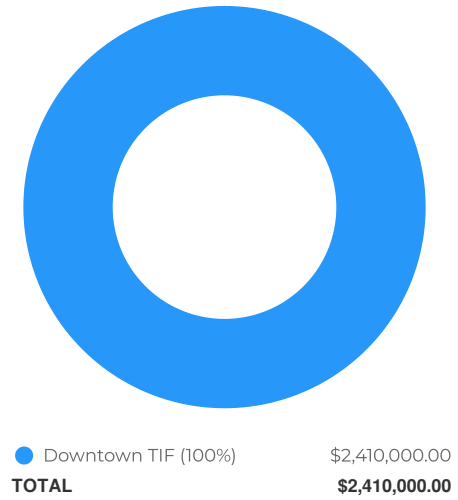
Total Budget (all years)  
**\$2.41M**

Project Total  
**\$2.41M**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2025	FY2026	Total
Downtown TIF	\$475,000	\$1,935,000	\$2,410,000
<b>Total</b>	<b>\$475,000</b>	<b>\$1,935,000</b>	<b>\$2,410,000</b>

# Scioto Street Extension

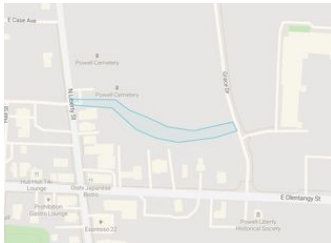
## Overview

Request Owner	Aaron Stanford, City Engineer
Est. Start Date	01/08/2024
Est. Completion Date	12/19/2025
Department	ENGINEERING DEPARTMENT
Type	Capital Improvement

## Description

This project will extend Scioto Street east from its current terminus at Liberty Street to Grace Drive. This includes a new structure (bridge or culvert) over Bartholomew Run which will be heavily influenced by the existing FEMA floodplain. The project will design and construct a new public roadway with curb and gutter, sidewalks, drainage improvements, landscaping, lighting, and other associated elements. This project will provide a public street access point to the NE Quadrant Parking project and includes constructing an additional parking lot on the northeast corner of the Liberty Street and Scioto Street intersection.

## Images

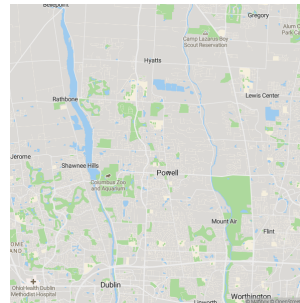


Scioto Street Extension

## Details

Type of Project	New Road
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## Location



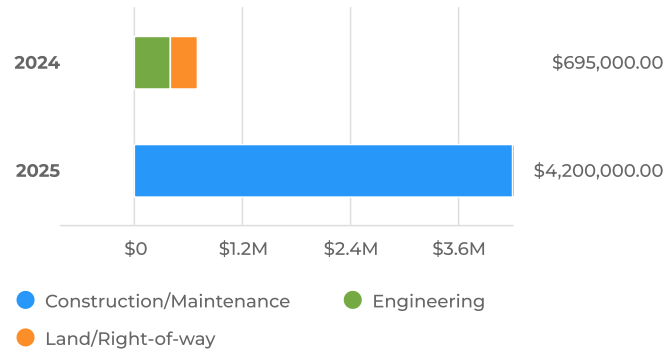
## Capital Cost

FY2024 Budget  
**\$695,000**

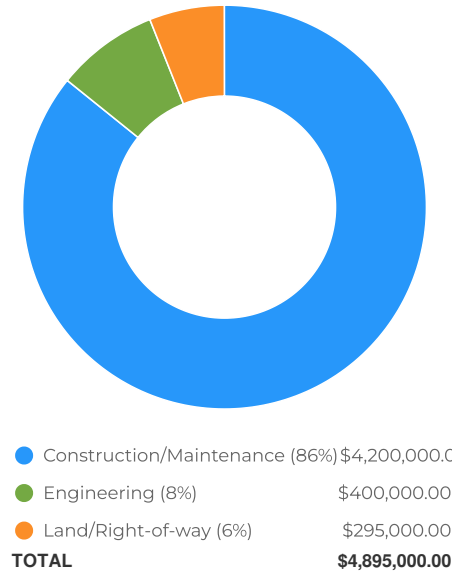
Total Budget (all years)  
**\$4.895M**

Project Total  
**\$4.895M**

Capital Cost by Year



Capital Cost for Budgeted Years



### Capital Cost Breakdown

Capital Cost	FY2024	FY2025	Total
Engineering	\$400,000		\$400,000
Land/Right-of-way	\$295,000		\$295,000
Construction/Maintenance		\$4,200,000	\$4,200,000
<b>Total</b>	<b>\$695,000</b>	<b>\$4,200,000</b>	<b>\$4,895,000</b>

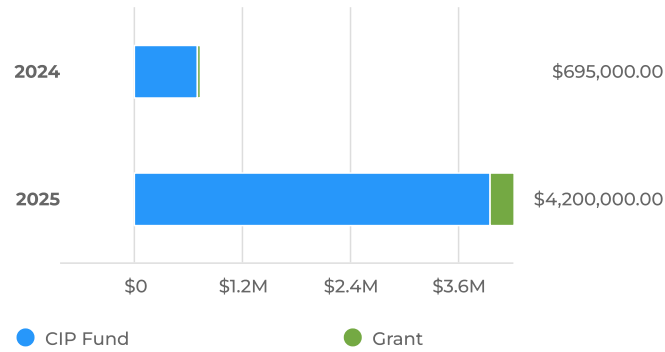
## Funding Sources

FY2024 Budget  
**\$695,000**

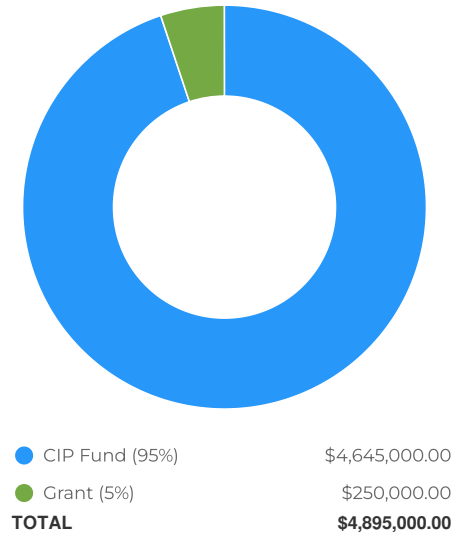
Total Budget (all years)  
**\$4.895M**

Project Total  
**\$4.895M**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2024	FY2025	Total
CIP Fund	\$695,000	\$3,950,000	\$4,645,000
Grant		\$250,000	\$250,000
<b>Total</b>	<b>\$695,000</b>	<b>\$4,200,000</b>	<b>\$4,895,000</b>

# Scioto Street Reconstruction

## Overview

Request Owner	Aaron Stanford, City Engineer
Est. Start Date	01/01/2026
Est. Completion Date	12/16/2026
Department	ENGINEERING DEPARTMENT
Type	Capital Improvement

## Description

The Scioto Street Reconstruction will reconstruct Scioto Street from the western terminus at North Depot Street to Liberty Street. The project will include pavement replacement, new storm sewer facilities, and new street lighting, and will remove the inverted crown profile of the existing roadway. The design will also examine the potential of installing a new sidewalk on at least one side of the roadway.

## Images



Scioto Street Reconstruction Map



Existing Scioto Street - 1



Existing Scioto Street - 2

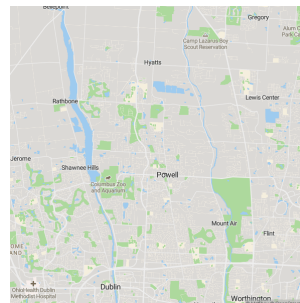


Existing Scioto Street - 3

## Details

Type of Project	Replace Road
-----------------	--------------

## Location

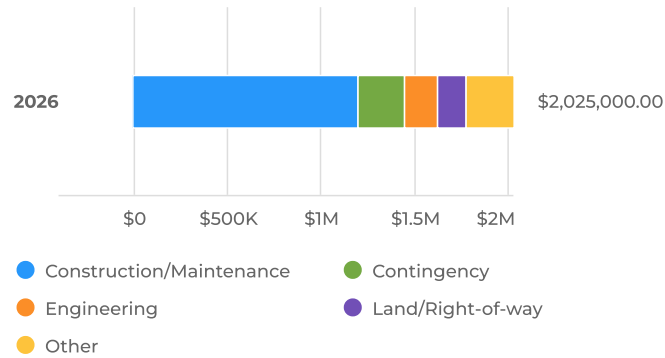


## Capital Cost

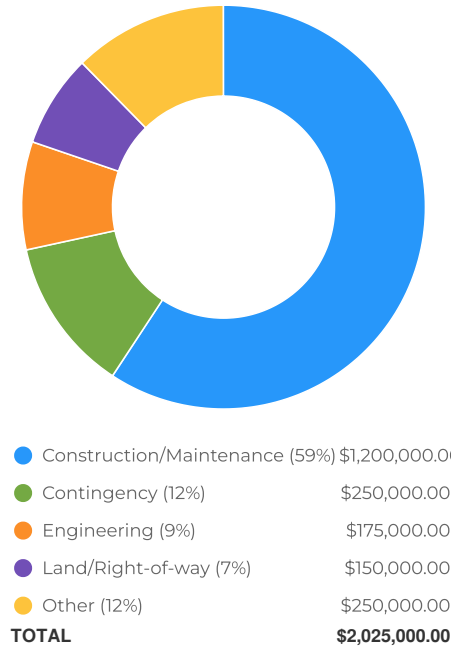
Total Budget (all years)  
**\$2.025M**

Project Total  
**\$2.025M**

Capital Cost by Year



Capital Cost for Budgeted Years



### Capital Cost Breakdown

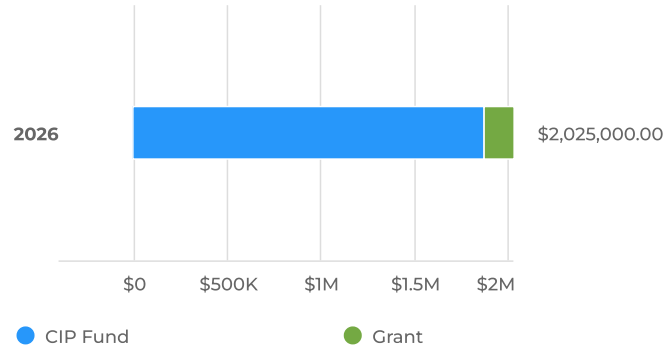
Capital Cost	FY2026	Total
Engineering	\$175,000	\$175,000
Land/Right-of-way	\$150,000	\$150,000
Construction/Maintenance	\$1,200,000	\$1,200,000
Contingency	\$250,000	\$250,000
Other	\$250,000	\$250,000
<b>Total</b>	<b>\$2,025,000</b>	<b>\$2,025,000</b>

## Funding Sources

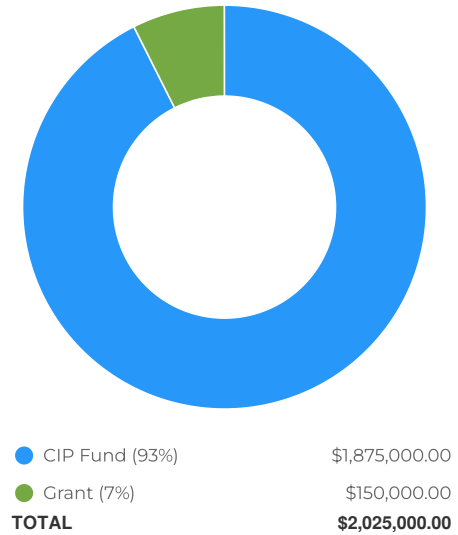
Total Budget (all years)  
**\$2.025M**

Project Total  
**\$2.025M**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2026	Total
CIP Fund	\$1,875,000	\$1,875,000
Grant	\$150,000	\$150,000
<b>Total</b>	<b>\$2,025,000</b>	<b>\$2,025,000</b>



# Shared Use Path Additions

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## Overview

Request Owner	Aaron Stanford, City Engineer
Est. Start Date	01/01/2024
Est. Completion Date	12/31/2028
Department	ENGINEERING DEPARTMENT
Type	Capital Improvement

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## Description

This project will provide for the identification, planning, design, and construction of new shared-use paths with the City of Powell, both along public roadways and in City-owned parks and open spaces. The program will first identify areas that have a high demand for shared use paths and also areas where there is a missing segment in the existing shared use path system.

In 2024, the existing shared use path system will be studied, and an overall shared use path master planning document created. This document, once adopted by the City Council, will serve to guide the program in design and construction. The program will then design facilities and acquire the necessary rights-of-way or easements in 2025 and 2027 and construct the improvements in 2026 and 2028 respectively.

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## Details

Type of Project	New Pathway
-----------------	-------------

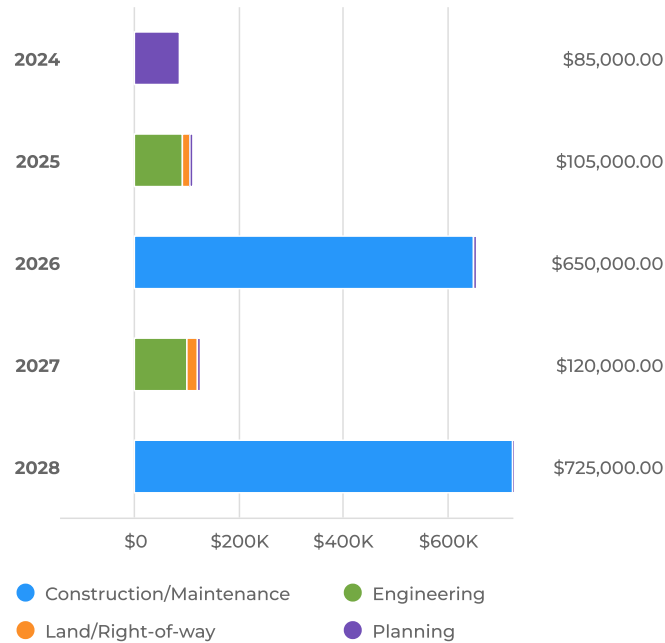
## Capital Cost

FY2024 Budget  
**\$85,000**

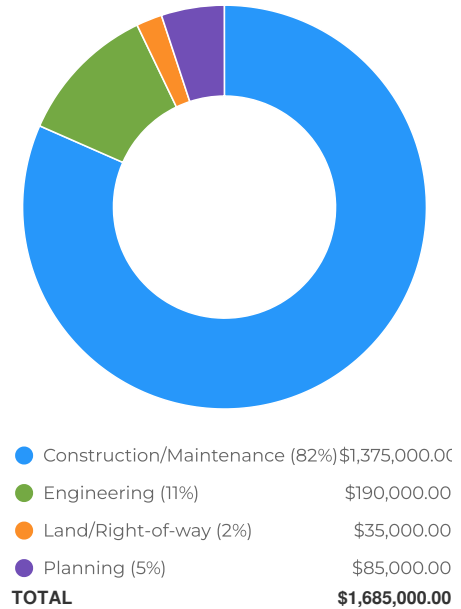
Total Budget (all years)  
**\$1.685M**

Project Total  
**\$1.685M**

Capital Cost by Year



Capital Cost for Budgeted Years



### Capital Cost Breakdown

Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Planning	\$85,000					\$85,000
Engineering		\$90,000		\$100,000		\$190,000
Land/Right-of-way		\$15,000		\$20,000		\$35,000
Construction/Maintenance			\$650,000		\$725,000	\$1,375,000
<b>Total</b>	<b>\$85,000</b>	<b>\$105,000</b>	<b>\$650,000</b>	<b>\$120,000</b>	<b>\$725,000</b>	<b>\$1,685,000</b>

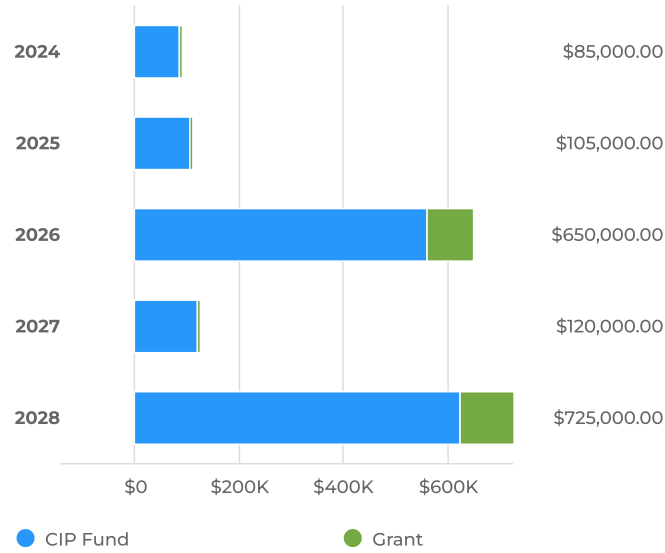
## Funding Sources

FY2024 Budget  
**\$85,000**

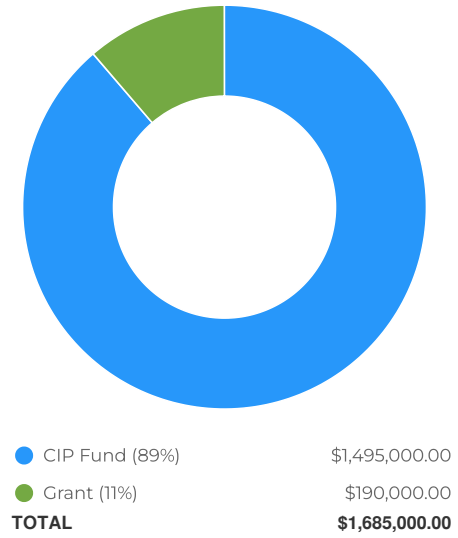
Total Budget (all years)  
**\$1.685M**

Project Total  
**\$1.685M**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total
CIP Fund	\$85,000	\$105,000	\$560,000	\$120,000	\$625,000	\$1,495,000
Grant			\$90,000		\$100,000	\$190,000
<b>Total</b>	<b>\$85,000</b>	<b>\$105,000</b>	<b>\$650,000</b>	<b>\$120,000</b>	<b>\$725,000</b>	<b>\$1,685,000</b>

# South Depot Street Connection

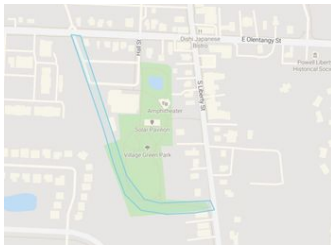
## Overview

Request Owner	Aaron Stanford, City Engineer
Department	ENGINEERING DEPARTMENT
Type	Capital Improvement

## Description

This project will extend South Depot Street from Olentangy Street to a point on Liberty Street approximately 100 feet north of the entrance to Library Park. Improvements would include new roadways with associated drainage improvements, pedestrian and shared-used paths, street lighting, landscaping, signage, parking facilities, pavement markings, and other related improvements. The timing and extent of the improvement will be largely impacted and coordinated with any redevelopment of the Village Green.

## Images

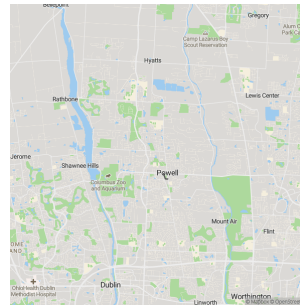


South Depot Street Extension

## Details

Type of Project	New Road
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## Location

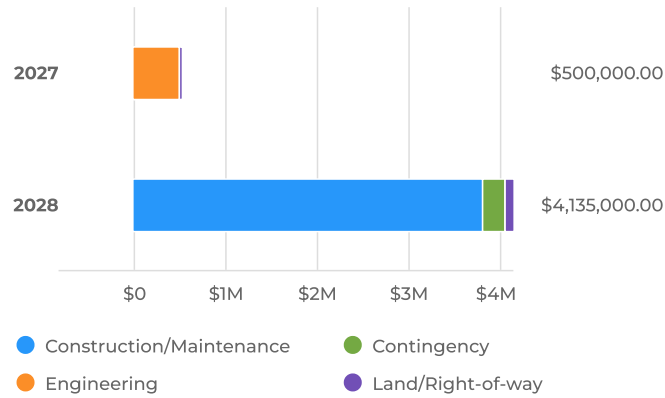


## Capital Cost

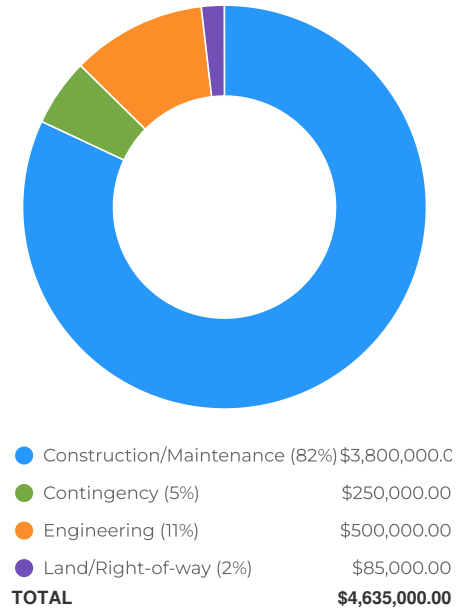
Total Budget (all years)  
**\$4.635M**

Project Total  
**\$4.635M**

Capital Cost by Year



Capital Cost for Budgeted Years



### Capital Cost Breakdown

Capital Cost	FY2027	FY2028	Total
Engineering	\$500,000		\$500,000
Land/Right-of-way		\$85,000	\$85,000
Construction/Maintenance		\$3,800,000	\$3,800,000
Contingency		\$250,000	\$250,000
<b>Total</b>	<b>\$500,000</b>	<b>\$4,135,000</b>	<b>\$4,635,000</b>

## Funding Sources

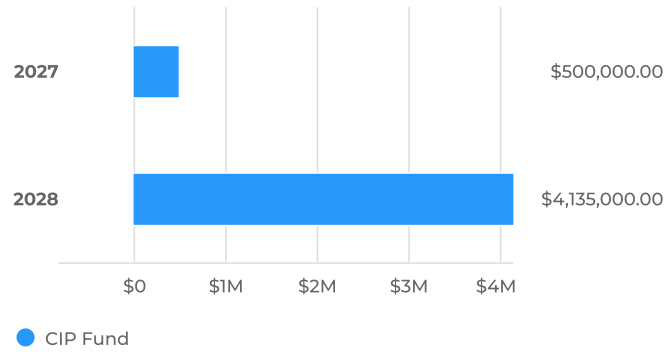
Total Budget (all years)

**\$4.635M**

Project Total

**\$4.635M**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2027	FY2028	Total
CIP Fund	\$500,000	\$4,135,000	\$4,635,000
<b>Total</b>	<b>\$500,000</b>	<b>\$4,135,000</b>	<b>\$4,635,000</b>

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# **PARKS & RECREATION REQUESTS**

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# Adventure Park Pickleball Courts

## Overview

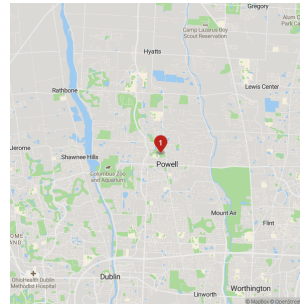
Request Owner	Rosa Ocheltree, Finance Director
Est. Completion Date	12/31/2024
Department	PARKS & RECREATION
Type	Capital Improvement

## Description

Design and construct 8 pickleball courts located on a current greenfield in the northwest corner of Adventure Park. Construction includes excavation, hauling and removal, grading, drainage, court surface, coating, fencing, lighting, seeding and mulching.

The total cost of the project is estimated at \$1 million, with \$300,000 appropriated in the 2023 budget cycle.

## Location



## Supplemental Attachments

 [Site Plan Details\(/resource/cleargov-prod/projects/documents/96feb2027d997e39f6d2.pdf\)](/resource/cleargov-prod/projects/documents/96feb2027d997e39f6d2.pdf)

 [Adventure Park Pickleball Courts - Estimate\(/resource/cleargov-prod/projects/documents/d1e8214a937451e578c8.pdf\)](/resource/cleargov-prod/projects/documents/d1e8214a937451e578c8.pdf)



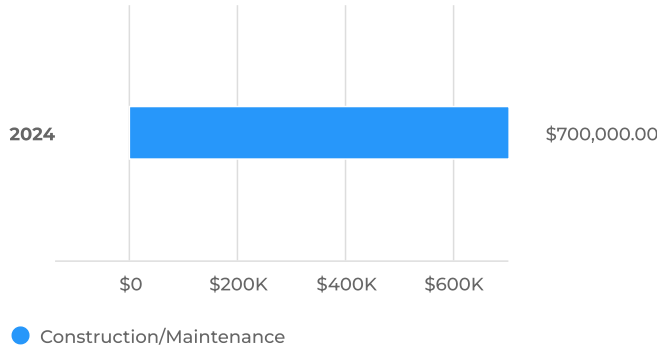
Capital Cost

FY2024 Budget  
**\$700,000**

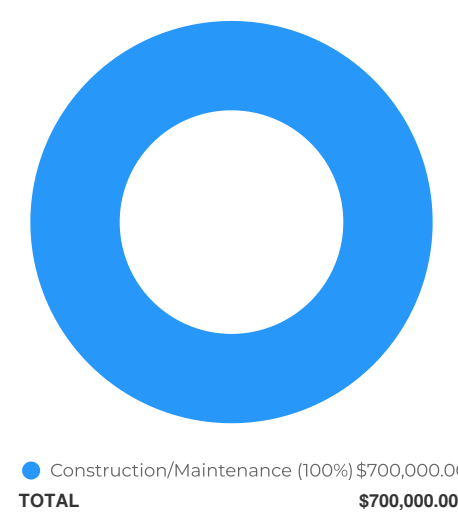
Total Budget (all years)  
**\$700K**

Project Total  
**\$700K**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown		
Capital Cost	FY2024	Total
Construction/Maintenance	\$700,000	\$700,000
Total	\$700,000	\$700,000

## Funding Sources

FY2024 Budget

**\$700,000**

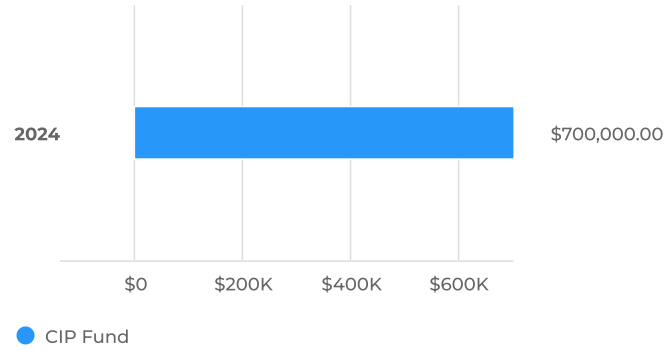
Total Budget (all years)

**\$700K**

Project Total

**\$700K**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2024	Total
CIP Fund	\$700,000	\$700,000
<b>Total</b>	<b>\$700,000</b>	<b>\$700,000</b>

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# **PUBLIC SERVICE DEPARTMENT REQUESTS**

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# Fleet & Equipment Replacement

## Overview

Request Owner	Grant Crawford, Public Service Director
Department	PUBLIC SERVICE DEPARTMENT
Type	Capital Equipment

## Description

The City's Asset Replacement Policy outlines the criteria for effective vehicle replacement. All factors of a vehicle's mission, purpose, age, mileage, and cost of ownership will be assessed to create a benchmark for relinquishment.

The attached 2024-2028 proposed replacement schedule ensures the ongoing liability and safety of the City's fleet, and positions the City to continue to provide quality services to its residents.

Purchase Year	Unit to Replace	Need	Estimated Total Cost
2024	PD 15	Interceptor	\$55,000
2024	PD 11	Interceptor	\$55,000
2024	PD 12	Interceptor	\$55,000
2024	PD Uplifting	Reuse of Existing Equipment	\$75,000
2024	Bldg Dpt White 1	Sedan/Sm SUV	\$37,500
2024	Mower 1	Reach Mower	\$150,000
2024	Plow 1	Plow Truck	\$255,000
2024	Plus One PU	Pick UP	\$50,000
2024	Utility 1	Gator to replace Kioti	\$35,000
			<b>\$767,500</b>

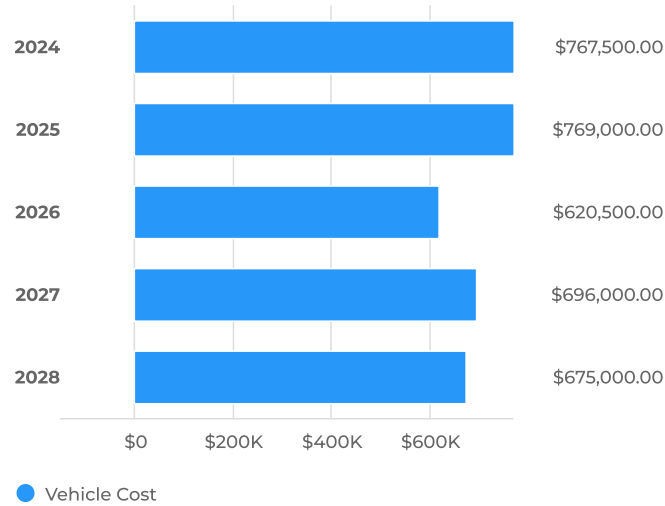
## Capital Cost

FY2024 Budget  
**\$767,500**

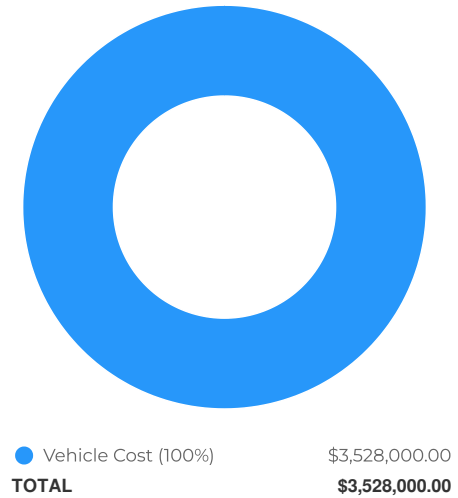
Total Budget (all years)  
**\$3.528M**

Project Total  
**\$3.528M**

Capital Cost by Year



Capital Cost for Budgeted Years



### Capital Cost Breakdown

Capital Cost	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Vehicle Cost	\$767,500	\$769,000	\$620,500	\$696,000	\$675,000	\$3,528,000
<b>Total</b>	<b>\$767,500</b>	<b>\$769,000</b>	<b>\$620,500</b>	<b>\$696,000</b>	<b>\$675,000</b>	<b>\$3,528,000</b>

## Funding Sources

FY2024 Budget

**\$767,500**

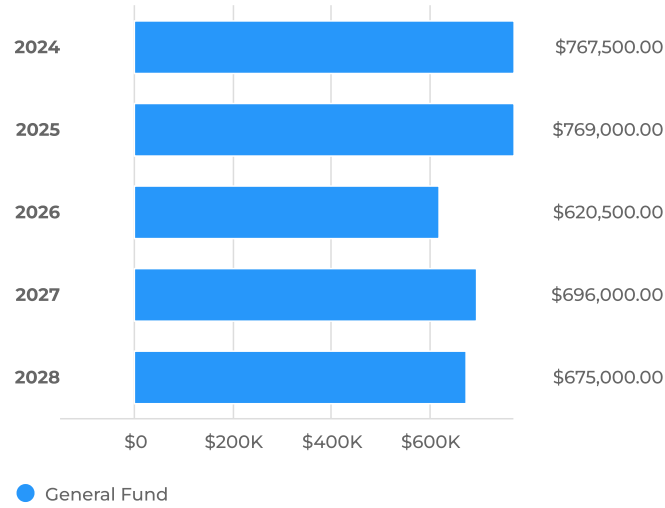
Total Budget (all years)

**\$3.528M**

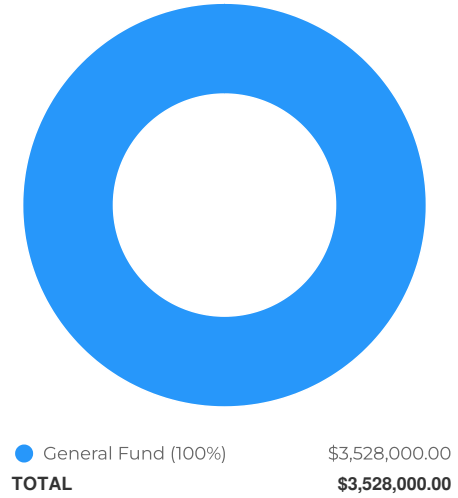
Project Total

**\$3.528M**

Funding Sources by Year



Funding Sources for Budgeted Years



### Funding Sources Breakdown

Funding Sources	FY2024	FY2025	FY2026	FY2027	FY2028	Total
General Fund	\$767,500	\$769,000	\$620,500	\$696,000	\$675,000	\$3,528,000
<b>Total</b>	<b>\$767,500</b>	<b>\$769,000</b>	<b>\$620,500</b>	<b>\$696,000</b>	<b>\$675,000</b>	<b>\$3,528,000</b>



2024 to 2028 CAPITAL IMPROVEMENT PLAN  
\*\*PROPOSED\*\*

Department	Type	Project	Funding Source(s)	Prior Year(s) Actual/Enc.	2024	2025	2026	2027	2028	Total 5-Year CIP	Beyond 2028	Total to be Budgeted (all
Administration	Capital Allocations	PDC Allocation/Strategic Land Acquisition	CIP	\$650,000	\$850,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,850,000		\$2,850,000
Administration	Capital Reserve	Contingency	CIP	\$300,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,750,000		\$1,750,000
Total Administration					\$1,200,000	\$850,000	\$850,000	\$850,000	\$850,000	\$4,600,000	\$0	\$4,600,000
Community Development	New Capital	Signage and Wayfinding Plan & Implementation	CIP	\$168,000		\$500,000	\$500,000	\$500,000		\$1,500,000		\$1,500,000
Total Community Development				\$168,000	\$0	\$500,000	\$500,000	\$500,000	\$0	\$1,500,000	\$0	\$1,500,000
Economic Development	New Capital	North Depot Street Extension - Encore TIF Agreement	Downtown TIF		\$980,039					\$980,039		\$980,039
Economic Development	New Capital	COhatch - Public Infrastructure TIF Agreement	Downtown TIF		\$50,000	\$450,000				\$500,000		\$500,000
Total Economic Development				\$0	\$1,030,039	\$450,000	\$0	\$0	\$0	\$1,480,039	\$0	\$1,480,039
Engineering	Capital Improvement	North Depot Street Reconstruction	CIP	\$336,090	\$110,000	\$2,125,000				\$2,235,000		\$2,235,000
			CIP				\$120,000	\$600,000	\$150,000	\$870,000		\$870,000
			Grant					\$100,000		\$100,000		\$100,000
Engineering	Capital Improvement	Downtown Street Improvements (New) **	Total Project		\$0	\$0	\$120,000	\$700,000	\$150,000	\$970,000	\$0	\$970,000
			CIP				\$1,775,000			\$1,775,000		\$1,775,000
			Grant				\$250,000			\$250,000		\$250,000
Engineering	Capital Improvement	Scioto Street Reconstruction	Total Project		\$0	\$0	\$2,025,000	\$0	\$0	\$2,025,000	\$0	\$2,025,000
Engineering	Capital Improvement	Hall Street Reconstruction	CIP	On-Hold						\$0	\$835,000	\$835,000
Engineering	Capital Improvement	Crosswalk Improvements on Olentangy Street (New)**	Grant		\$282,000					\$282,000		\$282,000
Engineering	New Capital	Northeast Quadrant Parking *	Downtown TIF			\$475,000	\$1,935,000			\$2,410,000		\$2,410,000
			CIP		\$695,000	\$3,950,000				\$4,645,000		\$4,645,000
			Grant			\$250,000				\$250,000		\$250,000
Engineering	New Capital	Scioto Street Extension *	Total Project		\$695,000	\$4,200,000	\$0	\$0	\$0	\$4,895,000	\$0	\$4,895,000
			Parks		\$85,000	\$105,000	\$560,000	\$120,000	\$625,000	\$1,495,000		\$1,495,000
			Grant				\$90,000		\$100,000	\$190,000		\$190,000
Engineering	New Capital	Shared Use Path Additions (New) **	Total Project		\$85,000	\$105,000	\$650,000	\$120,000	\$725,000	\$1,685,000	\$0	\$1,685,000
Engineering	New Capital	South Depot Street Connection (New) **	CIP					\$500,000	\$4,135,000	\$4,635,000		\$4,635,000
			CIP				\$125,000	\$675,000		\$800,000		\$800,000
			Grant					\$75,000		\$75,000		\$75,000
Engineering	New Capital	Liberty Road Multi-Use Path (Library Park to Murphy Pkwy)	Total Project		\$0	\$0	\$125,000	\$750,000	\$0	\$875,000	\$0	\$875,000
Engineering	Capital Maintenance	Adventure Park CSX Tunnel	CIP	\$170,522	\$355,000					\$355,000		\$355,000
Engineering	Capital Improvement	At Grade Railroad Crossing Upgrades**	Grant		\$350,000	\$350,000				\$700,000		\$700,000
Total Engineering				\$506,612	\$1,877,000	\$7,255,000	\$4,855,000	\$2,070,000	\$5,010,000	\$21,067,000	\$835,000	\$21,902,000
Facilities	Capital Improvement	Lechler Building Remodel/Reuse	CIP	\$200,000	\$700,000					\$700,000		\$700,000
Total Facilities				\$200,000	\$700,000	\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000
Fleet	New Capital	Fleet & Equipment Replacement	General Fund		\$767,500	\$769,000	\$620,500	\$696,000	\$675,000	\$3,528,000		\$3,528,000
Total Fleet				\$0	\$767,500	\$769,000	\$620,500	\$696,000	\$675,000	\$3,528,000	\$0	\$3,528,000
Parks and Recreation	Capital Improvement	Village Green Amphitheater Improvements	CIP	On-Hold						\$0	\$75,000	\$75,000
Parks and Recreation	New Capital	Pickle Ball Courts	CIP	\$300,000	\$700,000					\$700,000		\$700,000
Total Parks and Recreations				\$300,000	\$700,000	\$0	\$0	\$0	\$0	\$700,000	\$75,000	\$775,000
Public Service	Capital Maintenance	Annual Street Maintenance and Repair Program	Street Maint.		\$2,500,000	\$2,815,000	\$3,175,000	\$3,585,000	\$3,995,000	\$16,070,000		\$16,070,000
Total Public Service				\$0	\$2,500,000	\$2,815,000	\$3,175,000	\$3,585,000	\$3,995,000	\$16,070,000	\$0	\$16,070,000
Grand Total				\$1,174,612	\$8,774,539	\$12,639,000	\$10,000,500	\$7,701,000	\$10,530,000	\$49,645,039	\$910,000	\$50,555,039

Partially Grant Funded \* Potential for Bond/Note Financing based on market conditions. \*\* New Project (Not in 23-27 CIP).



2024 to 2028 CAPITAL IMPROVEMENT PLAN

FUNDING SUMMARY

\*\*PROPOSED\*\*

Funding				FY2023 Capital Cost	FY2024 Capital Costs	FY2025 Capital Costs	FY2026 Capital Costs	FY2027 Capital Costs	FY2028 Capital Costs	Total 5-Year CIP	Beyond 2028	Total to be Budgeted (all years)
		491-CIP Fund		\$2,295,134	\$3,760,000	\$7,425,000	\$3,370,000	\$3,125,000	\$5,135,000	\$22,815,000	\$835,000	\$23,650,000
		451-Downtown TIF		\$0	\$1,030,039	\$925,000	\$1,935,000	\$0	\$0	\$3,890,039		\$3,890,039
		Grants			\$632,000	\$600,000	\$340,000	\$175,000	\$100,000	\$1,847,000		\$1,847,000
		211-Street Maintenance (Special Revenue) Fund		\$0	\$2,500,000	\$2,815,000	\$3,175,000	\$3,585,000	\$3,995,000	\$16,070,000		\$16,070,000
		241-Parks & Recreations (Special Revenue)		\$0	\$85,000	\$105,000	\$560,000	\$120,000	\$625,000	\$1,495,000		\$1,495,000
		100-General Fund		\$0	\$767,500	\$769,000	\$620,500	\$696,000	\$675,000	\$3,528,000		\$3,528,000
		Total		\$2,295,134	\$8,774,539	\$12,639,000	\$10,000,500	\$7,701,000	\$10,530,000	\$49,645,039	\$835,000	\$50,480,039

Fund Balance				2023	2024	2025	2026	2027	2028
		CIP Fund Beg. Balance			\$2,670,000	\$3,160,000	\$360,000	\$1,740,000	\$3,460,000
		Revenue			\$4,250,000	\$4,625,000	\$4,750,000	\$4,845,000	\$4,941,900
		Expenditures		\$2,670,000	-\$3,760,000	-\$7,425,000	-\$3,370,000	-\$3,125,000	-\$5,135,000
		CIP Fund Ending Balance		\$2,670,000	\$3,160,000	\$360,000	\$1,740,000	\$3,460,000	\$3,266,900
		Downtown TIF Beg. Balance			\$3,000,000	\$2,619,961	\$2,357,961	\$1,105,851	\$1,857,030
		Revenue			\$650,000	\$663,000	\$682,890	\$751,179	\$751,179
		Expenditures			-\$1,030,039	-\$925,000	-\$1,935,000	\$0	\$0
		Downtown TIF Ending Balance		\$3,000,000	\$2,619,961	\$2,357,961	\$1,105,851	\$1,857,030	\$2,608,209
		Street Repair and Maintenance Beg. Balance			\$800,000	\$1,725,000	\$2,335,000	\$3,085,000	\$3,425,000
		Revenue			\$3,500,000	\$3,500,000	\$4,000,000	\$4,000,000	\$4,000,000
		Expenditures			-\$2,575,000	-\$2,890,000	-\$3,250,000	-\$3,660,000	-\$4,070,000
		Street Repair & Maintenance Ending Balance		\$800,000	\$1,725,000	\$2,335,000	\$3,085,000	\$3,425,000	\$3,355,000

Other Available Funds				2023	2024	2025	2026	2027	2028
		Downtown Renovation TIF		\$25,000	\$32,000	\$30,000	\$30,000	\$30,000	\$30,000
		Sawmill Corridor TIF		\$1,200,000	\$1,812,000	\$1,848,240	\$1,885,205	\$1,922,909	\$1,961,367
		Seldom Seen Park TIF		\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
		Seldom Seen Public Improvements TIF		\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000
		All Available Funds			\$9,622,961	\$7,205,201	\$8,120,056	\$10,968,939	\$11,495,476



**From:** Andrew D. White, City Manager

**To:** Members of City Council

**Re:** **ORDINANCE 2023-26 – AN ORDINANCE TO AUTHORIZE THE EXECUTION OF AN ECONOMIC DEVELOPMENT AGREEMENT WITH REDWOOD POWELL HOME ROAD OH P1 LLC, RELATIVE TO THE REDWOOD MIXED USE DEVELOPMENT**

**Date:** **October 3, 2023**

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**Update:**

Attached to the legislation are two draft contracts presented to Council for review. Attachment A is the draft agreement prepared by city staff and provided to Redwood. Attachment B includes proposed changes to the agreement by Redwood, which are redlined for Council's review.

**Summary:**

This ordinance (Ordinance 2023-26) is a request for review and approval to authorize the execution of an Economic Development Agreement (EDA) with Redwood Powell Home Road, OH P1 LLC. Ordinance 2022-09 seeks approval of a Final Development Plan for the first phase of residential development at the second reading of Ordinance 2023-26. Subsequent to the initial presentation of plans, the commercial component -- along the parcel fronting Home Road -- dissolved, altered the site and impacted the entitlement process.

The Final Development Plan ordinance was tabled in May of 2022 to address the significant alteration and consider alternatives to ensure the priority commercial component would be preserved.

**Background**

On July 20, 2021, City Council approved an annexation of the northern 35 acres from Liberty Township as well as a Zoning Map Amendment with Preliminary Development Plan for the entire 70 acres to allow for a consolidated development of the site with up to 327 residential units as well as three lots for health care, senior housing and commercial uses.

Specifically, the approval by City Council amended the zoning of the site from PI, Planned Industrial District in the City of Powell, and I, Industrial District in Liberty Township to PC, Planned Commercial District in the City of Powell. The Final Development Plan would be for the first phase of a ±70-acre development at 3041 Home Road, consisting of ±25.7 acres to be developed with 126 residential units in 24 buildings, zoned Planned Commercial District and would establish final zoning per the Code.

The Planning and Zoning Commission recommended approval to City Council for this Final Development Plan at the April 13, 2022 meeting.

With Council authorization, this EDA preserves the commercial component of the original development plan by conveying it to the City.

Ordinance No. 2023-26 is presented now, in front of the legislation authorizing the final development plan in order to protect the City's interest in the commercial development potential of the project.

**Legal Review:**

The Law Director and Community Development Staff have reviewed this Ordinance to ensure compliance with the Law.

**Financial Review:**

The Finance Director has reviewed the agreement and identified available resources within the budget to accommodate its authorization.

The conveyance of the 10.68-acre commercial parcel for the contractual purchase price of \$2,159,425.00 to be paid over a five-year period. Additionally, the agreement sets a maximum reimbursement amount \$845,500.00 to the Developer for completed public infrastructure improvements. Staff has ordered an appraisal report and the costs of public infrastructure costs will be reviewed by the Engineer prior to reimbursement.

**Recommendation:**

Staff recommends approval of Ordinance 2023-26 at the second reading/public hearing on October 3, 2023.



## ORDINANCE 2023-26

### **AN ORDINANCE TO AUTHORIZE THE EXECUTION OF AN ECONOMIC DEVELOPMENT AGREEMENT WITH REDWOOD POWELL HOME ROAD OH P1 LLC, RELATIVE TO THE REDWOOD MIXED USE DEVELOPMENT**

**WHEREAS**, Redwood Powell Home Road OH P1 LLC (“Redwood”), proposes a mixed-use development consisting of single-story, multi-family residential housing and development of a commercial parcel; and

**WHEREAS**, the development requires the construction and development of certain public infrastructure improvements; and

**WHEREAS**, it is in the interest of the City to enter into an economic development agreement (“Agreement”) with Redwood regarding the completion of those public infrastructure improvements and conveyance of a portion of the property to the City for commercial development; and

**WHEREAS**, the Agreement does not exempt Redwood from any requirement under the City’s entitlement process or Codified Ordinances, nor does it guarantee approval of any plan, permit, or other entitlement.

**NOW THEREFORE BE IT ORDAINED BY THE CITY OF POWELL, COUNTY OF DELAWARE, STATE OF OHIO AS FOLLOWS:**

Section 1: The City of Powell Council hereby authorizes the City Manager to execute a Development Agreement in substantially the form as attached hereto and identified as Exhibit A, which is incorporated by reference as if restated in full herein, and is subject to such technical corrections or revisions, to include final improvement costs and application review costs, as determined by the City Manager and approved as to form by the Law Director, any such corrections or revisions being hereby determined to be in the interest of the City.

Section 2: It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of Council and that all deliberations of Council and any of the decision-making bodies of the City of Powell which resulted in such formal actions were in meetings open to the public in compliance with all legal requirements of the City of Powell, Delaware County, Ohio.

Section 3: That this Ordinance shall take effect on the earliest date permitted by law.

Daniel Swartwout Mayor	Date
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EFFECTIVE DATE: \_\_\_\_\_, 2023

Elaine McCloskey City Clerk	Date
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This legislation has been posted in accordance with  
the City Charter on this date \_\_\_\_\_ .  
\_\_\_\_\_ City Clerk

City Council  
Jon C. Bennehoof, Mayor

Frank Bertone   Tom Counts   Brian Lorenz   Brendan Newcomb   Melissa Riggins   Daniel Swartwout

Development Agreement between the  
**City of Powell, Ohio and Redwood Powell Home Road OH P1 LLC**

This Development Agreement (the "Agreement") is made by and between the **City of Powell, Ohio** (the "City"), a municipal corporation duly organized and validly existing under the Constitution and the laws of the State of Ohio and its Charter, with an office located at 47 Hall Street, Powell, Ohio 43065 and **Redwood Powell Home Road OH P1 LLC**, an Ohio limited liability company, with offices located at 7007 East Pleasant Valley Road, Independence, Ohio 44131 (the "Developer") (Developer and City together referred to herein as "Parties").

**WITNESSETH:**

**WHEREAS**, the Developer is the owner of 70± acres of land located south of Home Road, between the CSX railroad tracks to the west and Liberty Road to the east and identified as Delaware County Parcel Numbers: 31924001005001, 31924001068004, 31924001004000, and 31924001005000 (the "Property"), and seeks to develop the Property into a mixed use development (the "Project"); and

**WHEREAS**, the Property was approved for annexation into the City of Powell by Ordinance 2021-19, approved by Powell City Council on 7/20/2021; and

**WHEREAS**, a Zoning Map Amendment and Preliminary Development Plan was approved by Powell City Council on 7/20/21 by Ordinance 2021-20; and

**WHEREAS**, the Developer has not received final zoning approval or approval of a Final Development Plan, which constitutes that final zoning for the Property; and

**WHEREAS**, the Developer understands and acknowledges that it must proceed through the City's entitlement process, including obtaining final zoning for the Property in order to pursue the Project, and that this Agreement does not exempt Developer from any requirement under the City's entitlement process or Codified Ordinances, nor does it guarantee approval of any final zoning, plan, permit, or other entitlement - provided, however, that this Agreement is subject to and contingent upon final approval of all plans and permits; and

**WHEREAS**, the Parties have determined that the Project requires the construction and development of certain public infrastructure improvements ("Public Infrastructure Improvements"), and that the Developer requests the City's assistance with the development of Public Infrastructure Improvements servicing approximately 10.68±-acre of the Property (the "Commercial Parcel"); and

**WHEREAS**, the City has determined that it would be in the best interest of the City to contract with the Developer to provide for reimbursement of certain Public Infrastructure Improvements, and the Developer has determined it is in its best interest to sell and convey the Commercial Parcel to the City as part of the development process.

**NOW THEREFORE**, for good and valuable consideration received, the receipt and sufficiency of which is hereby acknowledged, the City and the Developer agree as follows:

**I. Definitions.**

- A. **Agreement** means this Development Agreement between the City of Powell, Ohio and Redwood Powell Home Road OH P1 LLC.
- B. **Property** means the four parcels making up 70± acres identified as Delaware County Parcel Nos. 31924001005001, 31924001068004, 31924001004000, and 31924001005000, as described and/or depicted in the attached Exhibit A.

- C. **Project** means the mixed use development consisting of (i) Phase 1 of a single-story, multi-family residential housing project, consisting of 24 buildings (126 residential units) located on ±25.70 acres, as identified in Case Number 2022-02FDP; (ii) Phase 2 of a single-story, multi-family residential housing project, consisting of 23 buildings (125 residential units) on +/- 19.76 acres; (iii) Phase 3 of a single-story, multi-family residential housing project, consisting of 13 buildings (76 residential units) on +/- 13.99 acres, and (iv) development of the Commercial Parcel for commercial purposes.
- D. **Public Infrastructure Improvements** means the public infrastructure improvements required to be constructed for the Project, which are itemized in the attached Exhibit B.
- E. **Reimbursable Public Infrastructure Improvements** means the Public Infrastructure Improvements that are reimbursable pursuant to this Agreement and constructed for the Project, as approved by the City, all of which are itemized in the attached Exhibit B.
- F. **Commercial Parcel** means the ±10.68-acre portion of the Property as described and/or depicted in the attached Exhibit C.

II. **Sources of Reimbursement.** The Reimbursable Public Infrastructure Improvements as identified in Section III below shall be reimbursed by the City using the available funds in the Sawmill TIF Fund.

III. **Reimbursable Public Infrastructure Improvements.** The following Reimbursable Public Infrastructure Improvements shall be completed by the Developer as part of the Project as shown generally on Exhibit B, subject to the reimbursement terms below, and shall be dedicated to the City as public infrastructure at a mutually agreeable time after the construction is complete pursuant to the City's Codified Ordinances.

A. **Public Infrastructure**

- 1. *Description of Improvement.* The Reimbursable Public Infrastructure Improvements to be designed and constructed by the Developer will include: any necessary roadway widening of Home Road and all associated work ("Road Widening Work"), public water main work that will benefit the proposed Commercial Parcel, the public sanitary sewer work benefiting the Commercial Parcel (including the necessary tie-in on the northern side of the right-of-way of Home Road), and the public water and sewer that is located within public right of way.
- 2. *Reimbursement Amount.* Subject to the provisions of Section IV(A) below, the City shall reimburse the Developer the actual costs the Developer incurred for the Reimbursable Public Infrastructure Improvements listed in III(A)(1) and as shown in Exhibit B with a maximum reimbursement of \$845,500 ("Maximum Reimbursement"). Any costs incurred by the Developer above the Maximum Reimbursement are the Developer's responsibility; the City will not reimburse any amount above the Maximum Reimbursement.

IV. **Reimbursement Terms.**

- A. *Total Reimbursement.* Reimbursement for costs incurred by the Developer shall be approved by the City, and such approval shall not be unreasonably withheld, conditioned, or delayed, and shall be in the amount of (i) \$123,500 for the Road Widening Work, and (ii) the actual construction costs for the balance of the Reimbursable Public Infrastructure Improvements, as set forth in Section III(A)(2). Developer shall submit a request for

reimbursement to the City following the completion of the Reimbursable Public Infrastructure Improvements listed in III(A) (1) and as shown in Exhibit B. Thereafter, the City shall inspect and proceed with the conditional approval process outlined in the Codified Ordinances. The City shall reimburse Developer within 60 calendar days after conditional approval. Developer shall submit a request for reimbursement to the City after completion of the reimbursable improvements listed in III(A) (1) and as shown in Exhibit B, too. Thereafter, the City shall inspect and proceed with the conditional approval process outlined in the Codified Ordinances. The City shall reimburse Developer within 60 calendar days after conditional approval. In no instance shall payment to the Developer exceed the Maximum Reimbursement.

- B. *Limits of Reimbursement.* Under the terms of this Agreement, the Developer understands and agrees that the City will only reimburse the Developer for actual costs, which the Developer proves and certifies to the City, up to and not to exceed the Maximum Reimbursement. Should the Developer be reimbursed for the Reimbursable Public Infrastructure Improvements by another agency or entity, then Developer shall return any overpayment or reimbursement made by the City to the City within sixty (60) days of receipt of the additional reimbursement. The City shall have the right to collect any reimbursement amount over what the Developer actually paid out of pocket.

V. **Provisions Governing the Construction of all Public Infrastructure Improvements.** The following provisions govern the construction of all Public Infrastructure Improvements.

- A. **Security for Performance.** The Developer shall execute, or cause its contractor(s) to execute, and provide to the City, a bond, a certified check or an irrevocable letter of credit equal to the Construction Bond Amount of the Public Infrastructure Improvements for which the Developer has received approval to construct (per engineering plans and drawings approved by the City). All forms of financial warranties must be reasonably acceptable to the City to ensure faithful performance of the terms and conditions under this Agreement and to ensure completion of all Public Infrastructure Improvements and that they are constructed in accordance with all City rules, codes, regulations, law, and approvals, and in compliance with the development plans for the Project as approved by the City.

Reductions in the Construction Bond Amount(s) for the Public Infrastructure Improvements made or being made on City-owned property, City rights-of-way or in easements granted to the City, shall occur only after the City Engineer has been provided evidence that all work on the particular Public Infrastructure Improvement(s) have been performed according to the approved plans and specifications filed with the City Engineer and/or to the City Engineer's satisfaction. Such reductions in the Construction Bond Amount(s) shall occur periodically over time if the Public Infrastructure Improvements are accepted by the City in one or more phases.

If the surety of any bond so furnished by the Developer or its contractor(s) declares bankruptcy, becomes insolvent or its right to do business is terminated in Ohio, the Developer shall within five (5) days thereafter cause the substitution of another bond or surety. The Developer shall provide to the City prior to commencement of any work by any contractor a copy of the Security for Performance provided by the contractor pursuant to this Section.

- B. **Plan Review and Inspection Cost.** Prior to receiving any permits required to commence construction of any portion or phase of the Project, including the Public Infrastructure Improvements, pursuant to the City's Codified Ordinances, the Developer shall deposit plan review and inspection costs with the City.
- C. **Prevailing Wage.** The Developer and the City acknowledge and agree that construction of the Reimbursable Public Infrastructure Improvements under the terms and conditions of

this Agreement, are subject to the prevailing wage requirements of Ohio Revised Code Chapter 4115 and all wages paid to laborers and mechanics employed in constructing those Reimbursable Public Infrastructure Improvements on the Project shall be paid at not less than the prevailing rates of wages of laborers and mechanics for the classes of work called for by the Public Infrastructure Improvements, which wages shall be determined in accordance with the requirements of that Chapter 4115. The Developer shall require compliance by all contractors, and shall require all contractors to require all subcontractors working on the Reimbursable Public Infrastructure Improvements, to comply with all applicable requirements of that Chapter 4115. The Developer shall provide proof of compliance with the prevailing wage requirements to the City to the City's reasonable satisfaction.

D. **Insurance.** Prior to the commencement of construction of the Public Infrastructure Improvements, the Developer shall take out and maintain, insurance in such amounts as provided below. The Developer shall provide sufficient evidence to the City, prior to construction, that such insurance exists and is in effect.

1. *Public Liability Insurance.* Shall be taken out and maintained in the amount of \$1,000,000.00 for bodily injuries including those resulting in death of any one person and on account of any one accident or occurrence with an annual aggregate of \$2,000,000.00.
2. *Property Damage Insurance.* Shall be taken out and maintained in an amount of \$1,000,000.00 from damages on account of any one accident or occurrence with an annual aggregate of \$2,000,000.00.

The Developer agrees that the insurance policies required herein (excluding the professional liability insurance) shall require the insurer to name the City as an additional insured, and to provide the City with prior written notice before the cancellation of a policy according to not less than the timeframe stated in the policy or policies.

E. **Indemnification.** The Developer shall indemnify and hold harmless the City, and all of its elected officials, officers, employees and agents from and against all claims, losses, suits, actions and expenses (including reasonable attorneys' fees) that arise due to the wrongful or negligent performance or non-performance of the Developer, its contractors, subcontractors or its agents or employees, under the terms of this Agreement, including any and all proceedings which may originate from or on account of any death, injuries or damages to persons or property received or sustained as a consequence of any actions or omissions of any contractor, subcontractor or agent, from any material, including explosives, or any method used in said work or by or on account of any accident caused by negligence or any other wrongful act or omission of any contractor, subcontractor or its agents or employees.

F. **Acceptance of Public Infrastructure Improvements.**

1. *Conditional Acceptance by City Council.* Upon completion of any particular Public Infrastructure Improvement and inspection by the City, the City shall submit to City Council legislation documenting the City Engineer's conditional acceptance of the Public Infrastructure Improvements consistent with the City's codified ordinances. Conditional acceptance of the Public Infrastructure Improvements shall not be unreasonably withheld, conditioned, or delayed.
2. *Maintenance Period.* The Developer shall be responsible for the maintenance, repair and/or reconstruction of any and all defective materials or workmanship for a period of two years from the conditional acceptance date.



During this two-year period, the City shall be responsible for the operations and routine maintenance of the Public Infrastructure Improvement(s), including snow and/or ice removal.

3. **Maintenance Bond.** Within 30 days of conditional acceptance by the City, the Developer shall submit a maintenance bond, consistent with the City's codified ordinances, in an amount and manner requested by the City Engineer ("Maintenance Bond Amount") for the two-year maintenance period. At the time of acceptance of the required maintenance bond, all related securities for performance shall be released.

If no claims for repair or replacement are pending, the Maintenance Bond Amount shall be reduced to zero immediately after the expiration of the above-described two-year period for the improvement accepted, after which the City shall proceed with final acceptance of the public infrastructure and assume all responsibility for the operation and routine maintenance of the formally accepted Public Infrastructure Improvements.

4. **As-builts.** The Developer shall, within sixty (60) calendar days following the completion of the Public Infrastructure Improvement(s) and prior to final acceptance by the City, furnish to the City, as required, electronic "as built" drawings of the Public Infrastructure Improvement(s), which drawings shall become the property of the City and remain in the office of the City Engineer.
5. **Liens.** The Developer shall, within sixty (60) calendar days of completing a Public Infrastructure Improvement or all of the Public Infrastructure Improvements, furnish to the City an itemized statement showing the cost of the Public Infrastructure Improvements and a notarized affidavit stating that all material and labor costs have been paid and there are no liens.

The Developer shall provide the City with evidence satisfactory to it that all liens affecting the Public Infrastructure Improvements, including but not limited to liens for delinquent taxes, the lien of any mortgage, and any mechanic's liens, have been released. The City shall not accept the Public Infrastructure Improvements until such satisfactory evidence is provided to the City Engineer.

- G. **Dedication of Right-of-Way and Easements.** The Developer agrees that it shall dedicate, and the City agrees that it shall accept (subject to the City Engineer's approval) all right-of-way and easements required for the construction of the Public Infrastructure Improvements and shall work with the City to vacate any existing right of way that is necessary for the development of the Project.

## VI. **Conveyance of Commercial Parcel.**

- A. **Purchase Price.** The Developer shall convey the Commercial Parcel to the City, subject to the contingencies provided below and the terms of this Agreement, for a total price of \$2,159,425 ("Purchase Price"). The Purchase Price shall be paid over a 5-year period, including, interest, as reflected in the payment schedule attached as Exhibit D. Notwithstanding the contents of Exhibit D, the Purchase Price and interest rate contemplated hereby shall be negotiated, in good faith, by Developer and City in connection with the Purchase and Sale Agreement referenced herein. Nothing in this Agreement, however, obligates the City to purchase the Commercial Parcel should the City elect to forego the opportunity to purchase it after it has an opportunity for due diligence.
- B. **Due Diligence.** Not later than sixty (60) days after signing this Agreement, the City may perform its due diligence on the Commercial Parcel, including, but not limited to, obtaining

environmental studies and reports, an appraisal of the property, and any other inspection or report in the City's discretion, at the sole cost of the City. The City shall not be required to close on the acquisition of the Commercial Parcel should it discover anything during the due diligence period that impacts its decision to acquire the Commercial Parcel. Notwithstanding the foregoing, even if the City does not purchase the Commercial Parcel, the use of the Commercial Parcel shall be limited to the specific commercial uses outlined and approved in the Final Development Plan, which constitutes the zoning for the Commercial Parcel.

- C. **Contingency.** The Developer shall not be required to sell and convey the Commercial Parcel to the City until and until the approval by Powell City Council of Ordinance 2022-09 for the Redwood, Phase 1, Final Development Plan. This Agreement does not in any way guarantee the Developer approval of Ordinance 2022-09, and the Developer acknowledges the same. Should Ordinance 2022-09 not be approved, the Developer shall not be required to sell and convey the Commercial Parcel to the City.
- D. **Purchase and Sale Agreement.** The parties shall prepare a separate purchase and sale agreement for the sale of the Commercial Parcel should all the contingencies be met and after the close of the due diligence period. The City shall prepare an initial draft of the Purchase and Sale Agreement using its form and will deliver the same to the Developer for review. The City and the Developer will use commercially reasonable efforts to draft, negotiate and execute a Purchase and Sale Agreement within thirty (30) days after the later of: (1) the approval of Ordinance 2022-09, including any referendum periods; and (2) the close of the due diligence period. Developer further agrees to dedicate any and all necessary property rights to ensure public access to the Commercial Parcel should the City acquire it. Said property rights may be in the form of an easement agreement ordinarily used to grant such rights.

## VII. General Provisions.

### A. Breach and Opportunity to Cure.

- 1. **Breach.** The Developer and the City agree that any material violations of or noncompliance with any of the terms and conditions of this Agreement shall constitute a breach of contract, and, subject to the notification and cure provisions outlined below, the Developer and the City shall have the right to stop work forthwith and seek any and all remedies available at law or equity.

In the event of a breach by the Developer, the City shall have the right to act against the performance surety, or other financial security accepted by the City, for the purpose of properly completing the Public Infrastructure Improvements, or having the Public Infrastructure Improvements completed, as required herein.

Should the City exercise its right to act against any performance surety or other financial security accepted by the City, any such costs thereafter expended by the City, and not reimbursed to it by the approved surety or other financial security, or paid for by the Developer's surety or guarantor, shall be reimbursable to the City under this Agreement in the same manner and amounts as those Public Infrastructure Improvements are reimbursable to the Developer hereunder, and such costs in having the Public Infrastructure Improvements completed shall be excluded from reimbursement to the Developer under this Agreement.

- 2. **Opportunity to Cure.** Prior to either party acting to stop its work in connection with an alleged breach of this Agreement, or the City seeking payment or performance from any surety or on any bond, the non-breaching party shall provide a written

notice to the breaching party, which written notice shall set forth the alleged material violations of, or noncompliance with, any material term(s) and condition(s) of this Agreement.

The breaching party shall have thirty (30) calendar days after receiving the written notice to cure the alleged breach. If the breach is not cured within that time period, the non-breaching party may act to stop the breaching parties' work in connection with this Agreement and seek any and all remedies available at law or equity.

Notwithstanding the foregoing, if the nature of the breach is such that it cannot be reasonably cured within said thirty (30) calendar day period, then the breaching party may have a reasonable amount of time to cure, so long as the cure is commenced within said thirty (30) day period, is diligently prosecuted to completion thereafter, and provided that such additional time period is not averse to the general health, safety and welfare of the City as determined by the City Engineer.

Notwithstanding any other provision of this Agreement, the above-described notification and cure provisions shall not apply when (i) the non-breaching party reasonably believes that it will be materially harmed if a thirty (30) calendar day notice period is observed, (ii) the City's Chief Building Official issues a stop work order for local, county or state code violations related to construction defects, or (iii) the City Engineer issues a stop work order for local, county or state construction code violations.

- B. **Notices.** Any notices, statements, acknowledgements, consents, approvals, certificates or requests required to be given on behalf of either party to this Agreement shall be made in writing addressed as follows and sent by registered or certified mail, return receipt requested, and shall be deemed delivered when the return receipt is signed, refused or unclaimed:

If to the City to:

Andrew White, City Manager  
City of Powell, Ohio  
47 Hall Street  
Powell, Ohio 43065  
awhite@cityofpowell.us

With a copy to:

Yaz Ashrawi, Law Director  
Frost Brown Todd LLP  
One Columbus, Suite 2300  
10 West Broad Street  
Columbus, OH 43215  
yashrawi@fbtlaw.com

If to the Developer to:

Chief Legal Officer  
Redwood Powell Home Road OH P1 LLC  
7007 E. Pleasant Valley Road  
Independence, OH 44131  
E-mail: legal@byRedwood.com

with a copy to:

Edward A. Hurtuk, Esq.  
Walter Haverfield LLP  
6110 Parkland Blvd., Suite 100  
Cleveland, Ohio 44124  
E-mail: ehurtuk@walterhav.com

or to any such other persons or addresses as may be specified by either party, from time to time, by prior written notification. Courtesy copies should also be sent via email to the email addresses included above.

C. **Representations.** All representations and warranties of the Developer and the City herein shall be binding upon the parties, their successors and approved assignees, and shall survive the execution and delivery of this Agreement.

1. *Developer Representations.* The Developer represents and warrants that the execution and delivery by the Developer of this Agreement and the compliance by the Developer with all of the provisions herein (i) are within the authority and powers of the Developer; (ii) will not conflict with or result in any breach of any of the provisions of, or constitute default under, any agreement, its articles of organization or operating agreement, or other instrument to which the Developer is a party or by which it may be bound, or, to the Developer's knowledge, any license, judgment, decree, law, statute, order, rule or regulation or any court or governmental agency or body having jurisdiction over the Developer or any of its activities or properties; and (iii) have been duly authorized by all necessary action on the part of the Developer.
2. *City Representations.* The City hereby represents and warrants that (i) execution of this Agreement has been authorized by Ordinance No. 23-\_\_, passed by City Council on \_\_\_\_\_ and (ii) the City has full power and authority to enter into this Agreement, to carry out its terms and to perform its obligations hereunder.

D. **Waiver.** In the event that any covenant, agreement, or obligation under this Agreement shall be breached by either the Developer or the City and the breach shall have been waived thereafter by the Developer or the City, as the case may be, the waiver shall be limited to the particular breaches so waived and shall not be deemed to waive any other or any subsequent breach thereunder.

E. **Severability.** In case any section or provision of this Agreement, or any covenant, agreement, obligation or action, or part thereof, made, assumed, entered into or taken, or any application thereof, is held to be illegal or invalid for any reason,

1. that illegality or invalidity shall not affect the remainder hereof or thereof; any other section or provision hereof, or any other covenant, agreement, obligation or action, or part thereof, made, assumed, entered into or taken, all of which shall be construed and enforced as if the illegal or invalid portion were not contained herein or therein,
2. the illegality or invalidity of any application hereof or thereof shall not affect any legal and valid application hereof or thereof; and

3. each section, provision, covenant, agreement, obligation or action, or part thereof, shall be deemed to be effective, operative, made, assumed, entered into or taken in the manner and to the full extent permitted by law.

- F. **Assignment.** Except as otherwise provided in this Section, this Agreement may not be assigned by any party hereto without the written consent of the other party which consent shall not be unreasonably withheld, conditioned, or delayed and which consent, if granted, may include reasonable provisions to protect the interest of the non-assigning party; provided, however, Developer's rights and interests in this Agreement may be assigned to any affiliates of Developer with at least thirty days notice to the City.

The assignment of Developer's right to receive reimbursement and payments of any and all reimbursements, credits and/or funds due and payable to it under this Agreement, shall in no way affect the Developer's responsibility hereunder to construct the Public Infrastructure Improvements under this Agreement, and pursuant to the Developer's approved Final Development Plan.

- G. **Jurisdiction.** This Agreement shall be governed by and construed in accordance with the laws of the State of Ohio. All claims, counterclaims, disputes and other matters in question between the City, its agents and employees, and the Developer, its employees, contractors, subcontractors and agents arising out of or relating to this Agreement or its breach will be decided in a court of competent jurisdiction within Delaware County, Ohio.

- H. **Captions.** The captions and headings in this Agreement are for convenience only and in no way define, limit or describe the scope or intent of any provisions or sections in this Agreement.

- I. **Contingency.** This Agreement is expressly contingent upon: (1) Developer receiving final approval as well as all necessary permits to construct the Project. Should Developer fail to obtain all approvals and permits for the Project, this Agreement shall terminate, and the Parties shall be relieved of any further obligations and the Parties shall have no further rights at law or in equity.

- J. **W9.** The Developer must complete, execute, and submit a W9 form to the City prior to receiving any payment or reimbursement provided in this Agreement.

**IN WITNESS WHEREOF**, the parties, each by a duly authorized representative, have executed this Agreement on the dates below. This Agreement is effective on the date signed by City Manager as identified below.

**City of Powell, Ohio**

**Redwood Powell Home Road OH P1 LLC**

\_\_\_\_\_  
Andrew White  
City Manager

\_\_\_\_\_  
[name]  
[position]

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

Approved as to Form:

\_\_\_\_\_  
Yazan S. Ashrawi  
Law Director

**CERTIFICATE OF AVAILABILITY OF FUNDS**

I certify that the money required to meet the obligations of the City of Powell hereunder has hereby been lawfully appropriated for such purpose and is in the treasury or in the process of collection to the credit of this fund, free from any previous obligation or certification as required by Ohio Revised Code §5705.01 to §5705.47.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Rosa Ocheltree, Finance Director

**Exhibit A**  
**Entire Property**

DRAFT

## **Exhibit B**

### **Reimbursable Public Infrastructure Improvements**

DRAFT



**Exhibit C**  
**Commercial Parcel**

DRAFT

**Exhibit D**  
**Amortization Schedule**

DRAFT

Development Agreement between the  
**City of Powell, Ohio and Redwood Powell Home Road OH P1 LLC**

This Development Agreement (the "Agreement") is made by and between the **City of Powell, Ohio** (the "City"), a municipal corporation duly organized and validly existing under the Constitution and the laws of the State of Ohio and its Charter, with an office located at 47 Hall Street, Powell, Ohio 43065 and **Redwood Powell Home Road OH P1 LLC**, an Ohio limited liability company, with offices located at 7007 East Pleasant Valley Road, Independence, Ohio 44131 (the "Developer") (Developer and City together referred to herein as "Parties").

**WITNESSETH:**

**WHEREAS**, the Developer is the owner of 70± acres of land located south of Home Road, between the CSX railroad tracks to the west and Liberty Road to the east and identified as Delaware County Parcel Numbers: 31924001005001, 31924001068004, 31924001004000, and 31924001005000 (the "Property"), and seeks to develop the Property into a mixed use development (the "Project"); and

**WHEREAS**, the Property was approved for annexation into the City of Powell by Ordinance 2021-19, approved by Powell City Council on 7/20/2021; and

**WHEREAS**, a Zoning Map Amendment and Preliminary Development Plan was approved by Powell City Council on 7/20/21 by Ordinance 2021-20; and

**WHEREAS**, the Developer has not received final zoning approval or approval of a Final Development Plan, which constitutes that final zoning for the Property; and

**WHEREAS**, the Developer understands and acknowledges that it must proceed through the City's entitlement process, including obtaining final zoning for the Property in order to pursue the Project, and that this Agreement does not exempt Developer from any requirement under the City's entitlement process or Codified Ordinances, nor does it guarantee approval of any final zoning, plan, permit, or other entitlement - provided, however, that this Agreement is subject to and contingent upon final approval of all plans and permits; and

**WHEREAS**, the Parties have determined that the Project requires the construction and development of certain public infrastructure improvements ("Public Infrastructure Improvements"), and that the Developer requests the City's assistance with the development of Public Infrastructure Improvements servicing approximately 10.68±-acre of the Property (the "Commercial Parcel"); and

**WHEREAS**, the City has determined that it would be in the best interest of the City to contract with the Developer to provide for reimbursement of certain Public Infrastructure Improvements, and the Developer has determined it is in its best interest to sell and convey the Commercial Parcel to the City as part of the development process.

**NOW THEREFORE**, for good and valuable consideration received, the receipt and sufficiency of which is hereby acknowledged, the City and the Developer agree as follows:

**I. Definitions.**

- A. **Agreement** means this Development Agreement between the City of Powell, Ohio and Redwood Powell Home Road OH P1 LLC.

- B. **Property** means the four parcels making up 70± acres identified as Delaware County Parcel Nos. 31924001005001, 31924001068004, 31924001004000, and 31924001005000, as described and/or depicted in the attached Exhibit A.
- C. **Project** means the mixed use development consisting of (i) Phase 1 of a single-story, multi-family residential housing project, consisting of 24 buildings (126 residential units) located on ±25.70 acres, as identified in Case Number 2022-02FDP; (ii) Phase 2 of a single-story, multi-family residential housing project, consisting of 23 buildings (125 residential units) on +/- 19.76 acres; (iii) Phase 3 of a single-story, multi-family residential housing project, consisting of 13 buildings (76 residential units) on +/- 13.99 acres, and (iv) development of the Commercial Parcel for commercial purposes.
- D. **Public Infrastructure Improvements** means the public infrastructure improvements required to be constructed for the Project, which are itemized in the attached Exhibit B.
- E. **Reimbursable Public Infrastructure Improvements** means the Public Infrastructure Improvements that are reimbursable pursuant to this Agreement and constructed for the Project, as approved by the City, all of which are itemized in the attached Exhibit B.
- F. **Commercial Parcel** means the ±10.68-acre portion of the Property as described and/or depicted in the attached Exhibit C.

II. **Sources of Reimbursement.** The Reimbursable Public Infrastructure Improvements as identified in Section III below shall be reimbursed by the City using the available funds in the Sawmill TIF Fund.

III. **Reimbursable Public Infrastructure Improvements.** The following Reimbursable Public Infrastructure Improvements shall be completed by the Developer as part of the Project as shown generally on Exhibit B, subject to the reimbursement terms below, and shall be dedicated to the City as public infrastructure at a mutually agreeable time after the construction is complete pursuant to the City's Codified Ordinances.

A. **Public Infrastructure**

- 1. *Description of Improvement.* The Reimbursable Public Infrastructure Improvements to be designed and constructed by the Developer will include: any necessary roadway widening of Home Road and all associated work ("Road Widening Work"), public water main work that will benefit the proposed Commercial Parcel, the public sanitary sewer work benefiting the Commercial Parcel (including the necessary tie-in on the northern side of the right-of-way of Home Road), and the public water and sewer that is located within public right of way.
- 2. *Reimbursement Amount.* Subject to the provisions of Section IV(A) below, the City shall reimburse the Developer the actual costs the Developer incurred for the Reimbursable Public Infrastructure Improvements listed in III(A)(1) and as shown in Exhibit B with a maximum reimbursement of \$845,500 ("Maximum Reimbursement"). Any costs incurred by the Developer above the Maximum Reimbursement are the Developer's responsibility; the City will not reimburse any amount above the Maximum Reimbursement.

IV. **Reimbursement Terms.**

- A. *Total Reimbursement.* Reimbursement for costs incurred by the Developer shall be approved by the City, and such approval shall not be unreasonably withheld, conditioned,

or delayed, and shall be in the amount of (i) \$123,500 for the Road Widening Work, and (ii) the actual construction costs for the balance of the Reimbursable Public Infrastructure Improvements, as set forth in Section III(A)(2). Developer shall submit a request for reimbursement to the City following the completion of the Reimbursable Public Infrastructure Improvements listed in III(A) (1) and as shown in Exhibit B. Thereafter, the City shall inspect and proceed with the conditional approval process outlined in the Codified Ordinances. The City shall reimburse Developer within 60 calendar days after conditional approval. Developer shall submit a request for reimbursement to the City after completion of the reimbursable improvements listed in III(A) (1) and as shown in Exhibit B, too. Thereafter, the City shall inspect and proceed with the conditional approval process outlined in the Codified Ordinances. The City shall reimburse Developer within 60 calendar days after conditional approval. In no instance shall payment to the Developer exceed the Maximum Reimbursement.

- B. *Limits of Reimbursement.* Under the terms of this Agreement, the Developer understands and agrees that the City will only reimburse the Developer for actual costs, which the Developer proves and certifies to the City, up to and not to exceed the Maximum Reimbursement. Should the Developer be reimbursed for the Reimbursable Public Infrastructure Improvements by another agency or entity, then Developer shall return any overpayment or reimbursement made by the City to the City within sixty (60) days of receipt of the additional reimbursement. The City shall have the right to collect any reimbursement amount over what the Developer actually paid out of pocket. Notwithstanding the foregoing, City and Developer agree that (i) Developer paid \$123,500 as its full contribution towards the cost of the Road Widening Work pursuant to that certain Developers Agreement (Project No. 21091) by and between the County of Delaware (acting through its Board of County Commissioners) ("County") and Developer, dated February 28, 2022, (ii) the Road Widening Work has been completed by the County, and (iii) Developer shall be reimbursed the full \$123,500 by the City, without being required to provide any documentation of completion of the Roadway Widening Work or the total costs thereof.

V. **Provisions Governing the Construction of all Public Infrastructure Improvements.** The following provisions govern the construction of all Public Infrastructure Improvements.

- A. **Security for Performance.** The Developer shall execute, or cause its contractor(s) to execute, and provide to the City, a bond, a certified check or an irrevocable letter of credit equal to the Construction Bond Amount of the Public Infrastructure Improvements for which the Developer has received approval to construct (per engineering plans and drawings approved by the City). All forms of financial warranties must be reasonably acceptable to the City to ensure faithful performance of the terms and conditions under this Agreement and to ensure completion of all Public Infrastructure Improvements and that they are constructed in accordance with all City rules, codes, regulations, law, and approvals, and in compliance with the development plans for the Project as approved by the City.

Reductions in the Construction Bond Amount(s) for the Public Infrastructure Improvements made or being made on City-owned property, City rights-of-way or in easements granted to the City, shall occur only after the City Engineer has been provided evidence that all work on the particular Public Infrastructure Improvement(s) have been performed according to the approved plans and specifications filed with the City Engineer and/or to the City Engineer's satisfaction. Such reductions in the Construction Bond Amount(s) shall occur periodically over time if the Public Infrastructure Improvements are accepted by the City in one or more phases.

If the surety of any bond so furnished by the Developer or its contractor(s) declares bankruptcy, becomes insolvent or its right to do business is terminated in Ohio, the Developer shall within five (5) days thereafter cause the substitution of another bond or surety. The Developer shall provide to the City prior to commencement of any work by any

contractor a copy of the Security for Performance provided by the contractor pursuant to this Section.

- B. **Plan Review and Inspection Cost.** Prior to receiving any permits required to commence construction of any portion or phase of the Project, including the Public Infrastructure Improvements, pursuant to the City's Codified Ordinances, the Developer shall deposit plan review and inspection costs with the City. Notwithstanding the foregoing, provided that the provisions of this Agreement are satisfied in full, all plan review and inspection costs relating to the Project shall be waived.
- C. **Prevailing Wage.** The Developer and the City acknowledge and agree that construction of the Reimbursable Public Infrastructure Improvements under the terms and conditions of this Agreement, are subject to the prevailing wage requirements of Ohio Revised Code Chapter 4115 and all wages paid to laborers and mechanics employed in constructing those Reimbursable Public Infrastructure Improvements on the Project shall be paid at not less than the prevailing rates of wages of laborers and mechanics for the classes of work called for by the Public Infrastructure Improvements, which wages shall be determined in accordance with the requirements of that Chapter 4115. The Developer shall require compliance by all contractors, and shall require all contractors to require all subcontractors working on the Reimbursable Public Infrastructure Improvements, to comply with all applicable requirements of that Chapter 4115. The Developer shall provide proof of compliance with the prevailing wage requirements to the City to the City's reasonable satisfaction.
- D. **Insurance.** Prior to the commencement of construction of the Public Infrastructure Improvements, the Developer shall take out and maintain, insurance in such amounts as provided below. The Developer shall provide sufficient evidence to the City, prior to construction, that such insurance exists and is in effect.
1. *Public Liability Insurance.* Shall be taken out and maintained in the amount of \$1,000,000.00 for bodily injuries including those resulting in death of any one person and on account of any one accident or occurrence with an annual aggregate of \$2,000,000.00.
  2. *Property Damage Insurance.* Shall be taken out and maintained in an amount of \$1,000,000.00 from damages on account of any one accident or occurrence with an annual aggregate of \$2,000,000.00.
- The Developer agrees that the insurance policies required herein (excluding the professional liability insurance) shall require the insurer to name the City as an additional insured, and to provide the City with prior written notice before the cancellation of a policy according to not less than the timeframe stated in the policy or policies.
- E. **Indemnification.** The Developer shall indemnify and hold harmless the City, and all of its elected officials, officers, employees and agents from and against all claims, losses, suits, actions and expenses (including reasonable attorneys' fees) that arise due to the wrongful or negligent performance or non-performance of the Developer, its contractors, subcontractors or its agents or employees, under the terms of this Agreement, including any and all proceedings which may originate from or on account of any death, injuries or damages to persons or property received or sustained as a consequence of any actions or omissions of any contractor, subcontractor or agent, from any material, including explosives, or any method used in said work or by or on account of any accident caused by negligence or any other wrongful act or omission of any contractor, subcontractor or its agents or employees.
- F. **Acceptance of Public Infrastructure Improvements.**

1. *Conditional Acceptance by City Council.* Upon completion of any particular Public Infrastructure Improvement and inspection by the City, the City shall submit to City Council legislation documenting the City Engineer's conditional acceptance of the Public Infrastructure Improvements consistent with the City's codified ordinances. Conditional acceptance of the Public Infrastructure Improvements shall not be unreasonably withheld, conditioned, or delayed.

2. *Maintenance Period.* The Developer shall be responsible for the maintenance, repair and/or reconstruction of any and all defective materials or workmanship for a period of two years from the conditional acceptance date.

During this two-year period, the City shall be responsible for the operations and routine maintenance of the Public Infrastructure Improvement(s), including snow and/or ice removal.

3. *Maintenance Bond.* Within 30 days of conditional acceptance by the City, the Developer shall submit a maintenance bond, consistent with the City's codified ordinances, in an amount and manner requested by the City Engineer ("Maintenance Bond Amount") for the two-year maintenance period. At the time of acceptance of the required maintenance bond, all related securities for performance shall be released.

If no claims for repair or replacement are pending, the Maintenance Bond Amount shall be reduced to zero immediately after the expiration of the above-described two-year period for the improvement accepted, after which the City shall proceed with final acceptance of the public infrastructure and assume all responsibility for the operation and routine maintenance of the formally accepted Public Infrastructure Improvements.

4. *As-builts.* The Developer shall, within sixty (60) calendar days following the completion of the Public Infrastructure Improvement(s) and prior to final acceptance by the City, furnish to the City, as required, electronic "as built" drawings of the Public Infrastructure Improvement(s), which drawings shall become the property of the City and remain in the office of the City Engineer.

5. *Liens.* The Developer shall, within sixty (60) calendar days of completing a Public Infrastructure Improvement or all of the Public Infrastructure Improvements, furnish to the City an itemized statement showing the cost of the Public Infrastructure Improvements and a notarized affidavit stating that all material and labor costs have been paid and there are no liens.

The Developer shall provide the City with evidence satisfactory to it that all liens affecting the Public Infrastructure Improvements, including but not limited to liens for delinquent taxes, the lien of any mortgage, and any mechanic's liens, have been released. The City shall not accept the Public Infrastructure Improvements until such satisfactory evidence is provided to the City Engineer.

G. **Dedication of Right-of-Way and Easements.** The Developer agrees that it shall dedicate, and the City agrees that it shall accept (subject to the City Engineer's approval) all right-of-way and easements required for the construction of the Public Infrastructure Improvements and shall work with the City to vacate any existing right of way that is necessary for the development of the Project.

## VI. Conveyance of Commercial Parcel.

- A. **Purchase Price.** The Developer shall convey the Commercial Parcel to the City, subject to the contingencies provided below and the terms of this Agreement, for a total price of \$2,159,425 ("Purchase Price"). The Purchase Price shall be paid over a 5-year period, including, interest, as reflected in the payment schedule attached as Exhibit D. Notwithstanding the contents of Exhibit D, the Purchase Price and interest rate contemplated hereby shall be negotiated, in good faith, by Developer and City in connection with the Purchase and Sale Agreement referenced herein. Nothing in this Agreement, however, obligates the City to purchase the Commercial Parcel should the City elect to forego the opportunity to purchase it after it has an opportunity for due diligence.
- B. **Due Diligence.** Not later than sixty (60) days after signing this Agreement, the City may perform its due diligence on the Commercial Parcel, including, but not limited to, obtaining environmental studies and reports, an appraisal of the property, and any other inspection or report in the City's discretion, at the sole cost of the City. The City shall not be required to close on the acquisition of the Commercial Parcel should it discover anything during the due diligence period that impacts its decision to acquire the Commercial Parcel. Notwithstanding the foregoing, even if the City does not purchase the Commercial Parcel, the use of the Commercial Parcel shall be limited to the specific commercial uses outlined and approved in the Final Development Plan, which constitutes the zoning for the Commercial Parcel.
- C. **Contingency.** The Developer shall not be required to sell and convey the Commercial Parcel to the City until and until the approval by Powell City Council of Ordinance 2022-09 for the Redwood, Phase 1, Final Development Plan. This Agreement does not in any way guarantee the Developer approval of Ordinance 2022-09, and the Developer acknowledges the same. Should Ordinance 2022-09 not be approved, the Developer shall not be required to sell and convey the Commercial Parcel to the City.
- D. **Purchase and Sale Agreement.** The parties shall prepare a separate purchase and sale agreement for the sale of the Commercial Parcel should all the contingencies be met and after the close of the due diligence period. The City shall prepare an initial draft of the Purchase and Sale Agreement using its form and will deliver the same to the Developer for review. The City and the Developer will use commercially reasonable efforts to draft, negotiate and execute a Purchase and Sale Agreement within thirty (30) days after the later of: (1) the approval of Ordinance 2022-09, including any referendum periods; and (2) the close of the due diligence period. Developer further agrees to ~~dedicate~~grant any and all necessary property rights to ensure ~~public~~ access to the Commercial Parcel should the City acquire it. Said property rights may be in the form of an easement agreement ordinarily used to grant such rights.

## VII. General Provisions.

### A. Breach and Opportunity to Cure.

1. **Breach.** The Developer and the City agree that any material violations of or noncompliance with any of the terms and conditions of this Agreement shall constitute a breach of contract, and, subject to the notification and cure provisions outlined below, the Developer and the City shall have the right to stop work forthwith and seek any and all remedies available at law or equity.

In the event of a breach by the Developer, the City shall have the right to act against the performance surety, or other financial security accepted by the City, for the purpose of properly completing the Public Infrastructure Improvements, or having the Public Infrastructure Improvements completed, as required herein.



Should the City exercise its right to act against any performance surety or other financial security accepted by the City, any such costs thereafter expended by the City, and not reimbursed to it by the approved surety or other financial security, or paid for by the Developer's surety or guarantor, shall be reimbursable to the City under this Agreement in the same manner and amounts as those Public Infrastructure Improvements are reimbursable to the Developer hereunder, and such costs in having the Public Infrastructure Improvements completed shall be excluded from reimbursement to the Developer under this Agreement.

2. *Opportunity to Cure.* Prior to either party acting to stop its work in connection with an alleged breach of this Agreement, or the City seeking payment or performance from any surety or on any bond, the non-breaching party shall provide a written notice to the breaching party, which written notice shall set forth the alleged material violations of, or noncompliance with, any material term(s) and condition(s) of this Agreement.

The breaching party shall have thirty (30) calendar days after receiving the written notice to cure the alleged breach. If the breach is not cured within that time period, the non-breaching party may act to stop the breaching parties' work in connection with this Agreement and seek any and all remedies available at law or equity.

Notwithstanding the foregoing, if the nature of the breach is such that it cannot be reasonably cured within said thirty (30) calendar day period, then the breaching party may have a reasonable amount of time to cure, so long as the cure is commenced within said thirty (30) day period, is diligently prosecuted to completion thereafter, and provided that such additional time period is not averse to the general health, safety and welfare of the City as determined by the City Engineer.

Notwithstanding any other provision of this Agreement, the above-described notification and cure provisions shall not apply when (i) the non-breaching party reasonably believes that it will be materially harmed if a thirty (30) calendar day notice period is observed, (ii) the City's Chief Building Official issues a stop work order for local, county or state code violations related to construction defects, or (iii) the City Engineer issues a stop work order for local, county or state construction code violations.

- B. **Notices.** Any notices, statements, acknowledgements, consents, approvals, certificates or requests required to be given on behalf of either party to this Agreement shall be made in writing addressed as follows and sent by registered or certified mail, return receipt requested, and shall be deemed delivered when the return receipt is signed, refused or unclaimed:

If to the City to:

Andrew White, City Manager  
City of Powell, Ohio  
47 Hall Street  
Powell, Ohio 43065  
awhite@cityofpowell.us

With a copy to:

Yaz Ashrawi, Law Director

Frost Brown Todd LLP  
One Columbus, Suite 2300  
10 West Broad Street  
Columbus, OH 43215  
yashrawi@fbtlaw.com

If to the Developer to:

Chief Legal Officer  
Redwood Powell Home Road OH P1 LLC  
7007 E. Pleasant Valley Road  
Independence, OH 44131  
E-mail: legal@byRedwood.com

with a copy to:

Edward A. Hurtuk, Esq.  
Walter Haverfield LLP  
6110 Parkland Blvd., Suite 100  
Cleveland, Ohio 44124  
E-mail: ehurtuk@walterhav.com

or to any such other persons or addresses as may be specified by either party, from time to time, by prior written notification. Courtesy copies should also be sent via email to the email addresses included above.

C. **Representations.** All representations and warranties of the Developer and the City herein shall be binding upon the parties, their successors and approved assignees, and shall survive the execution and delivery of this Agreement.

1. *Developer Representations.* The Developer represents and warrants that the execution and delivery by the Developer of this Agreement and the compliance by the Developer with all of the provisions herein (i) are within the authority and powers of the Developer; (ii) will not conflict with or result in any breach of any of the provisions of, or constitute default under, any agreement, its articles of organization or operating agreement, or other instrument to which the Developer is a party or by which it may be bound, or, to the Developer's knowledge, any license, judgment, decree, law, statute, order, rule or regulation or any court or governmental agency or body having jurisdiction over the Developer or any of its activities or properties; and (iii) have been duly authorized by all necessary action on the part of the Developer.
2. *City Representations.* The City hereby represents and warrants that (i) execution of this Agreement has been authorized by Ordinance No. 23-\_\_, passed by City Council on \_\_\_\_\_ and (ii) the City has full power and authority to enter into this Agreement, to carry out its terms and to perform its obligations hereunder.

D. **Waiver.** In the event that any covenant, agreement, or obligation under this Agreement shall be breached by either the Developer or the City and the breach shall have been waived thereafter by the Developer or the City, as the case may be, the waiver shall be

limited to the particular breaches so waived and shall not be deemed to waive any other or any subsequent breach thereunder.

- E. **Severability.** In case any section or provision of this Agreement, or any covenant, agreement, obligation or action, or part thereof, made, assumed, entered into or taken, or any application thereof, is held to be illegal or invalid for any reason,
1. that illegality or invalidity shall not affect the remainder hereof or thereof; any other section or provision hereof, or any other covenant, agreement, obligation or action, or part thereof, made, assumed, entered into or taken, all of which shall be construed and enforced as if the illegal or invalid portion were not contained herein or therein,
  2. the illegality or invalidity of any application hereof or thereof shall not affect any legal and valid application hereof or thereof; and
  3. each section, provision, covenant, agreement, obligation or action, or part thereof, shall be deemed to be effective, operative, made, assumed, entered into or taken in the manner and to the full extent permitted by law.
- F. **Assignment.** Except as otherwise provided in this Section, this Agreement may not be assigned by any party hereto without the written consent of the other party which consent shall not be unreasonably withheld, conditioned, or delayed and which consent, if granted, may include reasonable provisions to protect the interest of the non-assigning party; provided, however, Developer's rights and interests in this Agreement may be assigned to any affiliates of Developer with at least thirty days notice to the City.
- The assignment of Developer's right to receive reimbursement and payments of any and all reimbursements, credits and/or funds due and payable to it under this Agreement, shall in no way affect the Developer's responsibility hereunder to construct the Public Infrastructure Improvements under this Agreement, and pursuant to the Developer's approved Final Development Plan.
- G. **Jurisdiction.** This Agreement shall be governed by and construed in accordance with the laws of the State of Ohio. All claims, counterclaims, disputes and other matters in question between the City, its agents and employees, and the Developer, its employees, contractors, subcontractors and agents arising out of or relating to this Agreement or its breach will be decided in a court of competent jurisdiction within Delaware County, Ohio.
- H. **Captions.** The captions and headings in this Agreement are for convenience only and in no way define, limit or describe the scope or intent of any provisions or sections in this Agreement.
- I. **Contingency.** This Agreement is expressly contingent upon: (1) Developer receiving final approval as well as all necessary permits to construct the Project. Should Developer fail to obtain all approvals and permits for the Project, this Agreement shall terminate, and the Parties shall be relieved of any further obligations and the Parties shall have no further rights at law or in equity.
- J. **W9.** The Developer must complete, execute, and submit a W9 form to the City prior to receiving any payment or reimbursement provided in this Agreement.

**IN WITNESS WHEREOF**, the parties, each by a duly authorized representative, have executed this Agreement on the dates below. This Agreement is effective on the date signed by City Manager as identified below.

**City of Powell, Ohio**

**Redwood Powell Home Road OH P1 LLC**

\_\_\_\_\_  
Andrew White  
City Manager

\_\_\_\_\_  
[name]  
[position]

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

Approved as to Form:

\_\_\_\_\_  
Yazan S. Ashrawi  
Law Director

**CERTIFICATE OF AVAILABILITY OF FUNDS**

I certify that the money required to meet the obligations of the City of Powell hereunder has hereby been lawfully appropriated for such purpose and is in the treasury or in the process of collection to the credit of this fund, free from any previous obligation or certification as required by Ohio Revised Code §5705.01 to §5705.47.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Rosa Ocheltree, Finance Director

**Exhibit A**  
**Entire Property**

DRAFT

## **Exhibit B**

### **Reimbursable Public Infrastructure Improvements**

DRAFT

**Exhibit C**  
**Commercial Parcel**

DRAFT

**Exhibit D**  
**Amortization Schedule**

DRAFT





**From:** Andrew D. White, City Manager  
**To:** Members of City Council  
**Initiated By:** Claudia D. Husak, AICP, Planning Director  
**Re:** Ordinance 2022-09 – Redwood, Phase 1, Final Development Plan  
**Date:** October 3, 2023

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**Update:**

Ordinance 2022-09 was tabled at the May 17, 2022 City Council meeting after introduction at the May 3, 2022 meeting. At the introduction, several Council members raised concerns in regard to buildings materials, the proposed integrated sidewalk system and a lack of certainty in regard to the commercial land in front of the proposed Phase 1 of the Redwood residential development. The applicant has worked with staff to address concerns by City Council and has revised plans to require “high impact” architectural details on all sides of the proposed buildings, which includes brick or stone water tables. The sidewalk graphics were updated to show a traditional sidewalk along the main south drive and ensure that along the interior streets the separate concrete color pour is differentiated.

The applicant has also worked with staff on an Economic Development Agreement (EDA), Ordinance 2023-26, which is scheduled for a second reading commensurate with the final development plan ordinance.

**Summary:**

This ordinance is a request for review and approval four development text deviations (attached hereto as Exhibit A) and a Final Development Plan with all associated site improvements (attached hereto as Exhibit B and hard copies are available at the City offices) for the first phase of a ±70-acre development at 3041 Home Road, consisting of ±25.7 acres to be developed with 126 residential units in 24 buildings, zoned Planned Commercial District. On July 20, 2021, City Council approved an annexation of the northern 35 acres from Liberty Township as well as a Zoning Map Amendment with Preliminary Development Plan for the entire 70 acres to allow for a consolidated development of the site with up to 327 residential units as well as three lots for health care, senior housing and commercial uses. Specifically, the approval by City Council amended the zoning of the site from PI, Planned Industrial District in the City of Powell, and I, Industrial District in Liberty Township to PC, Planned Commercial District in the City of Powell. (A full history of the Redwood development is included as Exhibit C).

***Ordinance Review***

Zoning Code Section 1143.11 states after the approval of the preliminary development plan, the developer shall submit a final development plan to the Zoning Administrator. For the purposes of this Zoning Ordinance, submission of a final development plan is a formal request for an amendment addition to the zoning of the property in question, and upon final approval by Council becomes the zoning of the property in question in addition to the other requirements of this Zoning Ordinance. This request for Final Development Plan approval

includes four additional deviations to from the Zoning Ordinance from what was approved at the Zoning Map Amendment/Preliminary Development Plan. Per the Code, all subsequent phases for Redwood will require review and a recommendation from the Planning and Zoning Commission to City Council for final adoption.

### ***Ordinance History***

The Planning and Zoning Commission recommended approval to City Council for this Final Development Plan at the April 13, 2022 meeting with the following 11 conditions:

- 1) All subsequent phases for both residential and commercial use shall be required to come before the Planning and Zoning Commission for review and approval prior to moving forward with construction.
- 2) That the applicant make provisions for future agreements/easements with the Delaware County Sanitary Sewer District that shall be shown on the plan for potential future force main, to the satisfaction of the City Engineer.
- 3) That the stormwater management summary shall be updated to state that the future commercial site will be providing its own separate stormwater detention system that will be tributary to the storm system constructed with Redwood and that drainage conveyance easements will be provided between parcels to pass through any offsite drainage.
- 4) That the plans be updated to indicate offsite parking space dimension meet City Code.
- 5) A traditional street, curb and sidewalk construction shall be required for the main artery of the development which begins with the entryway at Home Road and continues south through this phase and subsequent phases including Subarea 2. City Staff shall approve final engineering details prior to construction.
- 6) Secondary streets shall incorporate the Redwood integrated sidewalk design. The sidewalk portion will be a clearly differentiable color than the color of the street portion. The color shall be integrated into the concrete mix prior to pour rather than a post applied stain. City Staff shall approve the final colors.
- 7) The applicant shall ensure that the vinyl siding products proposed (Woodsman Select) shall be stored on site and shall be installed according to the exact manufacturer's specifications. Substitutions of designated materials shall not be allowed unless approved by City Staff.
- 8) City Staff shall approve final exterior material and color palette selections for each building prior to issuance of a building permit to ensure appropriate architectural variation throughout the development.
- 9) That the applicant shall continue in good faith to work with Staff and the Architectural Advisor to address ongoing concerns regarding architectural detailing. City Staff shall determine when this expectation has been satisfied.
- 10) All other requirements of the City Engineer shall be met prior to construction.
- 11) Continue to work with the City to finalize the TIF.

Condition 1, as proposed by the Planning and Zoning Commission, does not accurately reflect the requirements of the Zoning Code, in that the Code requires review and recommendation by the Commission and final approval by City Council for all subsequent phases. Condition 11 will require City Council and the applicant to finalize a TIF. Staff recommends Council remove these two conditions as the first one does not adhere to Zoning Code requirements for the development process and the second one is the purview of City Council and should be considered by Council, if Council so intends, outside of the approval process for a Final Development Plan.

Conditions 2, 3, 4, 7, 8, 9 and 10 will be monitored for compliance during the permit process. Condition 5 and describe the private street design proposed in the Final Development Plan, which will, if approved by City Council, constitute a zoning requirement for the development. Staff will work with the applicant to ensure the sidewalk color differs sufficiently from the street color as discussed by the Commission.

### ***Development Text***

The Commission, in the motion to recommend approval to City Council, also approved the following four deviations as part of the Final Development Plan (as described herein, in the attached development text addendum and the Planning and Zoning Commission Staff Report):

- (1) Relief of tree inventory and replacement requirements
- (2) Allowance of six-foot tall, vinyl privacy fencing between units
- (3) Allowance of 5:12 roof pitch
- (4) More than one free-standing sign per lot

Deviations approved as part of the Preliminary Development Plan (labeled at divergences in the document) included:

- (1) Lot and block layouts, setbacks, distance between buildings, building dimensions
- (2) Building clustering
- (3) Allowance for high quality vinyl lap, horizontal and shake siding

### ***Site Details***

The CSX railroad tracks are the eastern boundary of the site and Liberty Park is to the west. To the south is the Woods of Powell neighborhood. The southern portion of the site is heavily wooded and there are wetlands present. Two streams cross the center of the site. The northern portion of the site contains the vacant buildings which were used by GFS Chemicals as well as the access drive off Home Road. The site has a depth of approximately 4,000 feet from the north to the south and an average width of 800 feet.

### ***Proposal Details***

The Redwood development was approved for two subareas, Subarea A (11 acres) and Subarea B (59 acres). Subarea A to the north of the site is the commercial area to be developed with a skilled nursing facility and a memory care facility, a third site is proposed for commercial use. This Subarea is intended to be sold and developed by others. Subarea B is 59 acres and approved for a maximum of 327 multi-family dwelling units with an overall residential density of  $\pm 5.5$  du/ac.

This phase starts approximately 450 feet from Home Road with three buildings proposed along the property line with Subarea A, located at the 30-foot rear setback. The northern portion of this phase includes buildings laid out in a grid pattern with some of buildings fronting on open space. The central part of this phase, the applicant is preserving open space to accommodate stormwater management ponds and the stream and the required stream corridor protection zone. The southern portion of this phase includes eight buildings located around a curvilinear street pattern.

Staff has collaborated with the Redwood team on several occasions since the approval of the Preliminary Development Plan, when concerns regarding building monotony, materials, garage orientation were discussed amongst other subjects. The applicant has provided samples of the

proposed brick, stone, roofing and vinyl materials and updated the submission with distinct color palettes for each unit type. The applicant is requesting a deviation to permit a privacy fence at a height of six feet constructed of vinyl.

All internal streets are intended to be private, which is appropriate given the proposed development. The applicant has worked with the Liberty Township Fire Department to provide an emergency access drive in the southern portion of the site through the Olentangy Middle School property.

Staff and Commission members shared concerns about the lack of differentiation between the roadway and the sidewalk, which the developer proposed as a Redwood standard for the treatment of roads and sidewalks implemented in other neighborhoods. The Final Development Plan includes a wedge (rolled) curb along the main north-south road to differentiate the sidewalk. A pedestrian circulation plan showing the different sidewalks types (color-coded) is included in this submission.

**Legal Review:**

The Law Director and Community Development Staff have reviewed this ordinance to ensure compliance with the Zoning Code. As noted above, Council has the authority to accept or reject any condition placed on the recommendation from the Planning and Zoning Commission. For the reasons stated above, staff has recommended removing two of those conditions if Council elects to approve the Final Development Plan.

Moreover, the Law Director's office is working with staff and Redwood's teams on a parallel development agreement, which addresses reimbursement of certain public infrastructure improvements Redwood has or will construct, as well as a potential purchase and sale of the commercial parcel from Redwood. Approval of this separate development agreement, however, is the subject of a separate authorizing ordinance.

**Financial Review:**

The Redwood development will be required to pay a Recreation Fee of \$4,650 per acre for a total of \$119,505 for this phase. Required open space will be accommodated in the plan and no fee will be collected. Code also requires a Development Fee based on the fee schedule established by City Council. The Redwood development is considered a commercial development and fees will be assessed per building based on the square footage at permitting.

**Recommendation:**

Staff recommends approval of Ordinance 2022-09 on October 3, 2023, eliminating the Planning and Zoning Commission recommended Conditions 1 and 11



**As submitted to City Council as part of Ordinance 2022-09**

Redwood, Phase I – Final Development Plan

(As approved by the Planning and Zoning Commission on April 13, 2022)

**A deviation from 1145.29(d)(1&2) Replacement of Destroyed Trees**

- To permit existing trees removed as part of the development to be replaced as part of the approved landscape plan. A large percentage of the existing site is heavily wooded where the residential uses are proposed. Under the current zoning code, any tree having a trunk diameter of six inches or greater as measured 24 inches from the ground level that is destroyed in the course of development or construction, new trees shall be planted on the subject site having a total trunk diameter of no less than six inches as measured 24 inches from the ground level. Given the intensity of the existing trees on site, performing a tree survey to identify the total quantity trees on site is not feasibly and extremely cost prohibitive and the quantity of replacement trees that will result from removal will not be feasibly able to be planted on site and would also be extremely cost prohibitive. The code does not provide provisions for heavily wooded sites presently as well.

**A deviation from 1145.34(e)(3) Fences, Walls, Shrubbery, and Hedges**

- To permit the use of a privacy fence with the overall height of 6' and to permit vinyl as permitted fence material.

**A deviation from 1147.12(b)(5) Preservation and Enhancement of Community Residential Character**

- To permit a primary roof pitch of 5:12 for new residences.

**A deviation from 1151.05(b)(1)(B & C) Permanent Signs**

- To allow more than one freestanding sign to be permitted per lot frontage. The applicant is requesting a joint identification sign to be located along the Home Road frontage that will provide identification for the multiple users of the Planned Commercial District. A second freestanding sign is requested to be permitted for each specific user that will be placed internally to their specific lot. See Ex H-1 for sign location and details. Signage height and size shall be in accordance with the requirements of the City's Codified Ordinances (1151.05 (b)(2&3).

## CHAPTER 1143 - DISTRICT REGULATIONS<sup>[19]</sup>

### 1143.11 - PROCEDURES FOR APPROVAL OF PLANNED DISTRICT DEVELOPMENT PLANS.

Planned District Development Plans shall be approved in accordance with the procedures established herein in this section.

(a) \*\*\*

(b) \*\*\*

(c) *Preliminary Planned District Development Plan Application Requirements.* An application for preliminary Planned District Development Plan approval shall be filed with the Zoning Administrator by the owner of the property for which Planned District development is proposed. At a minimum, the application shall contain the following information. Where any of this information is missing or incomplete, the Zoning Administrator shall so notify the applicant and no additional actions need be taken until such missing material is provided.

(1) Name, address, and phone number of applicant;

**Redwood USA, LLC  
7007 East Pleasant Valley Road  
Independence, OH 44131  
216-360-9941**

(2) Name, address, and phone number of registered surveyor, registered engineer and/or urban planner assisting in the preparation of the preliminary development plan;

**Real Estate Advisor: Jim Frey Real Estate Advisor, LLC  
James Frey  
5311 Gillen Way, Westerville, Ohio 43082  
614-206-1123**

**Land Planning/Landscape Architecture: POD Design  
Todd Foley  
100 Northwoods Boulevard, Suite A, Columbus, Ohio 43235  
614-255-3399**

**Engineer: American StructurePoint  
Shawn Goodwin  
2550 Corporate Exchange Drive, Suite 300, Columbus, Ohio 43231  
614-901-2235**

**Architect: Mann Parsons Gray Architects, Inc.  
James Keys  
3660 Embassy Parkway, Fairlawn, Ohio 44333  
330-666-5770**

**Attorney: Manos, Martin & Pergram Co., LPA  
Stephen D. Martin  
50 North Sandusky Street, Delaware, Ohio 43015  
740-363-1313**

- (3) Legal description of the property;

**Exhibits A and A-1 to the Zoning Map Amendment Application in Section 1 and Section 2 of this notebook**

- (4) A description of present use(s) on and of the land;

**The 25.248-acre tract (PIN 319-240-01-068-004) and the 9.556-acre tract (PIN 319-240-01-005-001), which are both currently in the City of Powell, are both wooded, undeveloped and vacant tracts without any roads or other improvements.**

**The 13.749-acre tract<sup>1</sup> (PIN 319-240-01-005-000) in Liberty Township, is mostly wooded, undeveloped and vacant, but the northern portion, probably of less than 1 acre, has an accessory building and part of an accessory building (both vacant) and a small portion of a paved drive/road. The 21.516-acre tract<sup>1</sup> (PIN 319-240-01-004-000), in Liberty Township, is the only one of the four tracts with road/street frontage and a street address (3041 Home Road). This tract is mostly lawn/grass, with a 7,200± SF light manufacturing and office building built circa 1972, an accessory building (a small portion of which is on the 13.749-acre tract), a septic system, paved parking area and paved drives to the accessory buildings and Home Road. The light manufacturing and office building, the accessory building, the septic system and most paving will be demolished or removed.**

- (5) A vicinity map at a scale approved by the Zoning Inspector showing all property lines, existing streets and alleys, approved future streets and land uses on adjacent Planned District areas, transportation and land use elements of the Municipality's adopted Comprehensive Plan, current zoning classifications and boundaries, and current land uses on the site of the proposed Planned District development and in the surrounding areas to the physical extent deemed necessary by the Zoning Inspector, but no less than 250 feet beyond the limits of the proposed Planned District Development Plan.

**Exhibit B.**

- (6) A preliminary development plan at a scale approved by the Zoning Administrator illustrating:

- A. The property line definition and dimensions of the perimeter of the site;

**Exhibit B, Vicinity Map/Existing Conditions Plan**

**Exhibit C-1 to C-3, Preliminary Development Plan, with site statistics and proposed Phasing, and Exhibit C-4, Lot 3 Conceptual Plans.**

- B. Rights-of-way and paving widths of all existing, currently platted, and previously approved Planned District streets and alleys adjacent to, on, or abutting the site;

**There are currently no public streets or roads on the site. There is an existing curb cut and drive from Home Road at the extreme northeast corner of the site which provides the only access to the site. The existing drive from this curb cut will be removed and relocated as one of the private streets in the proposed development. There will be no public streets in the development. The existing access to Home Road will remain as the only regular vehicular access to the development, but in the second phase of the apartments there will be an emergency only access road, to be constructed by Applicant pursuant to an**

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<sup>1</sup> These acreage figures, which total to 34.905, are from the Auditor's Property Summary, but the Annexation Petition's legal description is 35.336 acres.



**Easement Agreement with Olentangy Local School District Board of Education.** This emergency only access road will be from the main drive/parking lot of the Middle School to the east property line of the development and then to the main north-south street in the development.

Due to a preserve owned by the City of Powell to the south of the site, railroad tracks on the entire east boundary of the site, the middle school and Liberty Township parkland on the entire east boundary, except for a small lot at the extreme north end of the east boundary, and Home Road being elevated for the railroad overpass, including in the area of the existing access from Home Road (relocated to the extreme northeast corner of the site due to the construction of the overpass about a decade ago), there is and can be, only one regular access point to the entire site.

At some stage of the development of the site Applicant will be required to construct an eastbound deceleration/right turn lane on Home Road. There is currently a center lane/left turn lane on Home Road at the access point to the site.

The Delaware County Engineer's Office has advised, because of the reduced sight lines and the grade of Home Road due to the overpass and the proximity of a traffic light at the Home Road entrance to Liberty Park to the east of the site's access point, that a traffic light will not be permitted at the site's access point (which obviously adversely impacts the amount of traffic which can be generated from the site in any one time interval; i.e., peak A.M. and P.M. M-F hours). Exhibit O, Traffic Impact Study (copy on file with City Engineer), which has been supplemented with a Traffic Impact Study dated April 9, 2021, on file with City Engineer.

- C. The area of the site and its subareas in acres;

**Exhibit C-1**

**Site area = 70+ acres**

**Subarea A = 11 acres**

**Subarea B = 59 acres (most of the detention basins, both stream corridors and the passive open space are in Subarea B, which is where the apartments will be located)**

- D. The topography of the site and abutting areas at no more than five foot contour intervals;

**The property is essentially flat. Exhibit E-1 to E-4, which include Preliminary Grading, should suffice for a topography map.**

- E. Existing surface drainageways and surface sheet flow patterns;

**There are two stream corridors which cross the site east-west and several wetlands areas.**

**Exhibit C-1 to C-3, Preliminary Development Plan with site statistics and proposed phasing, and Exhibit C-4, Lot 3 Conceptual Plans.**

- F. Flood plain areas, ravine-bottom areas, and areas of ground slope in excess of six percent;

**There are no flood plain areas, ravine-bottom areas or areas of ground slope in excess of six percent (6%).**

- G. Existing vegetation on the site with specific tree spots for all trees six inches in diameter or greater, measured 24 inches from the ground.

**Exhibit B, Vicinity Map/Existing Conditions. Note: As part of the final development plan approval there will be a tree survey if required or if needed. As the 70± acres will be developed in phases, and not all areas are treed, any tree survey is likely to be only with respect to only part of the property. There are also undoubtedly parts of the property where it is not necessary to include in a tree survey, such as the wooded, with wetlands, south 5± acres which will not be developed.**

- H. Existing easements on the site with notations as to their type, extent, and nature;

**The existing easements on the site, with notations as to their type, extent and nature, are set forth on the ALTA Survey, Exhibit F.**

**Except for the pole line providing service to the existing building, which building will be demolished for the development of the project, and the two blanket easements, all easements are along the boundaries of the site. The two blanket easements for electric pole lines are for pole lines physically located along the north and part of the east boundaries of the site. It is quite possible, if not likely, that the pole line along part of the east boundary of the site, essentially a service line to the building to be demolished, will be removed and the easement vacated and a new easement, for underground electric lines, will be granted.**

**The 20' fiber optic and telephone easement along the west boundary adjacent to the railroad tracks and the 50' sewer and channel easement adjacent to it on the east (a total of 70' of easements) along the site's west boundary (with the railroad tracks) will preclude mounding along the west boundary of the site and in all likelihood will also preclude landscape buffering.**

- I. The location and dimensions of existing utilities on and adjacent to the site, including the nearest sanitary sewer, with manhole invert elevations;

**Exhibit E-1 to E-4, Preliminary Grading/Utility/Storm Water Management Plan**

- J. Calculation of the maximum residential units permitted on the site under the terms of this Zoning Ordinance, including delineation of the subdistricts of the site upon which these calculations have been made;

**Under 1143.13-PR-Planned Residence District, Other Than Single-Family Or Two Family Housing, the maximum density is 9.0 dwelling unit per gross acre. Density for apartments is not addressed in 1143.15-PC-Planned Commercial District.**

**There is sought a total of 327 apartment units on the 59± acres of Subarea B, which computes to a density of 5.5 dwelling units per acre or only 61% of the maximum permitted density under PR Zoning.**

- K. A preliminary plan for the first, or next, phase of site development illustrating:

**The first phase would consist of Subarea A, Lots 1 and 2 and 87 apartment units at the north end of Subarea B. However, this estimation is based on what is presently known as to site conditions (surface and subsurface), final engineering and governmental requirements and permits, and future market conditions for Subarea A and for apartments.**

1. New street centerlines, rights-of-way, and street classification types;

**The streets, all to be private, are shown on Exhibit C-1 to C-4, and E-1 to E-4.**

2. Names of existing and proposed streets;

**There are no existing streets, public or private, within the property/development site. Street naming of the private streets will occur within the final development plans.**

3. Generalized lot and block layouts, indicating and illustrating property lines, minimum lot areas, minimum building setbacks and yards, location and extent of major off-street parking areas, etc.;

**As set forth or illustrated in Exhibit C-1 to C-4 divergences from the minimums and maximums set forth in 1143.15 are requested as follows:**

**Subarea A:**

**Minimum Distance Between Buildings: 50 feet to 15 feet**

**North PL: 10' building and pavement setback**

**West PL: 40' building setback and 25' pavement setback**

**South PL: 30' building setback and 10' pavement setback**

**East PL: 25' sideyard setback**

**Subarea B:**

**North PL: 30' sideyard setback**

**West PL: 25' sideyard setback**

**South PL: 25' sideyard setback**

**East PL: 25' sideyard setback**

**Maximum Lot Coverage: 36% (64,700 square feet single story skilled nursing facility on 4.2± acres).**

**Maximum Building Height: For Lot 3 of Subarea A, not more than 45 feet and three (3) stories.**

**Maximum Building Dimension: 150 feet to no maximum for Subarea A and 150 feet to 250 feet (long) for Subarea B**

4. Subareas of the site to be developed, by land use type, housing types, and housing densities, including subarea statistics;

**There will be two subareas, Subarea A, closest to Home Road, and Subarea B, located south of Subarea A and accessible only through Subarea A.**

**Although the Applicant's choice would be to use the entire 70 acre site for apartments and open space, Subarea A is being set aside, due to the City's desires, for select commercial uses other than apartments. Based upon consulting with commercial developers and medical office building developers and landlords, and William LaFayette, Ph.D. (author of the Fiscal Impact Report, Exhibit C in Section 2 of this notebook, the Zoning Map Amendment Application), it is felt that given the constraints of the site which cannot be eliminated or effectively mitigated [(1) only one point of access, which access point is on the slope of a railroad overpass at the far east side of the site, which railroad overpass's apex is immediately to the west side of the site, which reduces the sightlines eastbound on Home Road so that truck traffic to and from the site is problematic and (2) the County Engineer decree, because of the overpass's location in relation to the site's access point and the traffic light at the entrance to Liberty Park to the east of the access point that a traffic light will not be permitted] that industrial uses, warehouses, office warehouses and other uses which generate tractor trailer and large straight-bed trucks are not viable, nor are uses which generate significant peak hours traffic. The fact that buildings to be constructed on lots fronting on Home Road effectively cannot be constructed facing Home Road, due to the elevation of the home Road overpass, and will, therefore, be constructed fronting on an internal street, adversely impacts the visibility of the area adjacent to Home Road [unless the building(s) at the northwest corner of the site would be several stories high, there would be no view of these building(s) from vehicles westbound on Home road and the view from vehicles eastbound would be of the roof of a building]. There will be no traditional housing in Subarea A.**

**Also, although there is a committed user for part of Subarea A, Lots 1 and 2, the layout/the site plan for Subarea A must be flexible. As can be seen on Exhibit C-1 to C-4, there is one north-south private street through Subarea A to Subarea B, from the Home Road access point essentially along the site's east boundary and there is, within Subarea A, an east-west private street. However, based upon the needs/desires of currently unknown user(s) for part of Subarea A, this private street may change from that depicted in Exhibit C-1 to C-4. Lots in Subarea A will be determined based upon the needs of users/lot purchasers.**

**Based upon Applicant's marketing efforts over the past two years, there currently is a skilled nursing facility and a companion assisted living facility for 8± acres of Subarea A, Lots 1 and 2. Although there are no users for the remainder of Subarea A, Lot 3, Exhibit C-4 depicts two alternative concept plans, one retail and one for office buildings.**

**Subarea B will be developed with 327 single-story, ranch, 2-bedroom, 2-car garage apartments on the balance of the 70± acre tract, of 59± acres. Within Subarea B there will be 25± acres of open space. The apartment density for Subarea B will be 5.5 dwelling units/acre.**

5. All proposed structures shall be located showing square footage, tenant or user types, and expected entranceways and service or loading areas;

**As set forth in answer to 4 above, the users for Subarea A have only been partially identified and, therefore, Subarea A must remain flexible.**

**In Subarea B buildings will each contain from 3 to 8 apartment units, each ranging between a minimum of 1,250 square feet and a maximum of 1,750 square feet. All apartments will be single-story, 2-bedroom, 2-bath, 2-car attached garage with direct entry, open floor plan, eat-in kitchen with walk-in pantry, full-size washer and dryer connections, and with outdoor patio and extensive landscaping (see Typical Unit Landscape Plan, Exhibit K).**

6. Common open areas, public lands, and natural scenic easements, including the area of each;

**There will be common open space throughout Subarea B consisting, primarily, of (a) wooded area on the south end, (b) a "village green" within each of the clusters of units, with walkways either through or along the perimeter of each "village green," (c) four ponds, with fountains, three of them adjacent to the two east-west streams with existing tree buffering which will remain "as is" except for one street crossing of each, (d) the existing tree line on the east boundary of the site (along Liberty Township and Olentangy Local School District lands), and (e) a walkway from the east boundary of the south end of the site through the Middle School property to its parking lot/driveway, which it will cross/connect to the recreational path that runs from the City's preserve to the south of the site to Liberty Park. See Exhibit I, Open Space Plan. The layout of Subarea B, Phase 1, allows for walkway/path connections to the east from the mail center to connect to recreational paths on Liberty Township property, including Liberty Park. This walkway/path connection, on Subarea B, Phase 1, and on Liberty Township property, will be constructed if Liberty Township permits such connection. (Applicant's Real Estate Advisor has communicated with a Liberty Township Trustee and as a result thereof has communicated with Liberty Township Staff regarding two connections from Subarea B to Liberty Township Park's walkway/paths and drafting access easements, temporary construction easements and a joint maintenance agreement.) Total open space is 25± acres. Exhibit I.**

7. Proposed landscape treatment of the site;

**In Subarea A, the existing trees on the east property line (most of it with Liberty Park) will be maintained. There will be tree buffering along the south of Subarea A, to buffer the apartment units in Subarea B from the commercial uses in Subarea A. Exhibit G, Overall Landscape Plan, and Landscape Plan Enlargements, Exhibits H-1, H-2, H-3, H-4 (enlargement sections respectively for Subarea A and Phases 1, 2 and 3 of Subarea B). There will not be landscaping or tree buffering along the west property line (with the railroad) due to the approximately 1,335 foot long north-south 20 foot wide utility easement adjacent on its west to the railroad property and the 50 foot wide channel (drainage) easement adjacent on its west to the 20 foot utility easement. (Thus,**

for approximately 1,335 feet south from the south right-of-way of Home Road/the overpass, there is a 70 foot strip along the west boundary adjacent to the railroad tracks/property which cannot legally be mounded or landscaped). Subarea A landscape plans will be included in the final development plan submittals.

In Subarea B, except for the secondary emergency access through the Middle School and possible connections to existing or future recreational paths on Liberty Township property, the existing boundary tree line will be maintained and supplemented as appropriate. Exhibit G, Landscape Plan and Exhibits H-1, H-2, H-3, and H-4, Landscape Plan Enlargements. Existing woods will be retained on the south end of Subarea B and along the west boundary of Subarea B to the south of the utility and channel easement area (the railroad tracks/property). Exhibit I, Open Space Plan. There will be tree buffering along the north boundary of Subarea B. As noted above with respect to Subarea A, when it is developed, landscaping will be part of the final development plan. Existing trees will be maintained along the two east-west stream corridors. Landscaping/trees along the streets (private) in Subarea B are shown on Exhibit G, Landscape Plan and on Exhibits H-1, H-2, H-3, and H-4, Landscape Plan Enlargements, while the landscaping for the apartment buildings/units is shown on Exhibit K, Typical Unit Landscape Plan. See Exhibit L, Planting Detail.

8. Proposed utility patterns and provisions, including sanitary sewer, individual waste disposal systems, storm sewer, trash collection systems, outdoor lighting, and water supply, including relevant easements and engineering feasibility studies or other evidences of reasonableness;

**See Exhibit E-1 to E-4, Grading Plans.**

9. Provisions for accommodating surface drainage runoff;

**To the extent possible, surface drainage runoff from Subarea A will be accommodated with “regional detention” in Subarea B. See Exhibits C-1 to C-3 and E-1 to E-4.**

**It is anticipated based on current knowledge that in Subarea B there will be four ponds, each with fountains, one to the north and one to the south of the north east-west stream corridor, one to the south of the south east-west stream corridor, and one located in the south end of Subarea B. See Exhibits C-1 to C-4 and E-1 to E-4.**

10. Proposed architectural design criteria;

**See Exhibit M, for Subarea A and Exhibit N-1 to N-2 for Subarea B. The two east-west stream corridors with the trees and the ponds effectively subdivide Subarea B into three sub-subareas. Developer may have separate façade architecture for each of the three sub-subareas or villages, which may be separately named or otherwise differentiated. See Exhibit N-1 and N-2. Specific architectural design matters addressed in the Staff Reports and verbally by the Architect Advisor will be addressed in the Final Development Plan.**

**Signage Plan, Exhibit J, has been provided purely as an informational item. Per 1151.09-Sign Zoning Certificates, a zoning certificate is required to erect the three proposed signs, and an application for such a zoning certificate is granted, granted with conditions or denied by the Zoning Administrator. Per 1151.04 – General Requirements for all Signs and Districts (but subject to exceptions which are not applicable) no sign may be placed in Public Rights-of-Way (“ROW”). The Master Project Monument Sign will be located just outside the ten (10) foot building and parking from the ROW of Home Road. At the property the ROW of Home Road is exceptionally wide due to the elevation of the railroad overpass. The Master Project Monument Sign will be 100+ feet from the existing pavement edge of Home Road (see Exhibit J). Please see 12(4) below for divergence.**

11. Proposed pedestrian/jogging/bicycle pathways and equestrian paths, including locations, dimensions, landscape and construction, including relationships of such pathways to existing and proposed future pathways on surrounding property;

**See above under 6, Exhibit I, Exhibit C-1 to C-3 and Exhibit P, On-street sidewalks.**

12. Overall site development statistics comparing this plan for development with requirements of this Zoning Ordinance and with the comprehensive plan and indicating that all requirements of this Zoning Ordinance and the comprehensive plan have been met in this preliminary plan and will be met in final development.

**In comparing this proposed Planned Commercial development with requirements of the Zoning Ordinances:**

**(1) Divergences from the minimum and maximums set forth in 1143.15 are identified in 3 above.**

**(2) A divergence from 1143.15(b), Supplemental Regulations for the Planned Commercial District, is requested to permit the apartments to be clustered in Subarea B, separate from the commercial uses in Subarea A. The streets in Subarea A and in Subarea B, all private streets, will be adequate to accommodate the projected traffic generated by such uses. The traffic generation by apartments in Subarea B will be of a different type motor vehicle and significantly less, at AM and PM peak hours, than the existing Planned Industrial uses permitted by the zoning on the 35± acres presently in the City. See Exhibit D, Engineering Feasibility Memo. The uses on Subarea A have been limited to significantly restrict the number of tractor trailers and large straight trucks using the only access point (which the County Engineer will not permit to be signalized) and the AM and PM peak hour generation. See Exhibit O, Traffic Impact Study 2019 (copy on file with City Engineer), which has been supplemented with a Traffic Impact Study, April 9, 2021 on file with the City Engineer.**

**(3) Divergences from the Official Schedule of Permitted Uses set forth in 1143.15(a), by restricting this proposed development to the following uses in the order in which they appear in 1143.15(a) is requested:**

Office uses  
Office type businesses  
Office research centers  
Services business  
Personal services  
Multifamily residences (Subarea B only)  
Apartment residences (Subarea B only)  
Elderly housing facilities  
Life-care facilities (assisted living)  
Congregate housing  
Convalescent homes  
Nursing homes (skilled nursing facility)  
Medical, dental office facilities and laboratories  
Hospitals and clinics  
Veterinarian's offices, clinics, hospitals for small animals without kennels  
Restaurants

None of the Permitted Uses and Conditionally Permitted Uses of 1143.15(a) not listed above will be permitted in this development.

(4) A divergence from 1147.12(b)(1) to permit the use of high quality (currently Norandex Woodsman Select) vinyl lap siding and shake siding of not less than 0.042 thickness.

(5) A divergence from 1147.12 from 1147.12(b)(5) to permit minimum 5:12 primary roof pitch for residential buildings in Subarea B.

(6) A divergence from 1151.07(d), Joint Identification (2) Setbacks to permit the Master Project Monument Sign to be located ten (10) feet from the right-of-way of Home Road. (As the right-of-way at the proposed location of this sign is exceptionally wide due to the elevation of Home Road because of the railroad overpass, the sign will be 100+ feet from the existing pavement edge of Home Road - see Exhibit J.)

The City's Comprehensive Plan shows the 35± acres currently within the City as Planned Industrial District, consistent with the zoning of that area the past 15± years from when that area was rezoned from Planned Residential to Planned Industrial following the conveyance of the south 25 acres from the City to GFS Chemicals. However, since the rezoning 15± years ago to Planned Industrial: (a) the entire 35± acres has remained vacant, (b) the industrial use of part of the 35± acres not in the City by GFS Chemicals has ceased, and (c) the access to and from the 70± acres, a single access point to Home Road at the foot of the overpass's slope/grade, has presented access issues which effectively preclude any of the site being used for a use which would generate tractor-trailer and/or large straight-truck traffic (and also any use generating significant AM and PM peak hours traffic). See Fiscal Impact Study, Exhibit C to the Zoning Map Amendment Application in Section 2 of this notebook.



- L. Projected development schedule by subareas of the entire planned development site, and for the first, or next, phase of development, including land uses, public areas, natural and scenic reserves, streets, buildings, utilities, and other facilities, indicating the relationship of the proposed development to existing and probable uses of surrounding areas during the development timetable;

**The development schedule for Subarea A will be that the private north-south street and the extension of all utilities not currently available in Subarea A in sufficient capacity to serve Subarea A and the first phase in Subarea B, and further as may be appropriate, will be extended through Subarea A into Subarea B along the new north-south street. The extension of a street into Subarea A and the extension of utility lines from the utility lines along the new north-south street will occur when users for Subarea A purchase tracts/lots in Subarea A.**

**Subarea B will be developed in three (3) phases, north to south, with Phase 1 likely having 87 units, Phase 2 having 84 units and Phase 3 having 156 units. The emergency secondary access, through the Middle School site, will likely be developed as part of Phase 2.**

- M. An overall traffic scheme, illustrating points of access, parking areas, including the number of parking spaces and indicating visitor, employee and service traffic flow, illustrating calculated peak hour traffic use for residents and employees as well as deliveries and other transport and the effect of this traffic on the community traffic ways.

**As indicated several times herein and on several exhibits, the only access point for the 70± acre site (other than the emergency access point to be constructed in Subarea B as part of Phase 2 of Subarea B) is the existing access point on Home Road which is on the railroad overpass grade/slope, which access point the County Engineer will not permit to be signalized.**

**The number of parking spaces in Subarea A, Lot 1 and Lot 2, will be included in the final development plan and for Lot 3 will be determined when user(s) are determined. In Subarea B there will be two spaces in each unit's garage (654 total) and two spaces in each unit's driveway (654 total), and additionally approximately 59 guest parking spaces located throughout the three phases for general use.**

**With the apartments located only in Subarea B and the commercial only in Subarea A, the traffic flow to Subarea A will be off the north-south road in Subarea A (and there will be no reason for any of the traffic to Subarea A to go into Subarea B) and the traffic generated to and from Subarea B will be only on the north-south road to Home Road and not on the east-west street which will have curb cuts for the parking lots of buildings in Subarea A.**

**For calculated peak hour traffic please see the Traffic Impact Study 2019, Exhibit O (copy on file with City Engineer), which has been supplemented with a Traffic Impact Study, April 9, 2021, on file with the City Engineer.**

- N. If to be developed in phases, the entire site development shall be described in outline and diagrammatic plan form, and in a complementing detailed text in a manner calculated to assure City officials that Planned Development requirements and other requirements of this Zoning Ordinance shall be met in the detailed development of the phases to follow, and that the entire Planned Development area will meet all of the

requirements of this Zoning Ordinance, such diagrams and descriptive texts being accepted with, and becoming a part of the extended zoning plan for the entire site;

**The text above and the various exhibits, in the opinion of Applicant, meets the requirements set forth above.**

- (7) Evidences, as determined by the Zoning Administrator in his/her sole discretion, of the ability of the applicant to carry forth its plan by control of the land and the engineering feasibility of the plan, and that the applicant has sufficient control over the land and financing to initiate the proposed development plan phase within two years;

**The Applicant is in contract to purchase the 70± acres, Applicant's engineers have determined that the plan is feasible from an engineering perspective (Exhibit D, Engineering Feasibility Memo, and as is aptly indicated by the various other engineering exhibits attached hereto). Applicant, which has constructed, operates and owns 12,000+ units similar to the 327 units it will construct on this site, has the financial ability to initiate the proposed development within two (2) years. [Applicant has done its marketing studies and has been seeking an appropriate site in Powell for several years and intends to begin site development as soon as possible.]**

- (8) Evidence of the applicant's ability to post a bond if the plan is approved assuring completion of public service facilities to be constructed within the project area by the developer;

**Applicant can present, upon request of the Zoning Administrator, such evidence to the Zoning Administrator.**

- (9) Verification by the owner of the property that all the information in the application is true and correct to the best of his knowledge.

**Please see the Application signed by the owner. The owner has also been in attendance for two sketch plan review presentations to the Planning and Zoning Commission, as well as meetings with Council's Development Committee and staff.**

- (10) A statement of the character and nature of the development including the cost range or rent levels for housing in residential development and the general types of business or industrial and commercial developments.

**As to Subarea A, Applicant is in contract with a skilled nursing facility operator which will construct (1) an approximately 80-bed skilled nursing facility (SNF) similar to its other facilities in Central Ohio and (2) across the east-west street from the SNF, an assisted living facility (AL).**

**In Subarea B the apartments' rents will be in the range of \$1,775-\$2,200+ per month.**

- (11) A statement of the general impact the development will have on the infrastructure, municipality and schools including projected demographics, a traffic impact study and a fiscal impact analysis may be required by the Planning and Zoning Commission.

**The general impact on the infrastructure of the City will be quite low, as the streets will be private and maintained by Applicant and the only point of access to the site is Home Road, maintained by the County. See Fiscal Impact Report, Exhibit C to the Zoning Map Amendment Application in Section 2 of this notebook. Unless the residents in Subarea B were going to or coming from a business, institution or residence in the City, most of their travel would not be on City maintained streets. Likewise, unless employees in Subarea A lived in the City, most of their travel would not be on City maintained streets.**

Due to the nature of the apartment units (two-bedroom, single-story units) the number of K-12 students will be quite low, while the positive fiscal impact on the schools will be significant as the estimated market value, for real property tax purposes, of the apartment units will be \$40,900,000. The estimated market value of a skilled nursing facility ("SNF") and assisted living facility ("AL") is \$10,000,000+. See Fiscal Impact Report, Exhibit C to the Zoning Map Amendment Application in Section 2 of this notebook.

Information regarding demographics, including income, of Applicant's apartment projects in similar locales in Central Ohio are set forth in Exhibit V, Redwood Apartments Demographics. The SNF and AL operator that Applicant is in contract with has indicated that the annual payroll for its SNF would be \$4,100,000± and the AL would be \$5,000,000. See Fiscal Impact Report, Exhibit C to the Zoning Map Amendment Application in Section 2 of this notebook.

Presented to City Council in conjunction with the Pre-Annexation Agreement among the City, the property owner and the Developer, was an October 3, 2020 Fiscal Impact Study by William LaFayette, Ph.D./Regionomics which compared the fiscal impact of Developer's proposed development to development of the 70± acres as Planned Industrial, with both developments having 75% 10-year TIF districts. That Study, as set forth in its Tables 2 and 3, showed 20-year cash flows of Developer's proposed development of \$13,392,193 versus Planned Industrial development of \$2,533,399. See Fiscal Impact Report, Exhibit C to the Zoning Map Amendment Application in Section 2 of this notebook.

(12) A fee as established by ordinance.

**Submitted with application.**

- (d) *Planning and Zoning Commission Public Hearing.* The Planning and Zoning Commission shall schedule a public hearing on the application for approval of the preliminary development plan not less than ten or more than 40 days from the date of filing of a completed application and certification by the Zoning Administrator that to the best of his knowledge the preliminary development plan application is complete and that the preliminary development plan, as best he can determine, meets all of the requirements of this Zoning Ordinance and the Comprehensive Plan.
- (e) *Notice of Public Hearing.*
  - (1) Before holding the public hearing, notice of such Commission hearing shall be given on the Municipality of Powell website at least ten days before the date of said hearing. The notice shall set forth the time and place of the public hearing, a general description of the planned district development, and a statement that, after the public hearing and after submission of a final development plan, the matter will be referred to the Council for further determination.
  - (2) Also before holding the public hearing, written notice of such hearing shall be sent by the Planning and Zoning Commission by first class mail, at least ten days before the hearing, to all owners of property Contiguous to, directly across the street from and within 250 feet of the property in question and to such others as the Commission determines should receive such notice. Notices to individual property owners shall contain the same information as required of notices published on the City website.
- (f) *Public Access to Proposed Planned District Plans.* For a period of at least ten days prior to the public hearing by the Planning and Zoning Commission, all papers relating to the planned district

development plan shall be available for public inspection in the office of the Zoning Administrator or on the Municipality of Powell website.

- (g) *Approval in Principle of Preliminary Development Plan.* Within 30 days after the public hearing, the Planning and Zoning Commission shall review the preliminary development plan to determine if it is consistent with the intent of this Zoning Ordinance and meets or otherwise justifies modification of all of its requirements, as determined by the Planning and Zoning Commission. If it does, the Commission shall approve the preliminary development plan in principle. If it does not, the Commission shall recommend changes and additions needed for approval and await a resubmission.

In approving a preliminary development plan in principle, the Planning and Zoning Commission shall consider:

- (1) If the proposed development is consistent with the intent and requirements of this Zoning Ordinance;
- (2) The appropriateness of the proposed land uses with regard to their type, location, amount, and intensity, where not specifically specified in this Zoning Ordinance;
- (3) The relationships between uses, and between uses and public facilities, streets, and pathways;
- (4) Adequacy of provisions for traffic and circulation, and the geometry and characteristics of street and pathway systems;
- (5) Adequacy of yard spaces and uses at the periphery of the development;
- (6) Adequacy of open spaces and natural preserves and their relationships to land use areas and public accessways;
- (7) The order, or phases, in which the development will occur and the land uses and quantities to be developed at each phase;
- (8) Estimates of the time required to complete the development and its various phases;
- (9) Improvements to be made by the Municipality, if any, and their cost;
- (10) The community cost of providing public services to the development, and
- (11) Impacts of the development on surrounding or adjacent areas.

The Planning and Zoning Commission may require the staging of the planned development to minimize early stage major impacts on the community infrastructure and services systems, and may require the staging of land uses to be generally consistent with the phased development of supporting land uses and public services and facilities.

The Commission's approval in principle of the preliminary development plan shall be necessary before an applicant may submit a final development plan. Approval in principle shall not be construed to endorse a precise location of uses, configuration of parcels, or engineering feasibility.

- (h) *Submission of Final Development Plan.*

- (1) After approval in principle of the preliminary development plan, the developer shall submit a final development plan to the Zoning Administrator. The final development plan shall be in general conformance with the preliminary development plan that was approved in principle. For the purposes of this Zoning Ordinance, submission of a final development plan is a formal request for an amendment addition to the zoning of the property in question, and upon final approval by Council becomes the zoning of the property in question in addition to the other requirements of this Zoning Ordinance.
- (2) Copies of the final development plan as specified by the Zoning Administrator shall be submitted and may be endorsed by a qualified professional team which should include an

urban planner, licensed architect, registered land surveyor, registered civil engineer, and registered landscape architect.

- (i) *Final Development Plan Application Contents.* An application for approval of the final development plan shall be filed with the Zoning Administrator by the owner of the property for which planned district development is proposed. Each application shall be signed by the owner, attesting to the truth and exactness of all information supplied on the application for the final development plan. Each application shall clearly state that the approval shall expire and may be revoked if construction on the project has not begun within two years from the date of issuance of the approval. At a minimum, the application shall contain:
  - (1) All of the information required for submission of the preliminary planned district development plan application;
  - (2) All plan materials rendered on an engineering survey of the proposed development site, showing the dimensions and bearings of property lines, property areas in acres, topography, existing features of the development site including major wooded areas, structures, easements, utility lines, land uses, and maximum building footprint areas for all non-residential uses and residential uses other than single-family detached and two-family dwellings;
  - (3) Engineering feasibility studies and plans showing, as necessary, water, sewer, drainage, electricity, telephone, and natural gas installations; waste disposal facilities; street improvements; and the nature and extent of earthwork required for site preparation and development.
  - (4) A detailed landscape plan showing existing and proposed future landscape materials, ground cover, paving patterns and materials.
  - (5) Deed restrictions, protective covenants, and other legal statements or devices to be used to control the use, development and maintenance of the land and the improvements thereon, including those areas which are to be commonly owned and maintained, and
  - (6) A final development plan fee as established by Ordinance.
- (j) *Public Hearing by Planning and Zoning Commission.* Within 30 days after submission of a completed application for a final development plan and certification by the Zoning Administrator that the plan application is complete and that to the best of his knowledge the plan meets the requirements of this Ordinance and is in compliance with the preliminary development plan that was approved in principle, the Planning and Zoning Commission shall hold a public hearing. Notice and public inspection of the application shall be as specified in subsections (e) and (f).
- (k) *Recommendation by the Planning and Zoning Commission.* Within 30 days after the Public Hearing on the final development plan the Planning and Zoning Commission shall recommend that the final development plan be approved as presented, approved with supplementary conditions, or disapproved, and shall transmit all papers constituting the record and the recommendations to Council.

Before making its recommendation, the Planning and Zoning Commission shall find that the facts submitted with the application and presented at the public hearing establish that:

- (1) The proposed planned district development phase can be initiated within two years of the date of approval and can be completed within five years;
- (2) The requirements of the Comprehensive Plan relative to the site at issue have been fulfilled;
- (3) The streets proposed are suitable and adequate to carry the anticipated traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the planned district plan area;
- (4) Proposed non-residential developments can be justified at the location and in the amounts proposed;

- (5) Housing densities are warranted by amenities and conditions incorporated in the final development plan and are in accordance with these planned district development requirements;
  - (6) Lands to be dedicated to public use are of acceptable and usable size, shape, and location;
  - (7) The area surrounding the development can be planned and zoned in coordination with and in substantial compatibility with the proposed development;
  - (8) The existing and proposed utility services are adequate for the population densities and uses proposed, and
  - (9) Adequate provision has been made for the detention and channelization of surface drainage runoff.
- (l) *Public Hearing by Council.* After receiving the recommendation from the Planning and Zoning Commission, the Council shall hold a public hearing on the planned district final development plan within a reasonable time.
- (m) *Notice of Public Hearing by Council.*
- (1) Before holding its public hearing, notice of such hearing shall be given on the Municipality of Powell website at least ten days before the hearing. The notice shall set forth the time and place of the public hearing, the nature and general description and summary of the planned district development, and a statement that all papers relating to the planned district development are on file with the Clerk and are open for public inspection.
  - (2) Written notice of the hearing on the planned district development shall be mailed by the Clerk by first class mail, at least ten days before the date of the public hearing, to all owners of property contiguous to, directly across the street from and within 250 feet of the proposed planned district development and to such others as Council may determine should receive such notice. Notices to individual property owners should contain the same information as required of notices published on the City website.
- (n) *Action by Council.* After the public hearing, the Council shall either adopt or deny the recommendation of the Planning and Zoning Commission or adopt some modification thereof. In the event Council makes a substantial change to the recommendation of the Planning and Zoning Commission, it must do so by a vote of not less than three-fourths (six) of all Members of Council or by approval of a majority of all members of Council (four) and subsequent approval by the Planning and Zoning Commission. If approved by a majority of Council with a substantial change but by less than three-fourths, such ordinance with proposed substantial change stated separately shall be submitted to the Planning and Zoning Commission at the next regularly scheduled meeting. If approved by the Commission, then such ordinance with the substantial change shall take effect. If not approved by the Commission, then at the next scheduled Council meeting, Council shall adopt or deny the recommendation of the Planning and Zoning Commission without the substantial changes or adopt the Commission's recommendations with substantial changes with not less than three-fourths (six) of all members of Council. No such Ordinance shall be passed unless it has been fully and distinctly read on two different days and no Ordinance in accordance with the recommendation of the Planning and Zoning Commission shall be deemed to pass or take effect without the concurrence of at least a majority of the full membership of Council. The Council shall be deemed to have rejected the recommendation of the Planning and Zoning Commission when less than a majority of its members (four) vote for its adoption.
- (o) *Supplementary Conditions and Safeguards.* In approving any planned district development plan application, both the Planning and Zoning Commission and the Council may prescribe appropriate conditions and safeguards in conformity with this Zoning Ordinance. Any violation of such conditions or safeguards, which have been made a part of the terms under which the final development plan has been approved, shall constitute a violation of this Zoning Ordinance and shall be punishable as such.

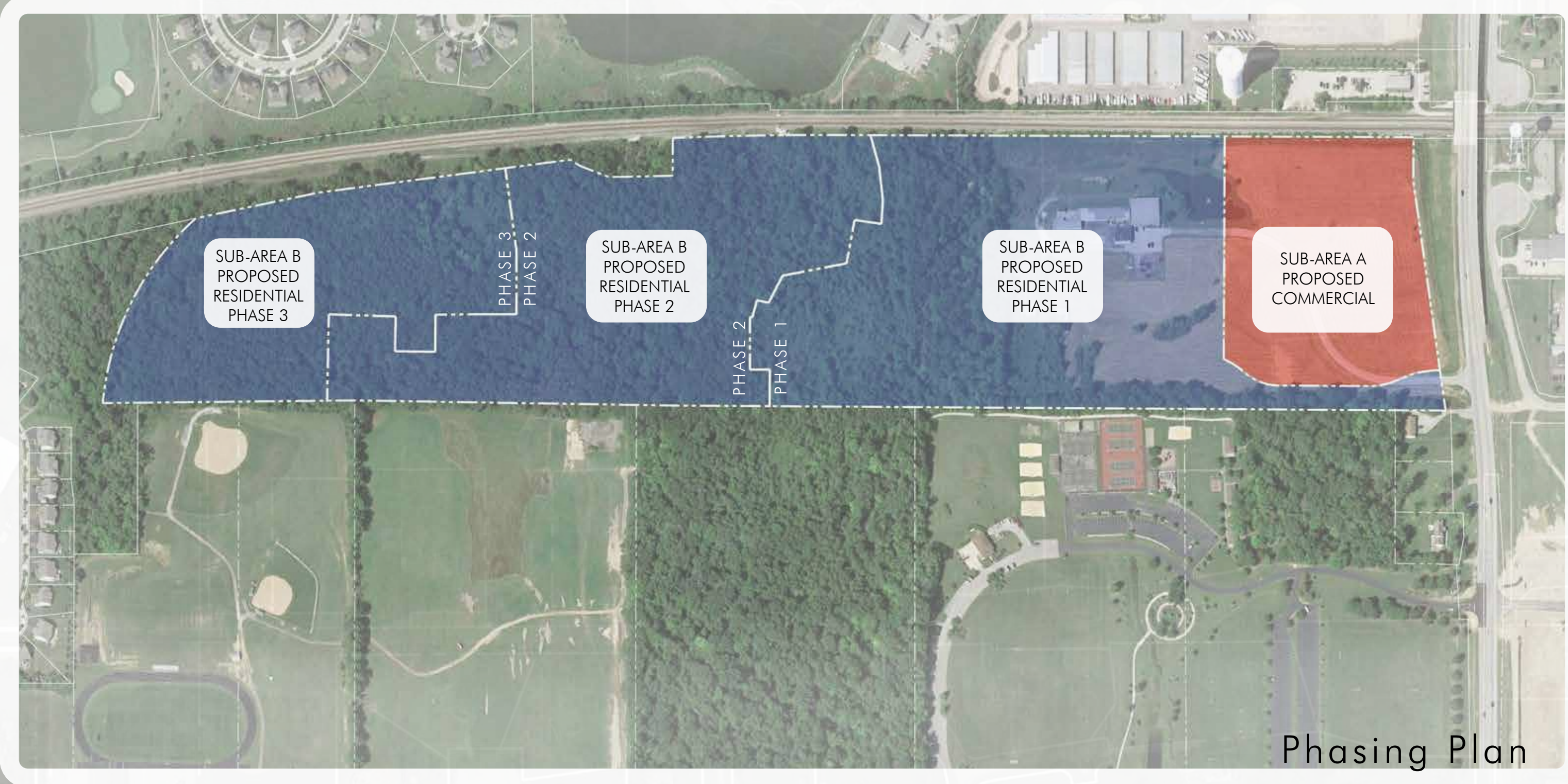
- (p) *Expiration of Approval Period.* The approval of a final development plan for a planned district development shall be for a period not to exceed five years to allow for preparation and recording of the required subdivision plat and development of the project. Where a project is completed within five years, the approved final development plan shall remain as the effective zoning control over the area included in the plan, in addition to the requirements of this Zoning Ordinance. If required plats are not properly recorded and/or if no construction has begun on the site within two years of such approval, the approved final development plan shall be void unless an application for a time extension is submitted and approved, which approval may be withheld for good cause.
- (q) *Extension of Time Limit.* An extension of the time limits set in subsection (p) hereof, as a modification of the approved final development plan, may be approved by Council upon the recommendation of the Planning and Zoning Commission. Such approval shall be granted only upon a finding of a valid purpose and necessity for such extension and evidences of reasonable and diligent efforts toward accomplishment of the original development plan within the originally established time limits, and upon finding that such extension is not in conflict with the general health, welfare and safety of the public or development standards of the district. No extension of time shall be granted except on application filed with the Zoning Administrator not later than 30 days before the expiration of the time limits set in subsection (p) hereof.
- (r) *Amendment or Alteration of Approved Planned District Development Plans.* Once a final development plan for a planned district has been approved by Council, all subsequent substantial changes to that plan shall only be permitted by resubmission as a new substitute plan and repatriation of the procedures established in these sections. "Substantial change" for the purposes of this section shall mean any modification of an approved planned district development plan, as determined by the Zoning Administrator, that results in:
  - (1) Any increase in the number, or change in the type and/or mix of residences, and/or non-residential building area or land use;
  - (2) Decrease in the approved minimum lot size, number of parking spaces to be provided, and/or trash storage areas;
  - (3) Change in the approved location of land uses, land use subareas or sub-elements, streets, public or private parklands and other public facilities, and/or natural environmental preserves or scenic easements by more than 30 feet;
  - (4) Reduction in area of public and/or private parklands or other public facilities and/or natural environmental preserves or scenic easements;
  - (5) Alteration of the basic geometry and/or operational characteristics of any element of the approved street pattern, parking facilities, service access, trash storage facilities, and/or system of pedestrian and/or equestrian paths that results in a change in operating characteristics or character;
  - (6) Any circumstance below the minimum requirements established in this Zoning Ordinance or as required in the approval of a conditionally permitted use in a planned district.
- (s) *Subsequent Zoning Amendments Initiated by Other Than Planned District Processes.* No zoning amendment passed during the time period granted for the initiation and completion of an approved final development plan shall in any way affect the terms under which the approval of the planned district development was granted.
- (t) *Plat Required.*
  - (1) In a Planned District, no use shall be established or changed and no structure shall be constructed or altered until any required subdivision plat has been prepared and recorded in accordance with the Development Regulations.
  - (2) In the event that any public service facilities not to be otherwise guaranteed by a public utility have not been constructed prior to the recording of the plat, the owner of the project shall post a performance bond, or other such alternative form of surety as approved by the City Law Director, in favor of the appropriate public officers in a satisfactory amount assuring the

expeditious completion of said facilities within one year after the recording of said plat. In no event, however, shall any zoning certificate be issued for any building or use until such time as the facilities for the phase in which the building or use is located are completed.

- (u) *Administrative Review.* All plats, construction drawings, restrictive covenants and other necessary documents shall be submitted to the Zoning Administrator, to the Planning and Zoning Commission, and to the Council or to their designated technical advisors upon request for administrative review to assure substantial compliance with the final approved development plan.

(Ord. No. 91-01, 2-5-1991; Ord. No. 91-40; Ord. No. 98-42, 10-6-1998; Ord. No. 2005-11, 3-15-2005; Ord. No. 2017-60, § 1, 12-19-2017)





**SITE DATA**

ZONED:	PLANNED COMMERCIAL DISTRICT
TOTAL PROJECT AREA:	±70.16 AC
COMMERCIAL:	±10.69 AC
RESIDENTIAL:	±59.47 AC
PHASE 1:	±25.70 AC
PHASE 2:	±19.78 AC
PHASE 3:	±13.99 AC

RESIDENTIAL	
PHASE 1 UNITS:	126
PHASE 2 UNITS:	125
PHASE 3 UNITS:	76
TOTAL UNITS:	327

TOTAL PARKING:	
GARAGE:	704
DRIVEWAY SURFACE:	327
GUEST SURFACE:	47
ADA SPACES:	3
SPACES PER UNIT:	2.15

TOTAL PROJECT DENSITY: ±4.7 DU/AC

RESIDENTIAL AREA  
REQUIRED OPEN SPACE: ±14.03 AC (20%)

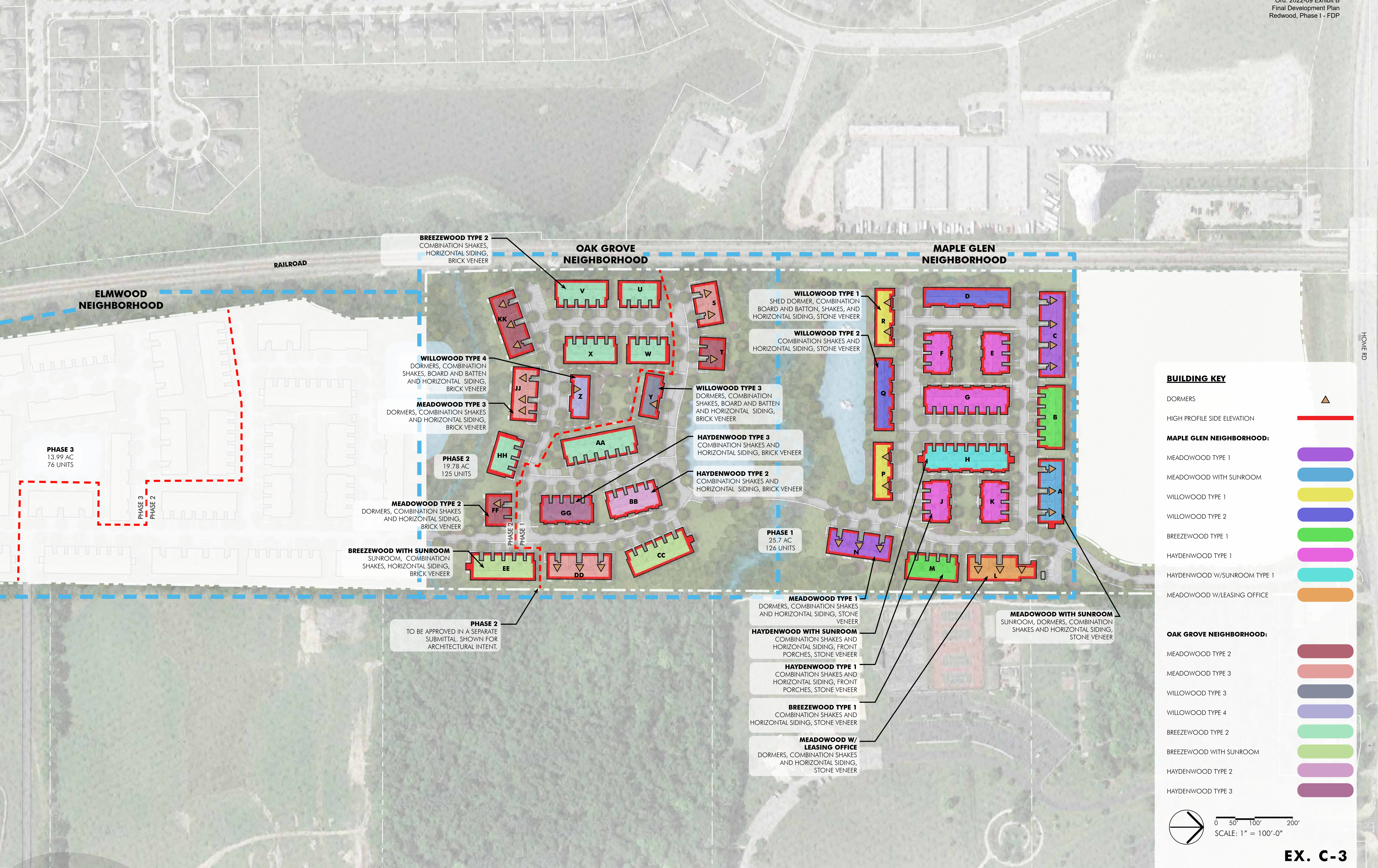
RESIDENTIAL AREA  
PROPOSED OPEN SPACE: ±20.81 AC (35%)

0 100' 200' 400'  
SCALE: 1" = 200'-0"



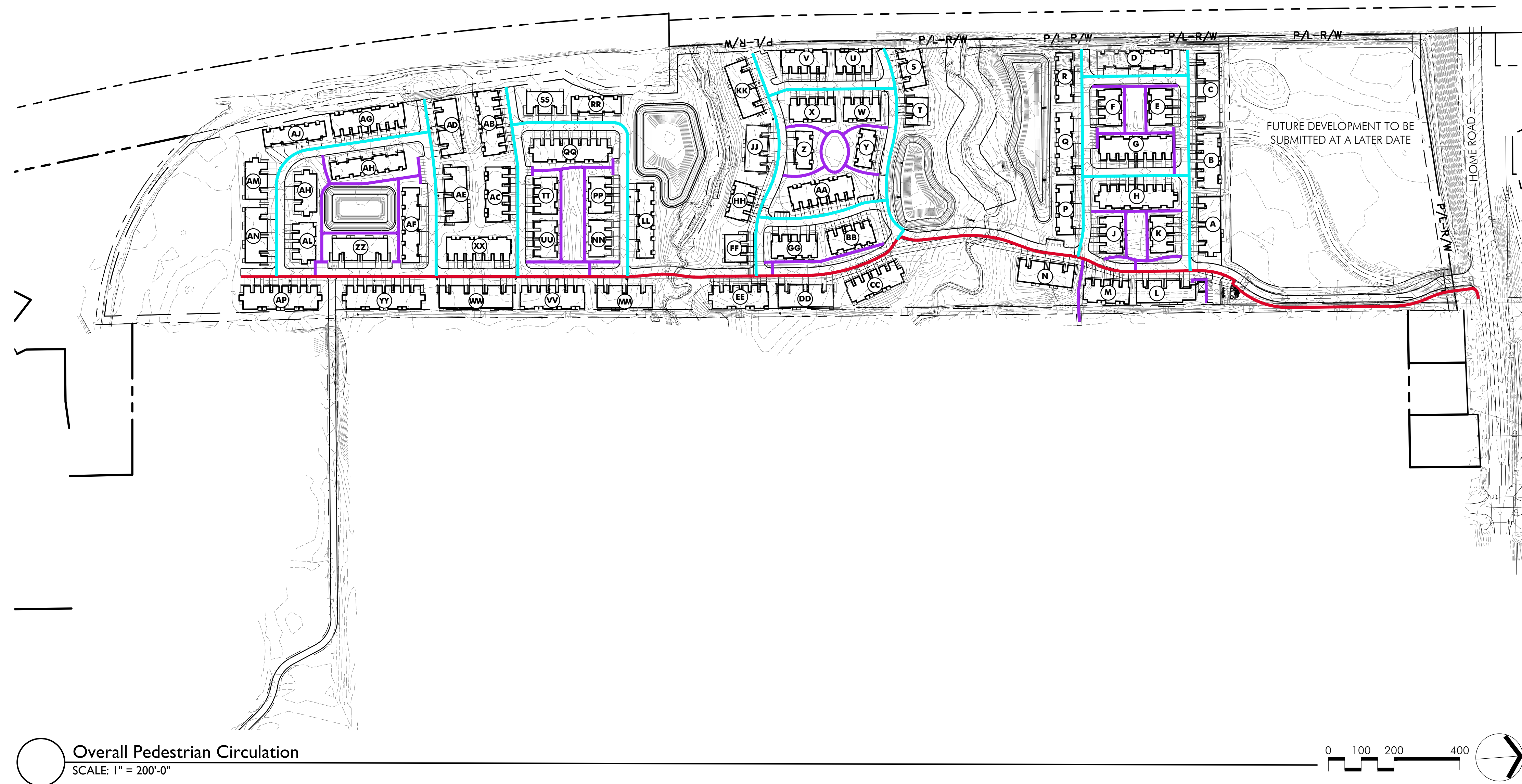






EX. C-3



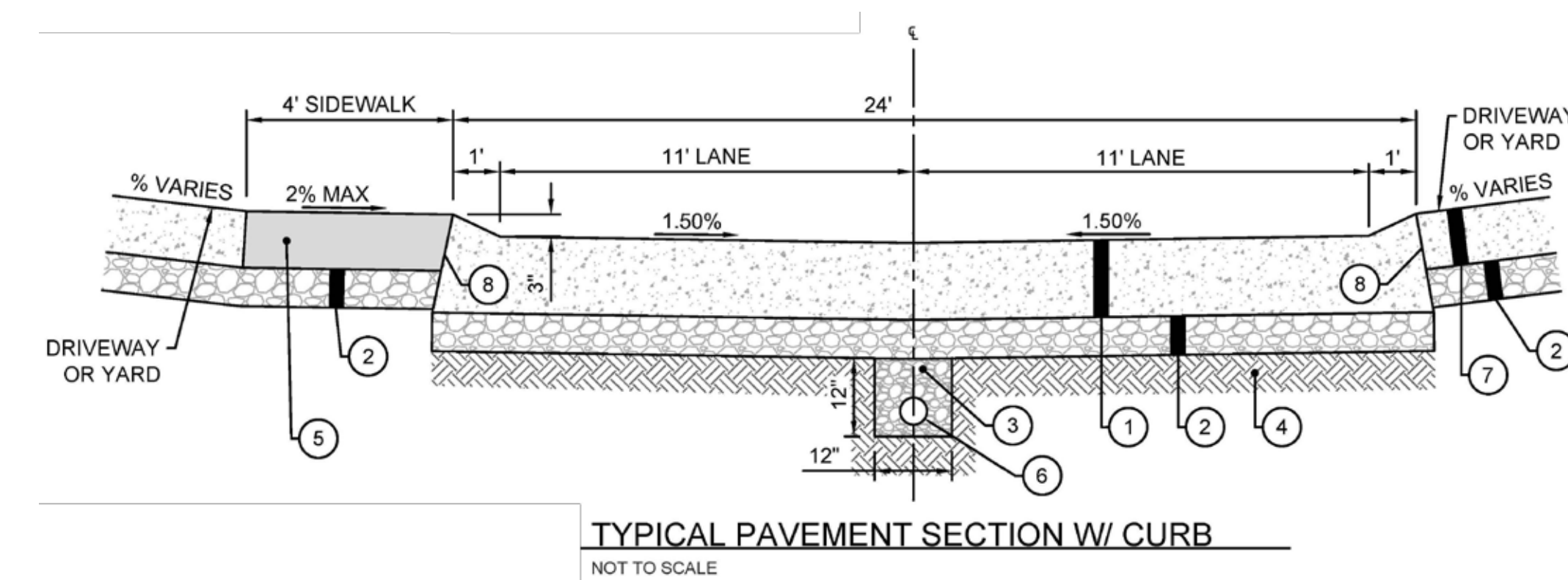


#### LEGEND

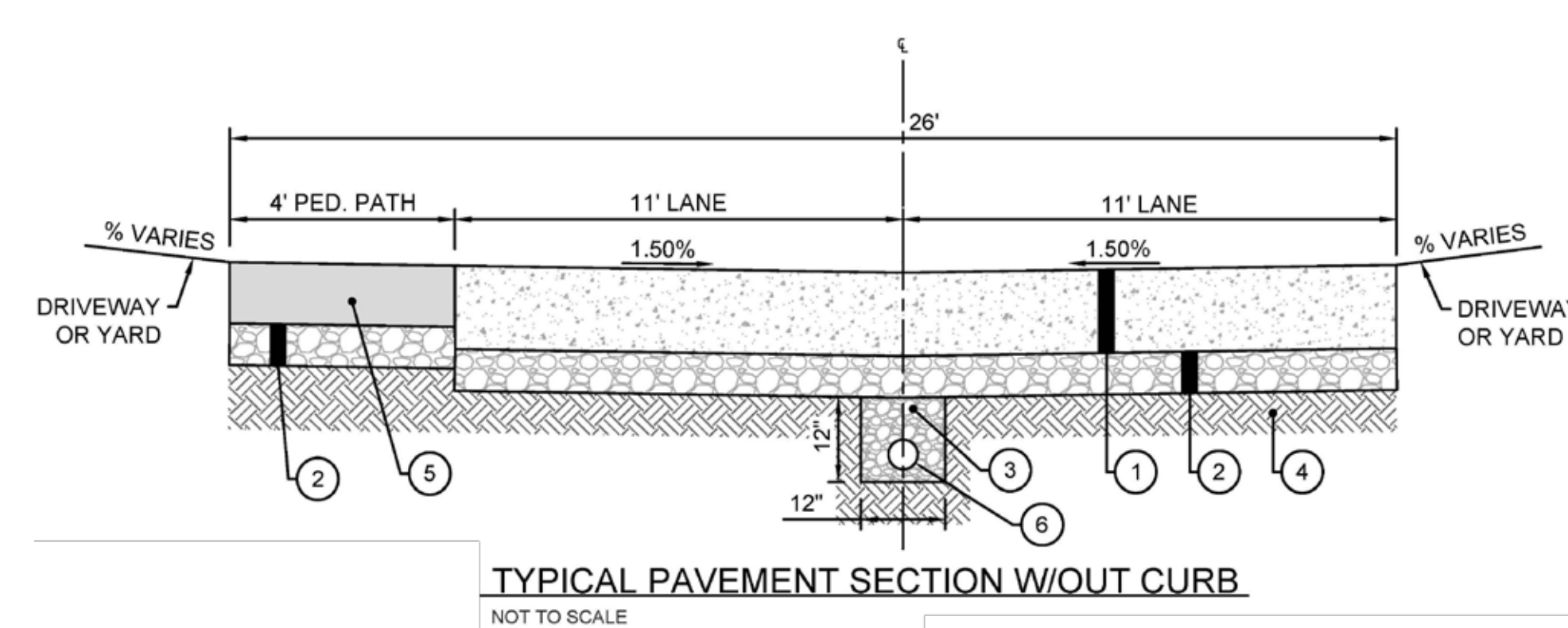
- PRIMARY OFF-STREET SIDEWALK, SEE DETAIL 1 THIS SHEET  
±3,895 LF
- SECONDARY OFF-STREET 5' SIDEWALK  
±5,884 LF
- SECONDARY ON-STREET 4' SIDEWALK, SEE DETAIL 2 THIS SHEET  
±6,772 LF

±3.15 TOTAL MILES OF PEDESTRIAN SIDEWALKS

Overall Pedestrian Circulation  
SCALE: 1" = 200'-0"



1 Primary Off-street Sidewalk Section



2 Secondary On-street Sidewalk Section

- 1 ITEM 452, 6" 4,000 PSI FIBER-REINFORCED CONCRETE PAVEMENT, BROOM FINISH
- 2 ITEM 304, 5" AGGREGATE BASE
- 3 NO. 8 OR NO. 57 AGGREGATE
- 4 ITEM204, COMPACTED SUBGRADE PER GEOTECHNICAL ENGINEER'S SPECIFICATIONS
- 5 4" INTEGRALLY COLORED CONCRETE PEDESTRIAN PATH, COLOR "ONYX" (DARK GREY/BLACK)
- 6 ITEM 605, 4" PIPE UNDERDRAIN
- 7 ITEM 452, 4" FIBER-REINFORCED CONCRETE PAVEMENT
- 8 1" PRE-MOLDED EXPANSION JOINTS PLACED BETWEEN CONCRETE APRON AND BACK OF CURB

#### NOTES:

- PAVEMENT SECTIONS ARE NOT BASED ON A GEOTECHNICAL ENGINEER'S RECOMMENDATION. AMERICAN STRUCTUREPOINT IS NOT RESPONSIBLE FOR PAVEMENT DESIGN.
- EXPANSION JOINTS REQUIRED AT BUILDINGS, BETWEEN DRIVEWAYS, OR UTILITY STRUCTURES.
- CONTROL JOINT SPACING AT 10'.



















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BUILDING FLOOR PLAN AND ELEVATIONS

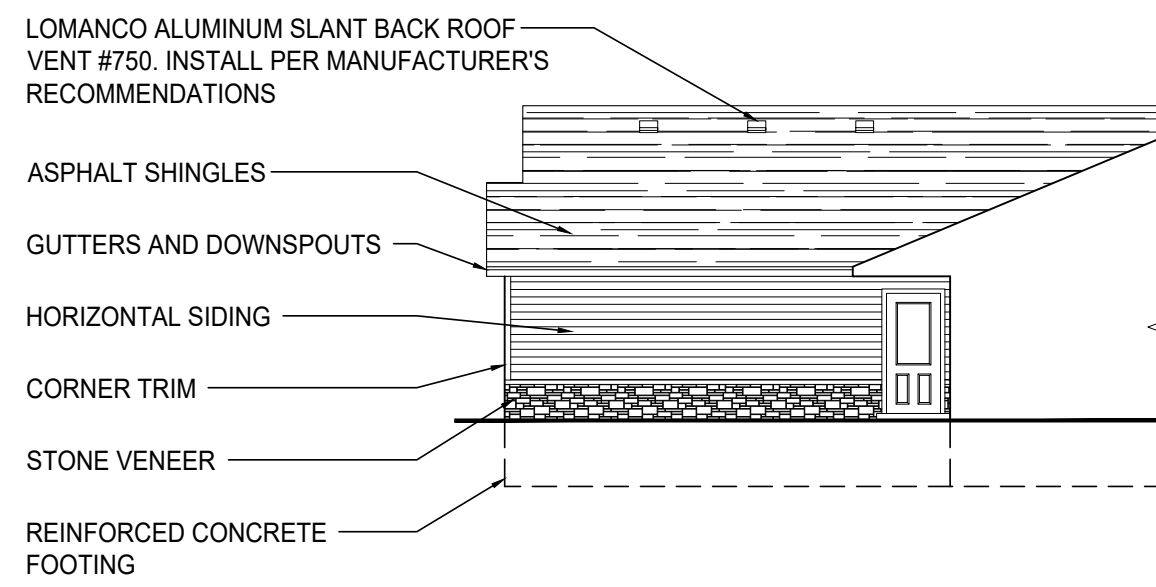
DATE: SEPTEMBER 08, 2023

PROJECT #: 18319

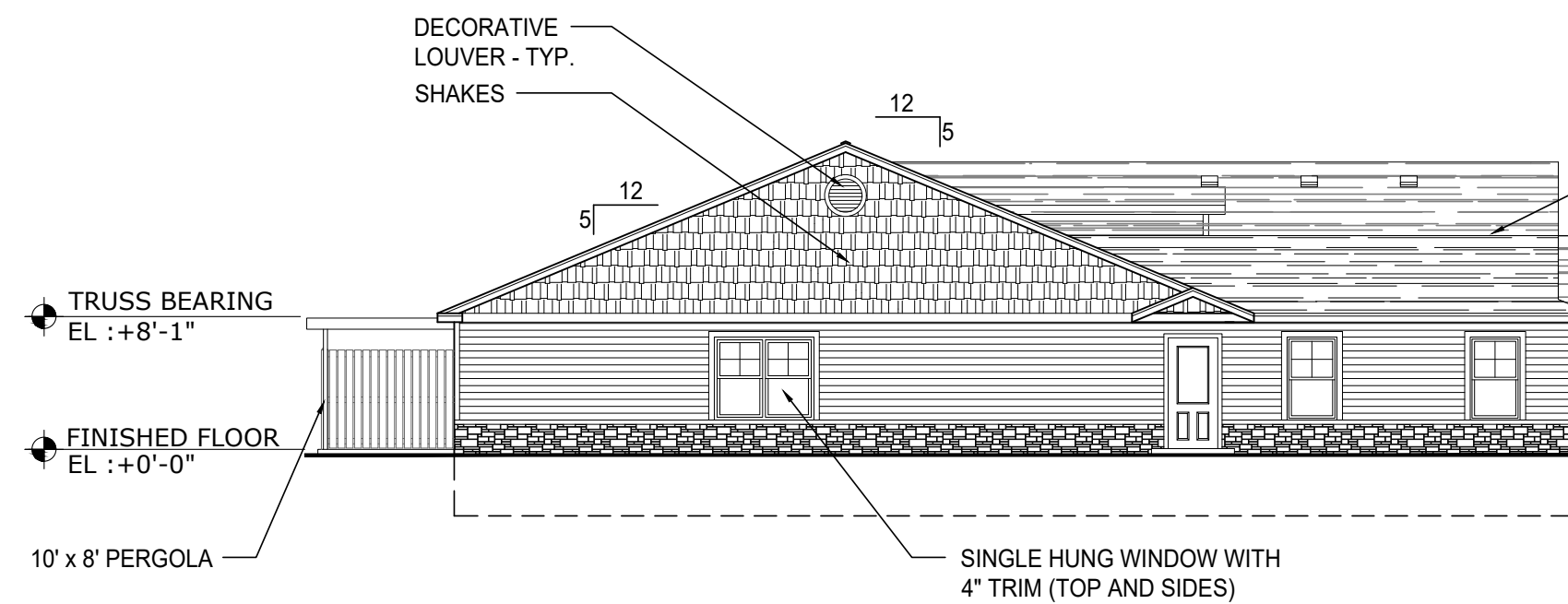
REDWOOD POWELL HOME ROAD

HOME ROAD  
POWELL, OH

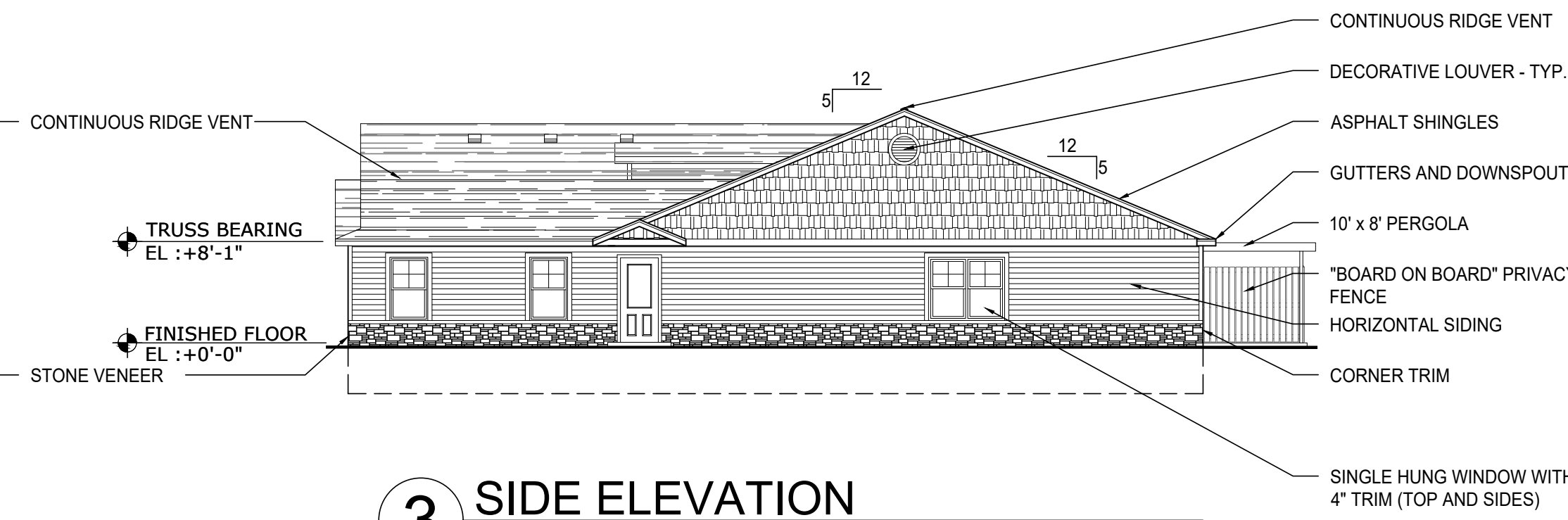
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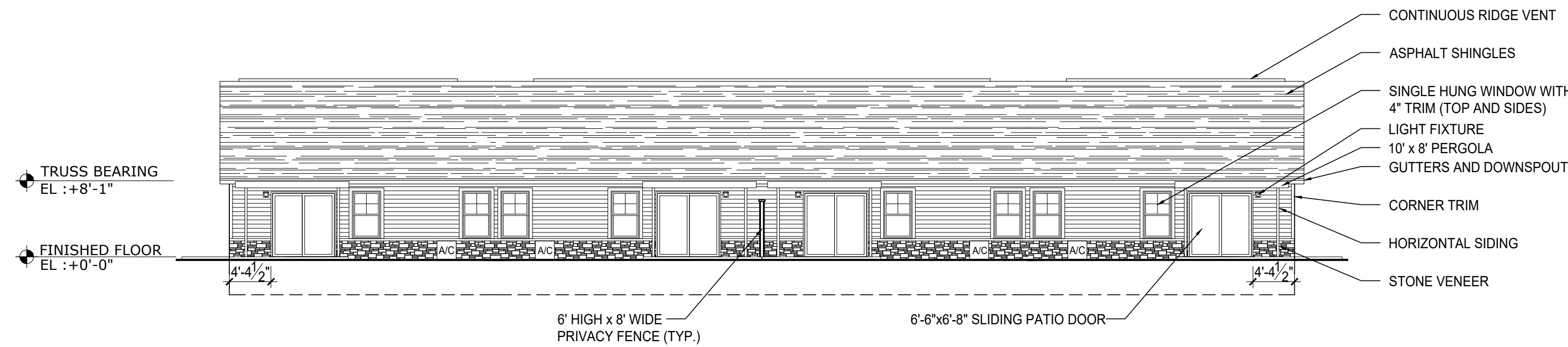
5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0" FORESTWOOD



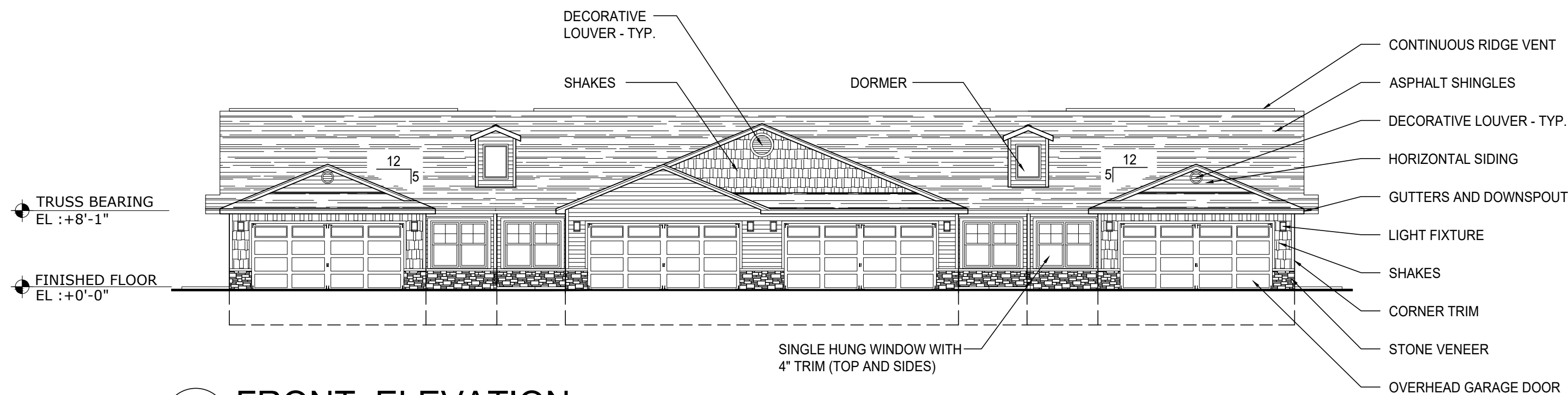
4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" MEADOWOOD



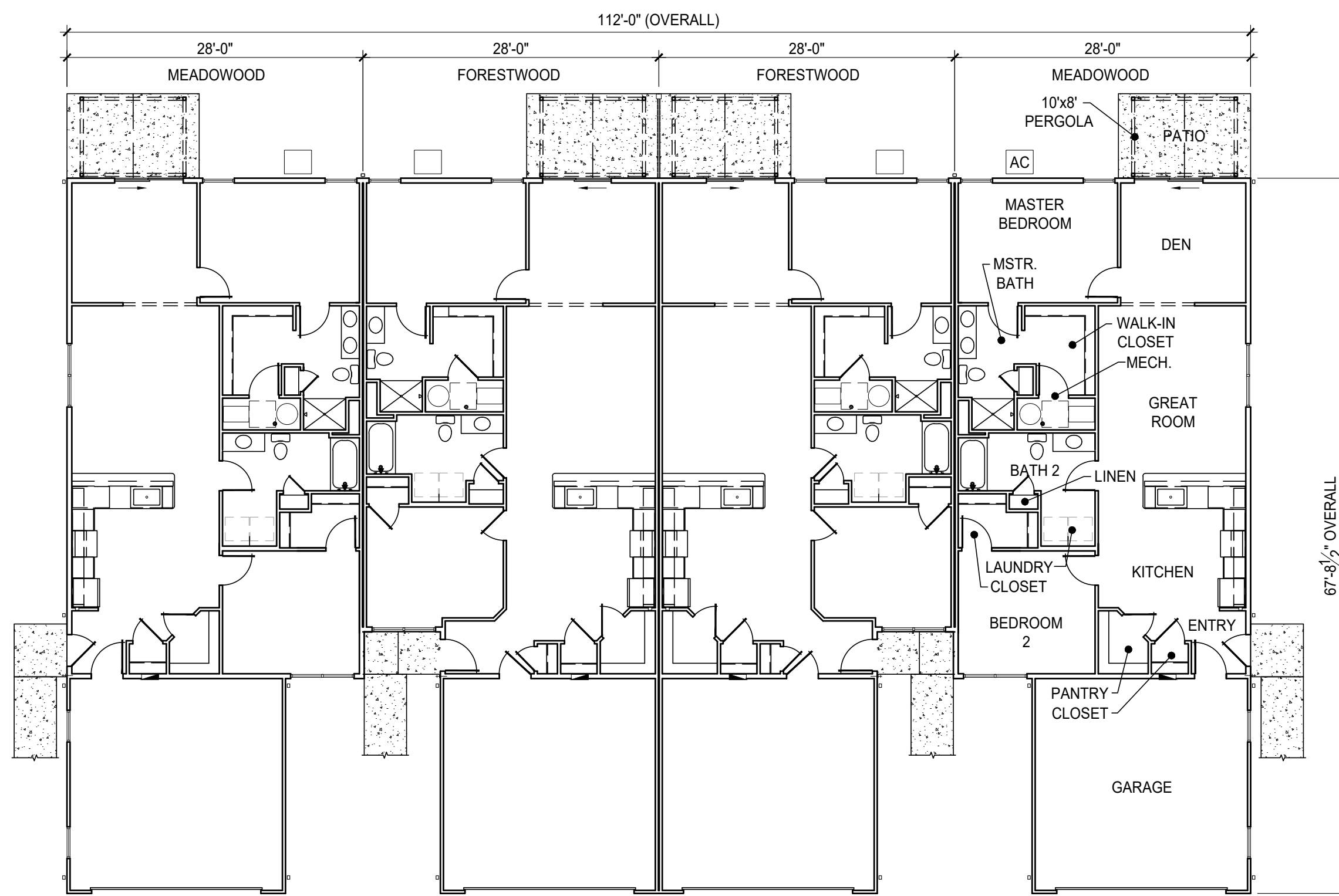
3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" MEADOWOOD



2 REAR ELEVATION  
SCALE: 3/32" = 1'-0" MEADOWOOD, FORESTWOOD



1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0" MEADOWOOD, FORESTWOOD



OVERALL FLOOR PLAN  
SCALE: 3/32" = 1'-0" MEADOWOOD, FORESTWOOD

MAP KEY:



MAPLE GLEN NEIGHBORHOOD:

OPTION 1  
MEADOWOOD TYPE 1

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
STONE VENEER	PRESTIGE	OHIO WHITE VEIN
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS
6'-6" X 6'-8" SLIDING PATIO DOOR	VINYL	WHITE

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD.



PRELIMINARY

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BUILDING FLOOR PLAN AND ELEVATIONS

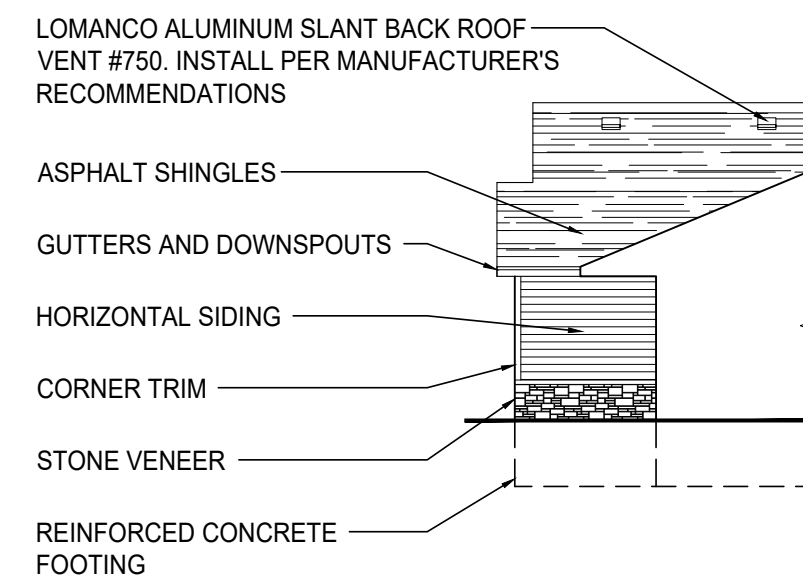
DATE: SEPTEMBER 08, 2023

PROJECT #: 18319

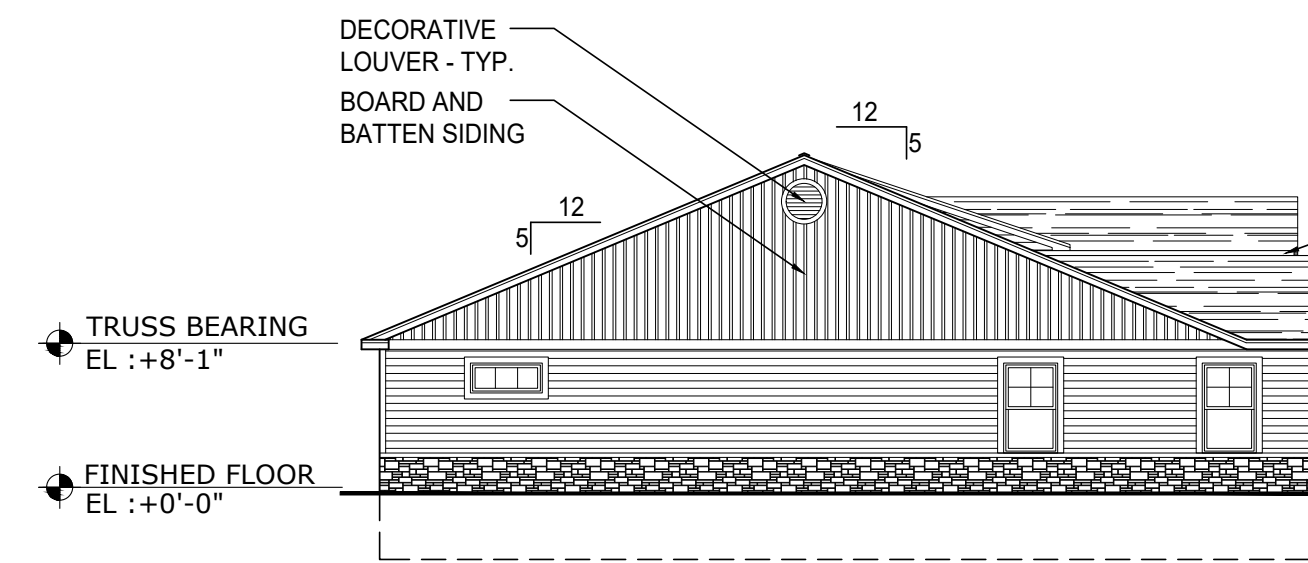
REDWOOD POWELL HOME ROAD

HOME ROAD  
POWELL, OH

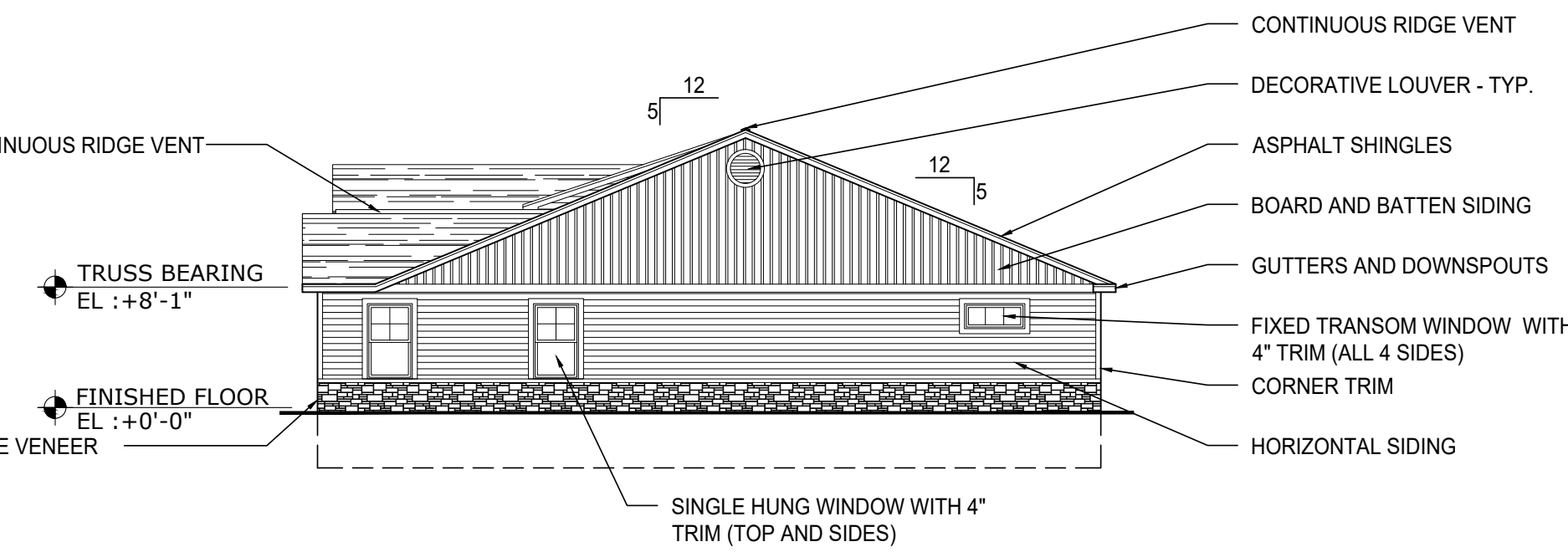
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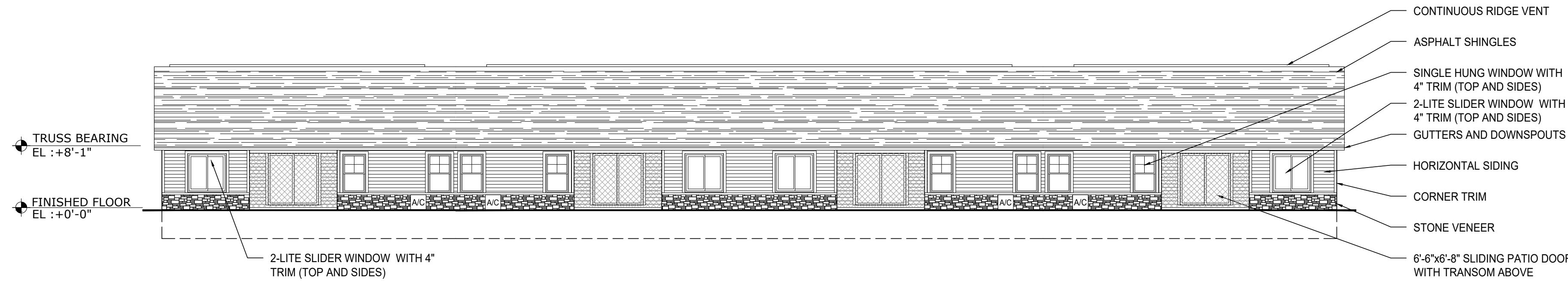
5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



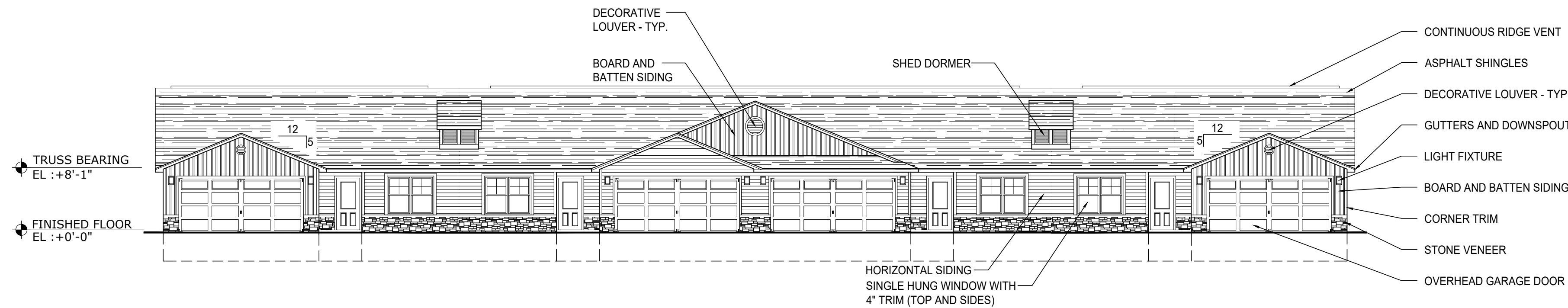
4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD

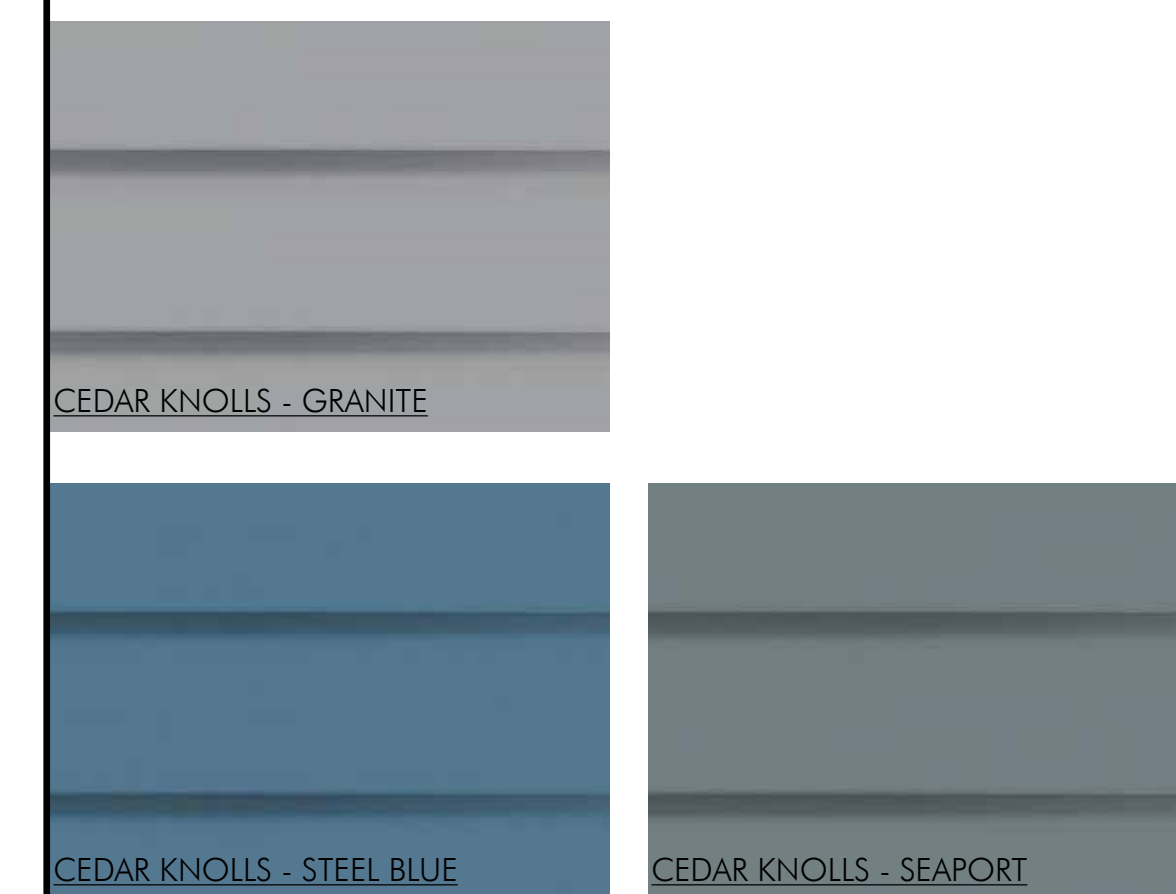


2 REAR ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
STONE VENEER	PRESTIGE	OHIO WHITE VEIN
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS
6'-6" X 6'-8" SLIDING PATIO DOOR	VINYL	WHITE

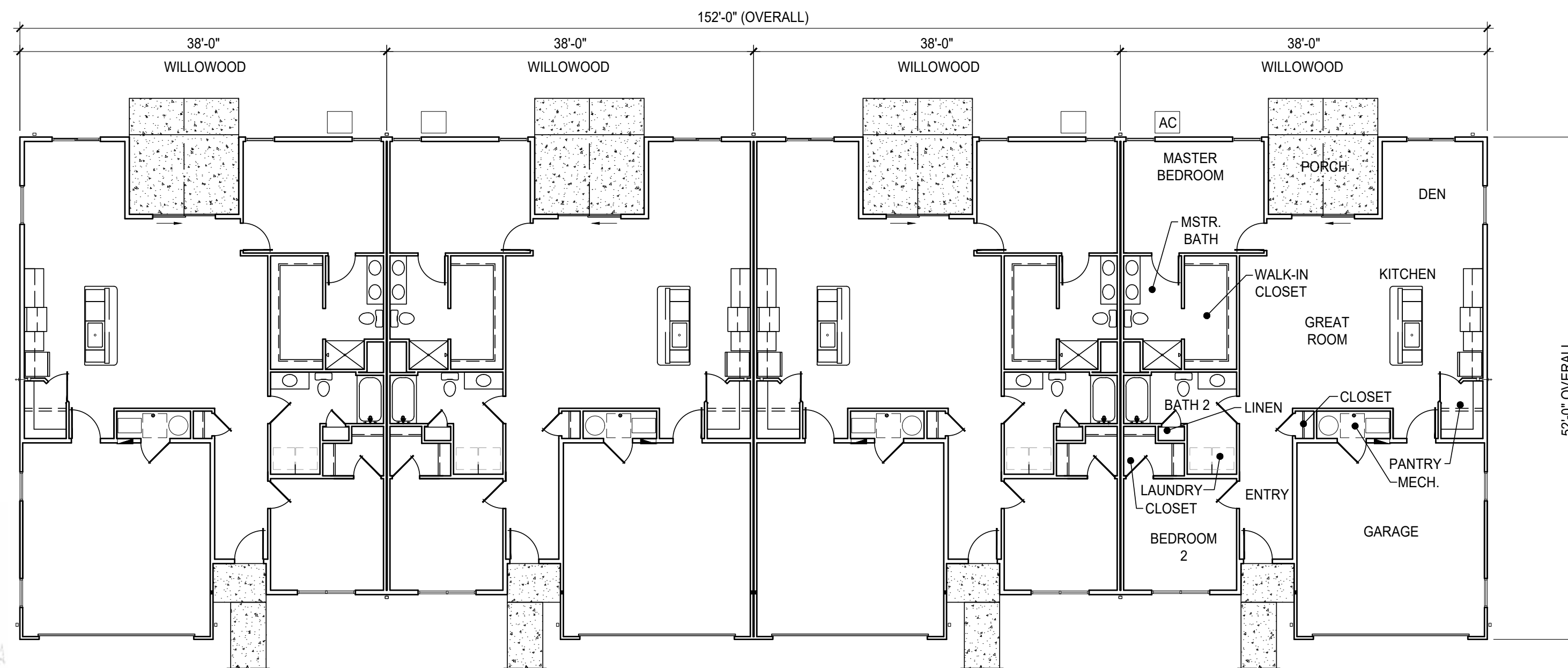
NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD.

MAP KEY:



MAPLE GLEN NEIGHBORHOOD:

OPTION 1  
WILLOWOOD TYPE 1



OVERALL FLOOR PLAN  
SCALE: 3/32" = 1'-0"  
WILLOWOOD

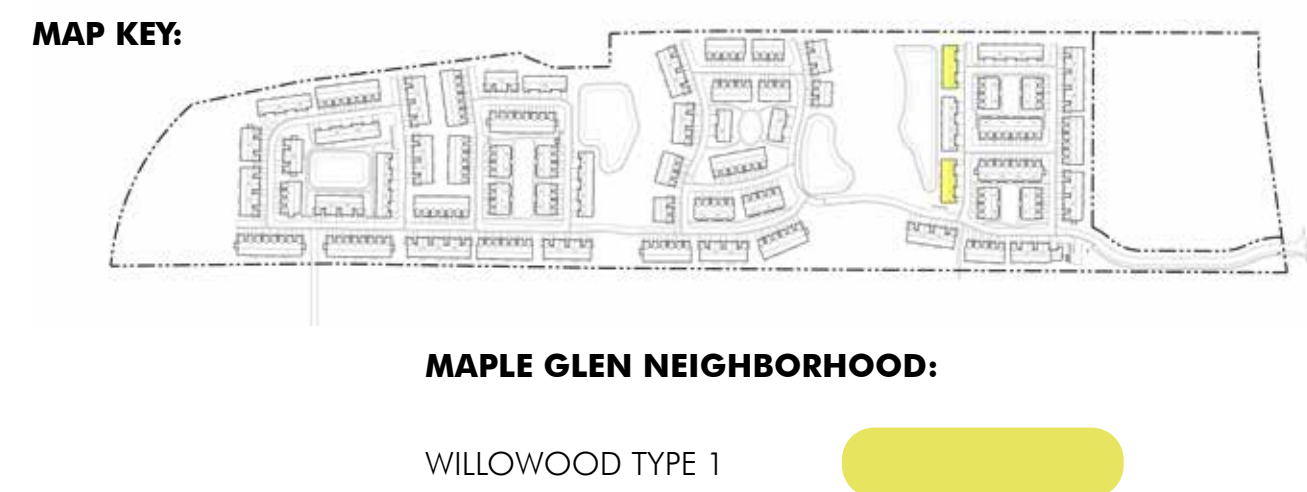




MAPLE GLEN NEIGHBORHOOD - WILLOWOOD TYPE 1

FRONT PERSPECTIVE

WILLOWOOD



ARCHITECTS

DATE: SEPTEMBER 08, 2023





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BUILDING FLOOR PLAN AND ELEVATIONS

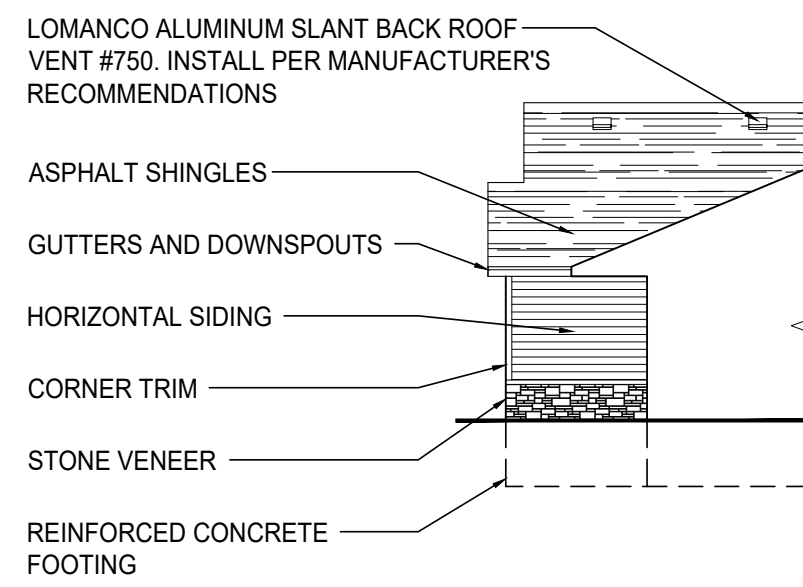
DATE: SEPTEMBER 08, 2023

PROJECT #: 18319

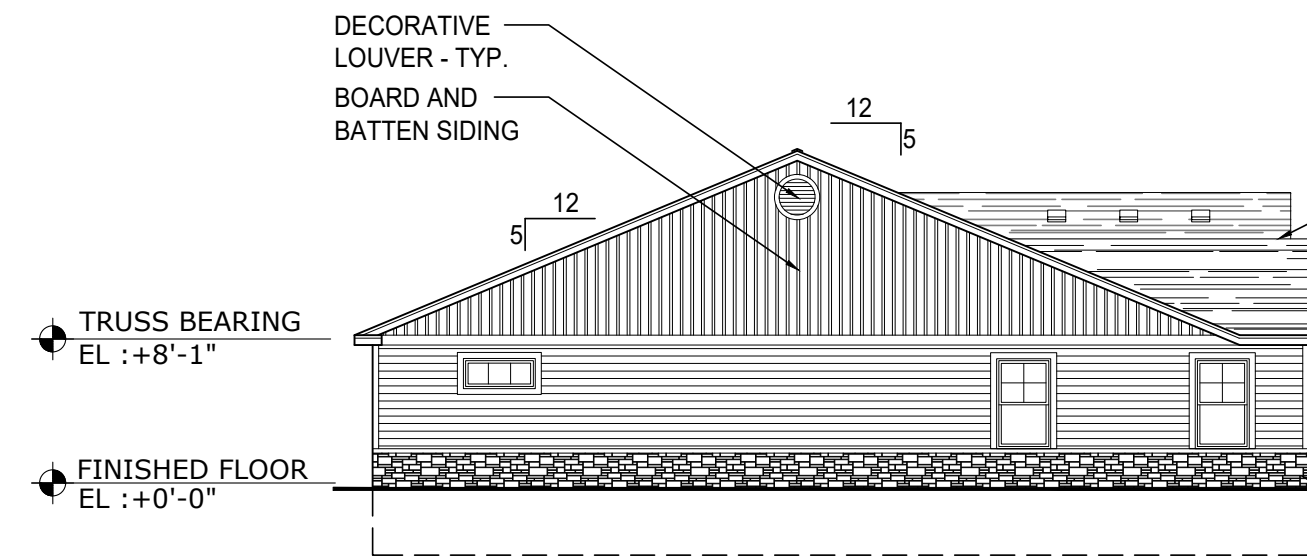
REDWOOD POWELL HOME ROAD

HOME ROAD  
POWELL, OH

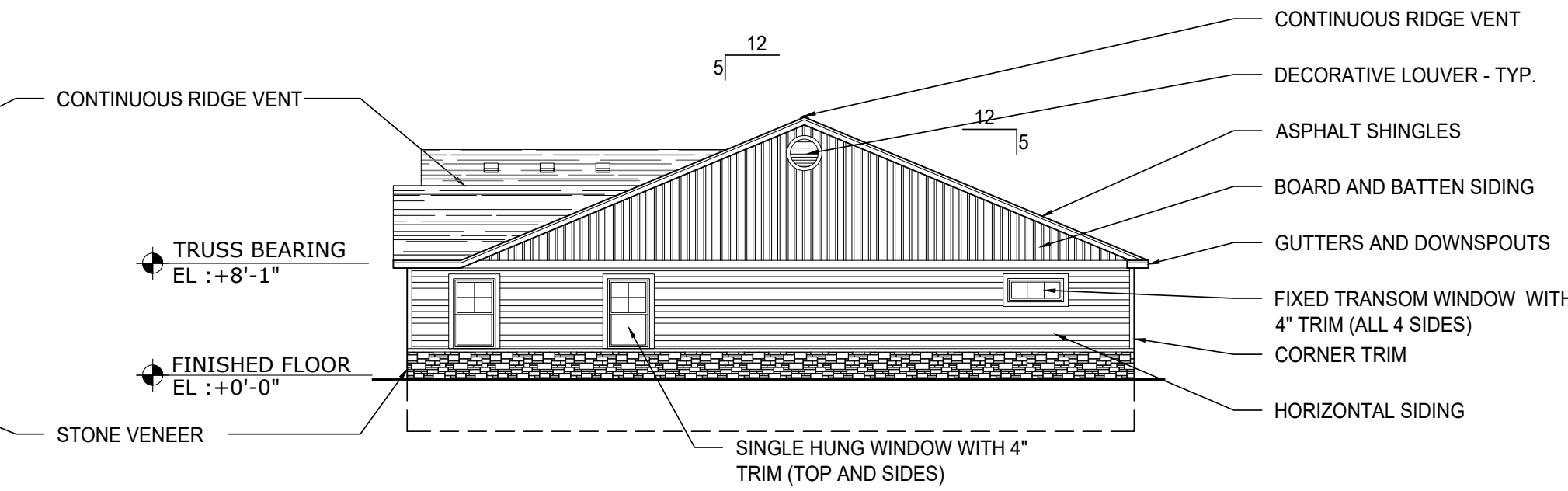
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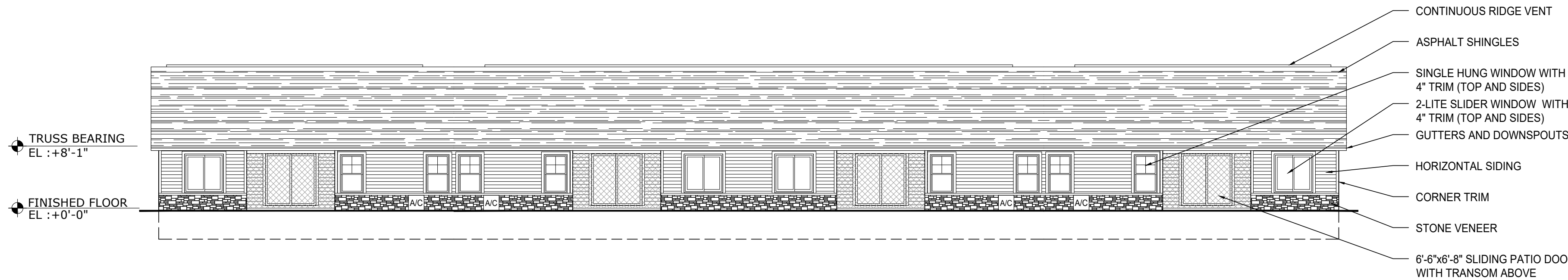
5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



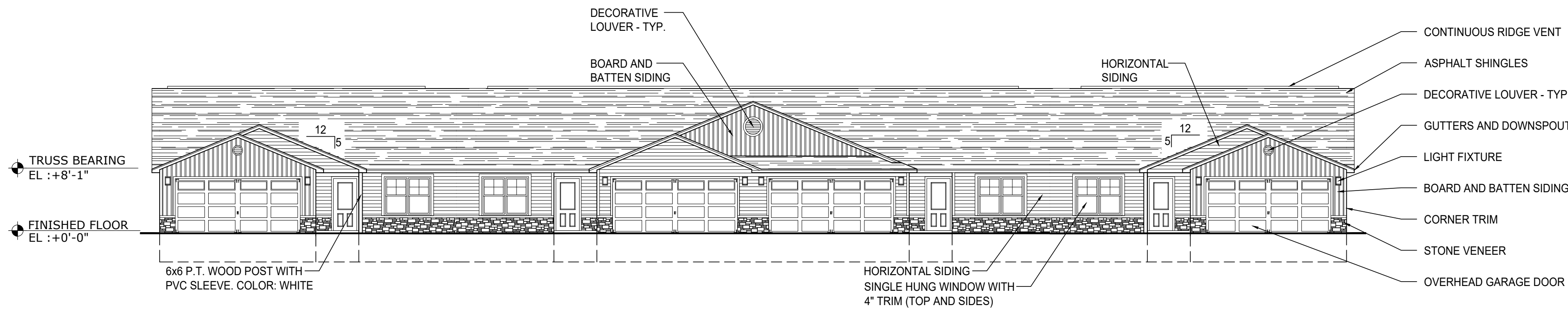
4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD

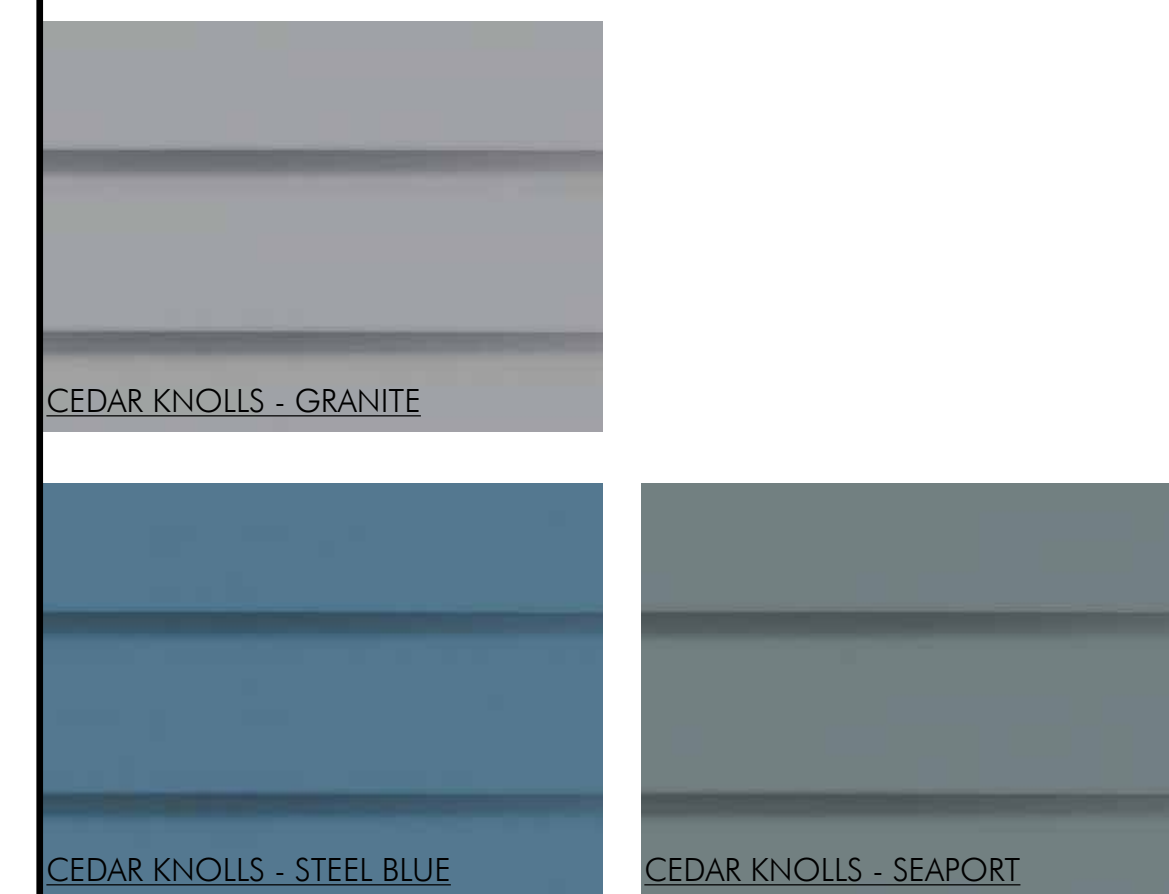


2 REAR ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
STONE VENEER	PRESTIGE	OHIO WHITE VEIN
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS
6'-6" X 6'-8" SLIDING PATIO DOOR	VINYL	WHITE

NOTE:  
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MAP KEY:



MAPLE GLEN NEIGHBORHOOD:

OPTION 1a  
WILLOWOOD TYPE 2



OVERALL FLOOR PLAN  
SCALE: 3/32" = 1'-0"  
WILLOWOOD





MAPLE GLEN NEIGHBORHOOD - WILLOWOOD TYPE 2

FRONT PERSPECTIVE

WILLOWOOD



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DATE: SEPTEMBER 08, 2023





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BUILDING FLOOR PLAN AND ELEVATIONS

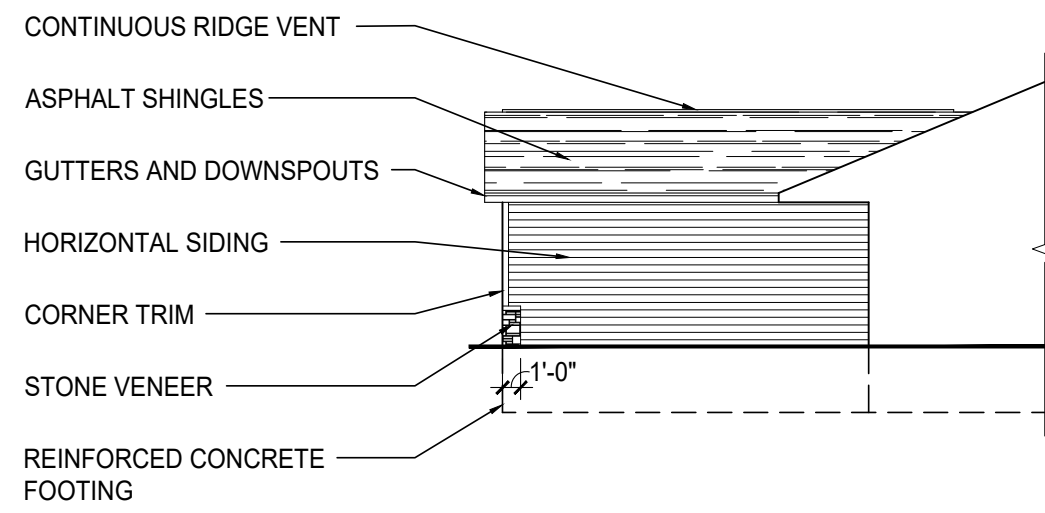
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PROJECT #: 18319

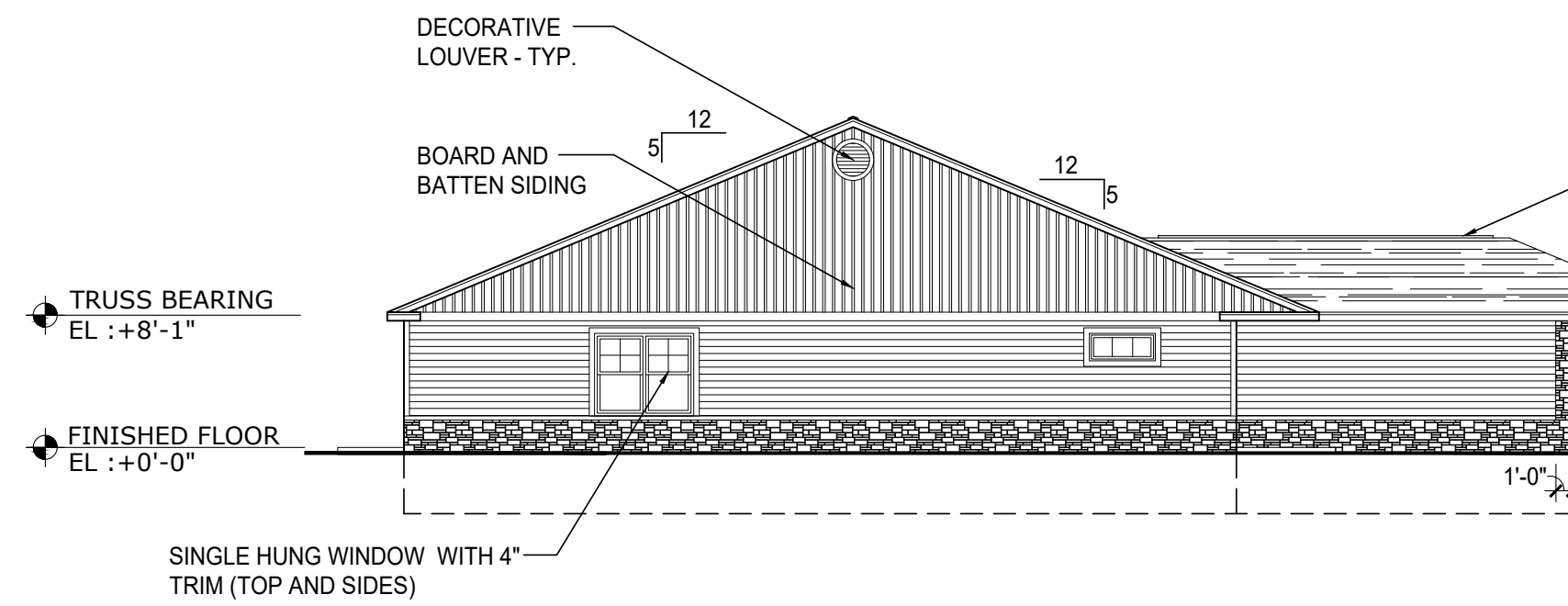
REDWOOD POWELL HOME ROAD

HOME ROAD  
POWELL, OH

A1.3

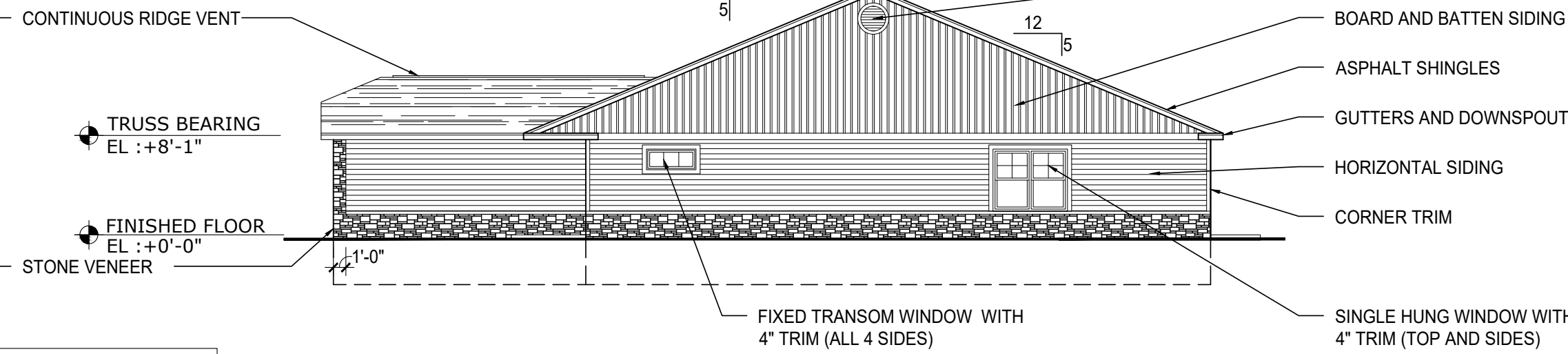


5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD

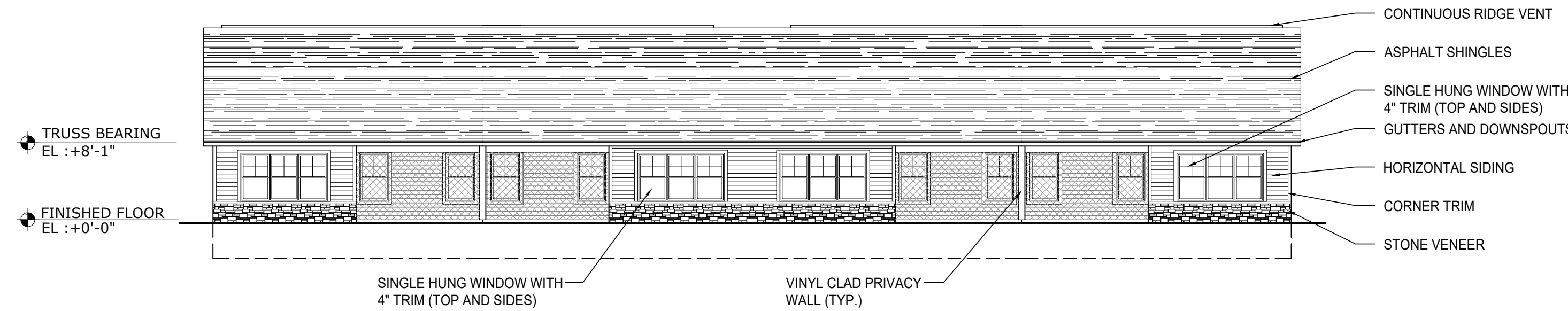


4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD

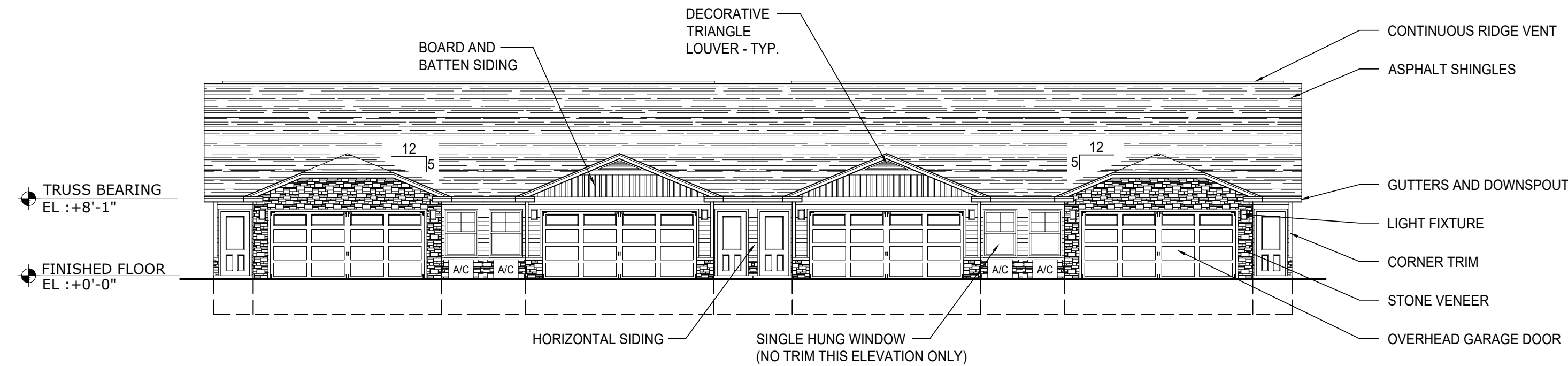
NOTE:  
HIGH PROFILE SIDE  
ELEVATION OCCURS AT  
STREET VIEW ONLY



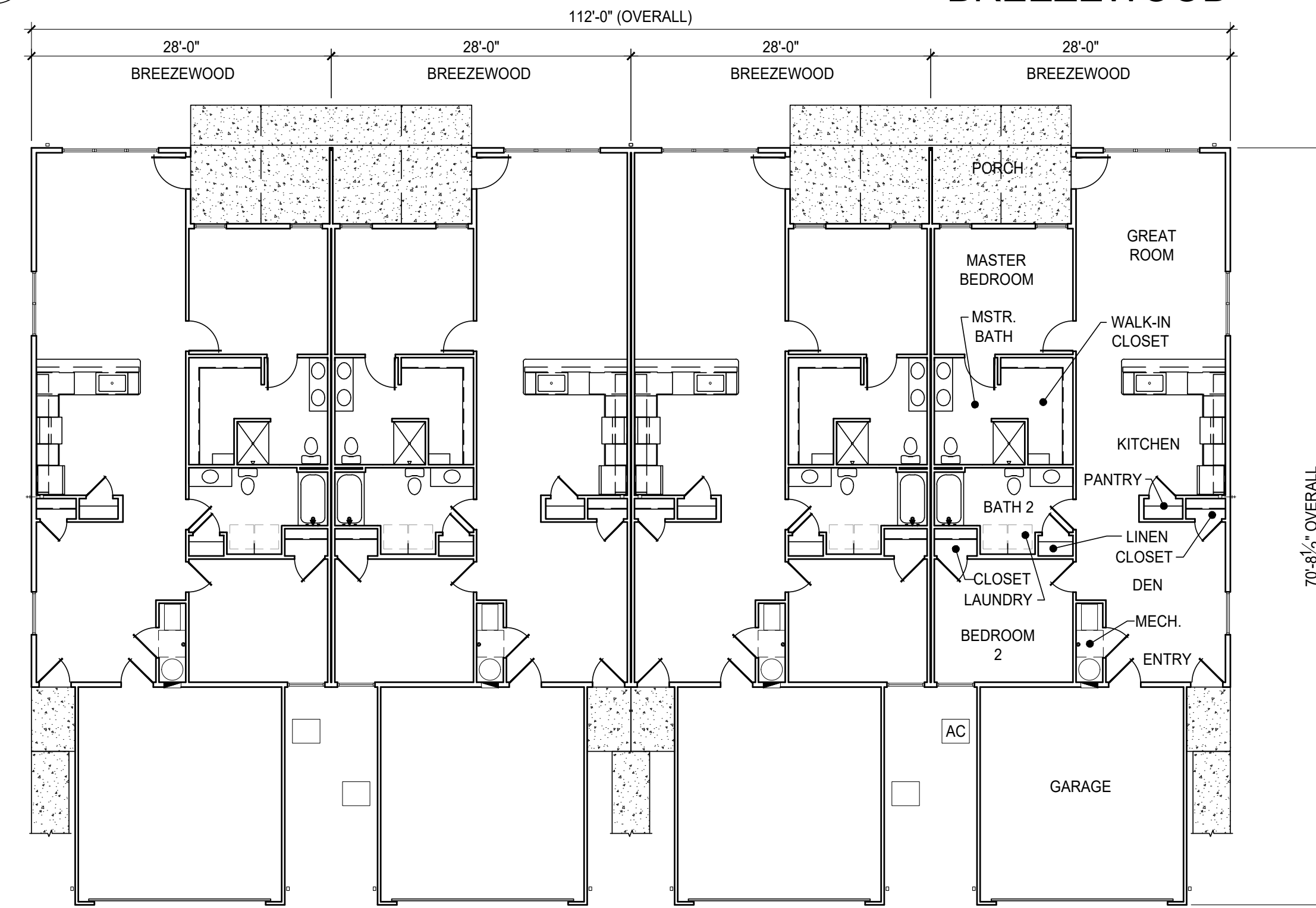
3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD



2 REAR ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD

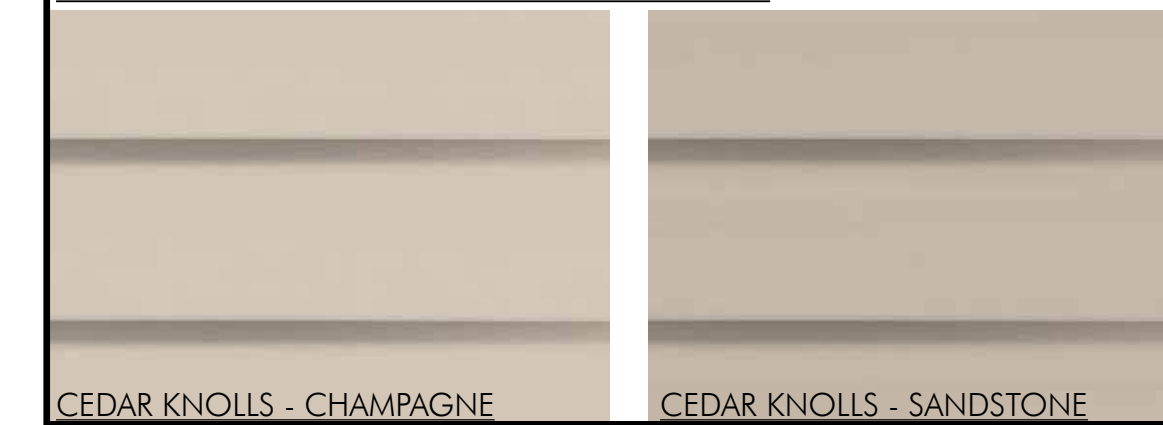


1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD



OVERALL FLOOR PLAN  
SCALE: 3/32" = 1'-0" BREEZEWOOD

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
STONE VENEER	PRESTIGE	OHIO WHITE VEIN
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE  
AND LEGIBLE FROM THE STREET OR ROAD.

MAP KEY:



MAPLE GLEN NEIGHBORHOOD:

OPTION 1  
BREEZEWOOD TYPE 1

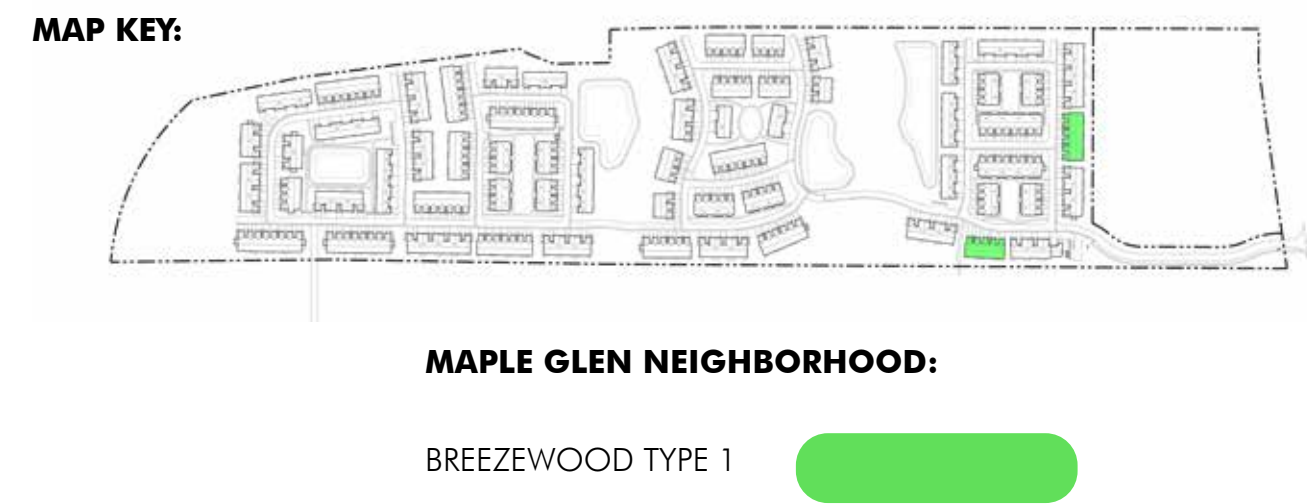




MAPLE GLEN NEIGHBORHOOD - BREEZEWOOD TYPE 1

FRONT PERSPECTIVE

BREEZEWOOD



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DATE: SEPTEMBER 08, 2023





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BUILDING FLOOR PLAN AND ELEVATIONS

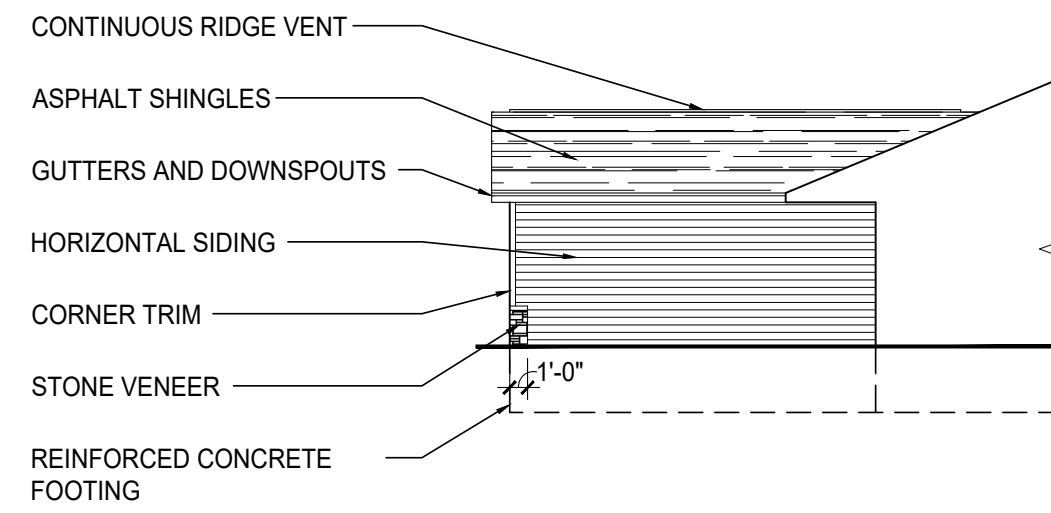
DATE: SEPTEMBER 08, 2023

PROJECT #: 18319

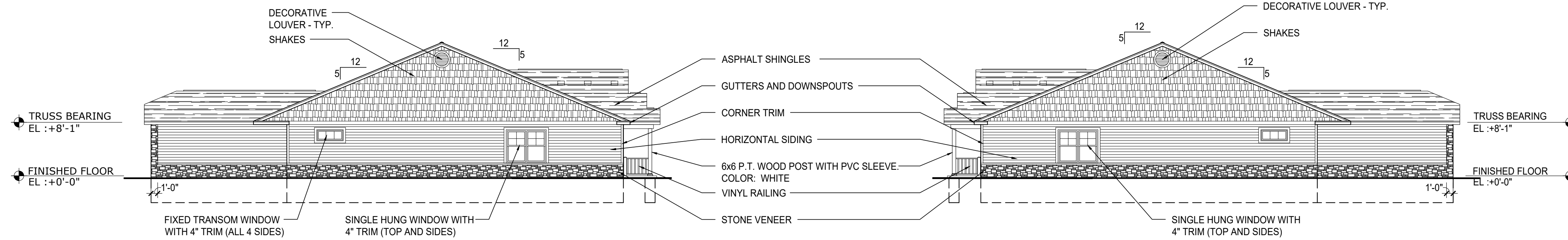
REDWOOD POWELL HOME ROAD

HOME ROAD  
POWELL, OH

A1.4

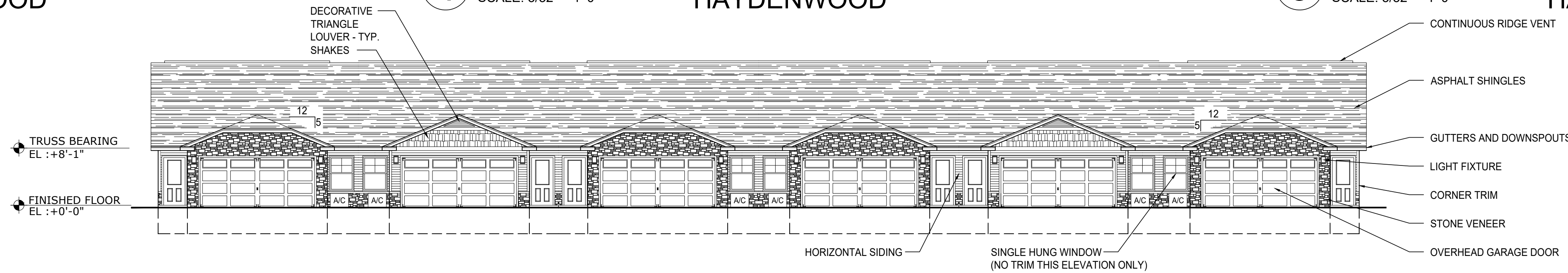


5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD

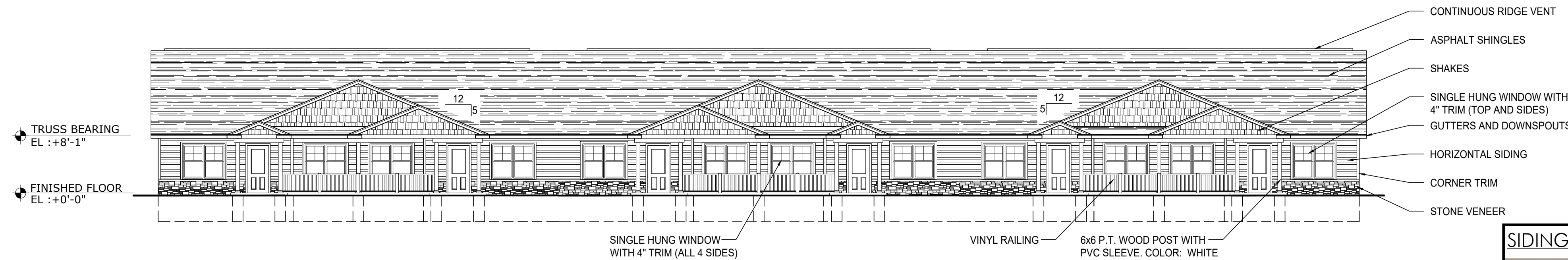


4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD

3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD



2 REAR ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD



1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
STONE VENEER	PRESTIGE	OHIO WHITE VEIN
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD.

MAP KEY:

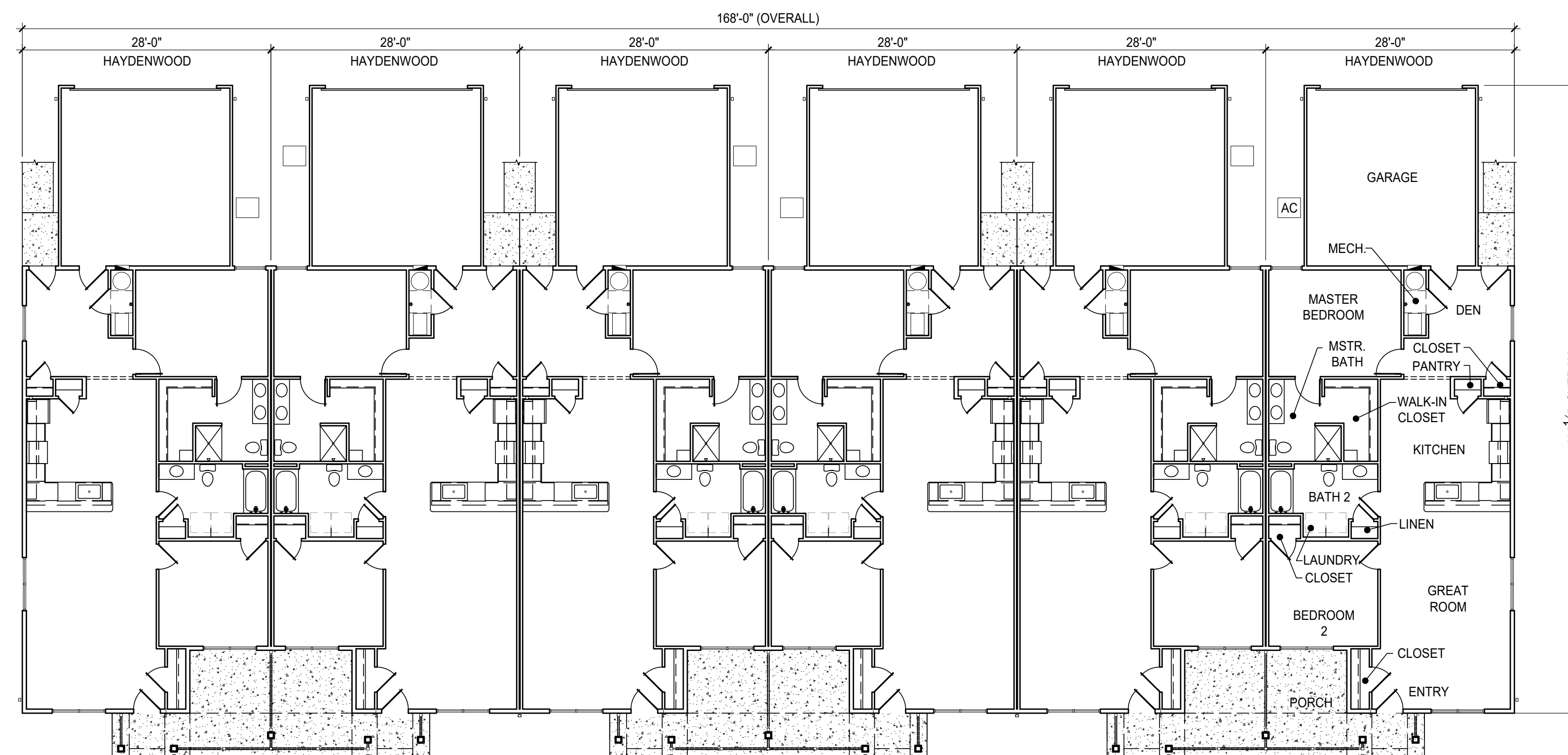


MAPLE GLEN NEIGHBORHOOD:

OPTION 1 HAYDENWOOD TYPE 1

OVERALL FLOOR PLAN

SCALE : 3/32" = 1'-0"



HAYDENWOOD

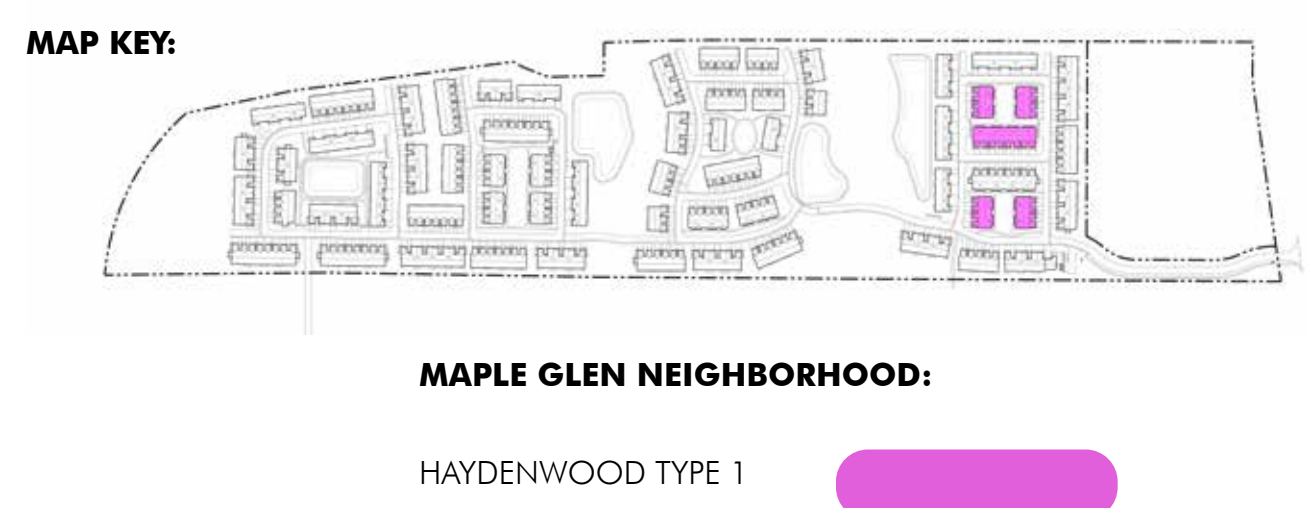




MAPLE GLEN NEIGHBORHOOD - HAYDENWOOD TYPE 1

PORCH PERSPECTIVE (FRONT)

HAYDENWOOD



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**Redwood**  
APARTMENT NEIGHBORHOODS



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**Redwood**  
APARTMENT NEIGHBOODS

BUILDING FLOOR PLAN AND ELEVATIONS

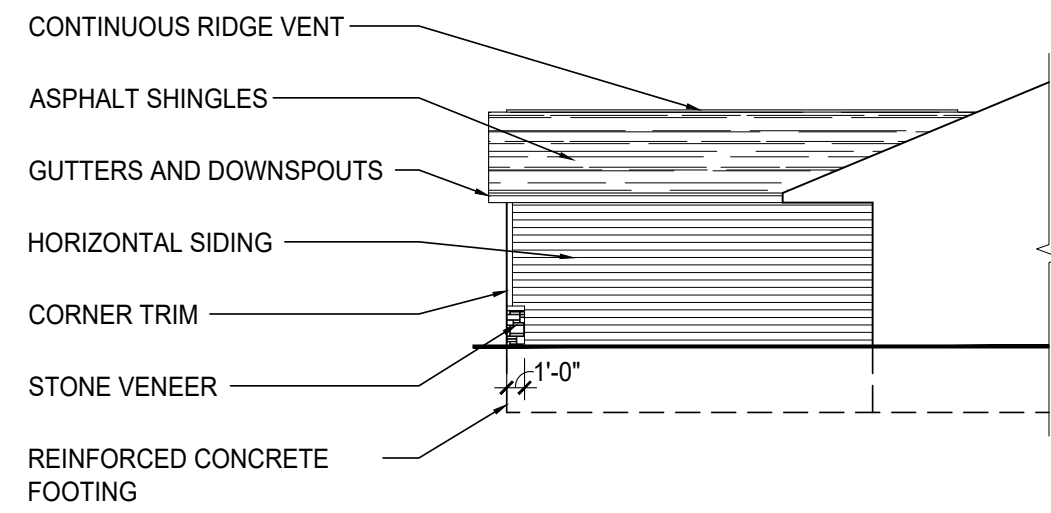
DATE: SEPTEMBER 08, 2023

PROJECT #: 18319

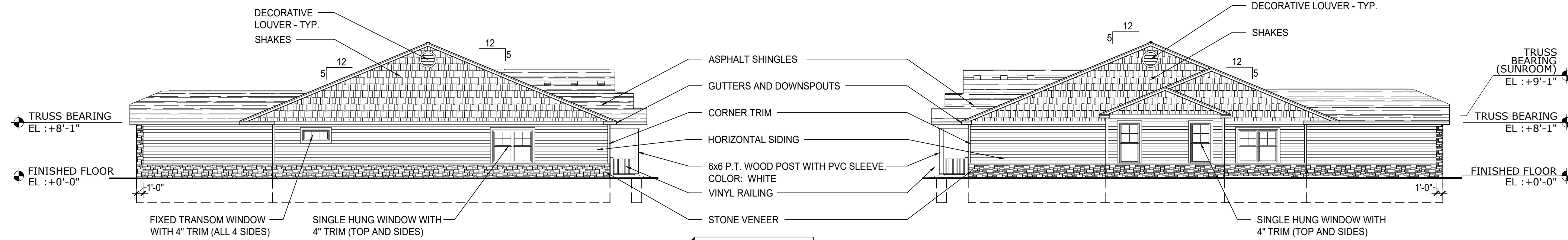
REDWOOD POWELL HOME ROAD

HOME ROAD  
POWELL, OH

A1.5

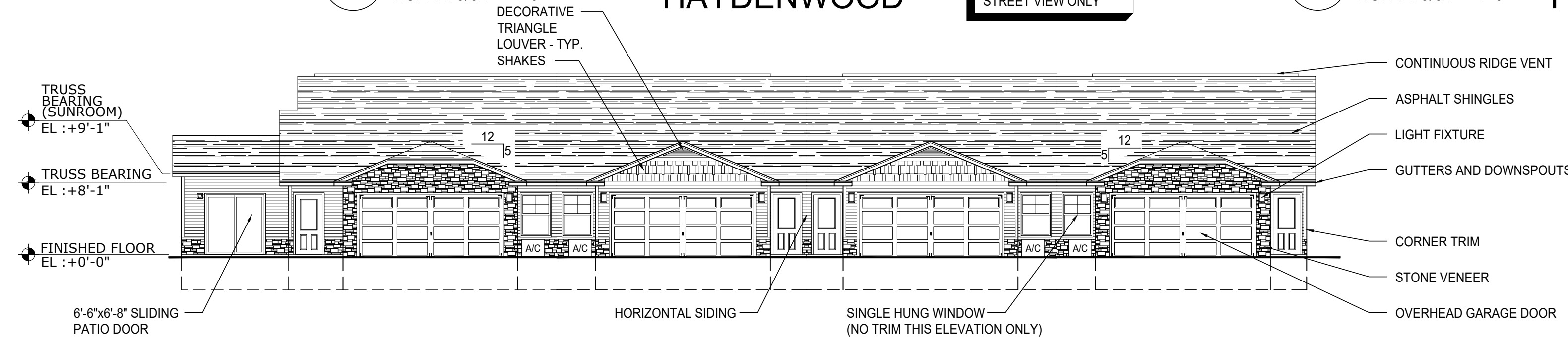


5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
HAYDENWOOD

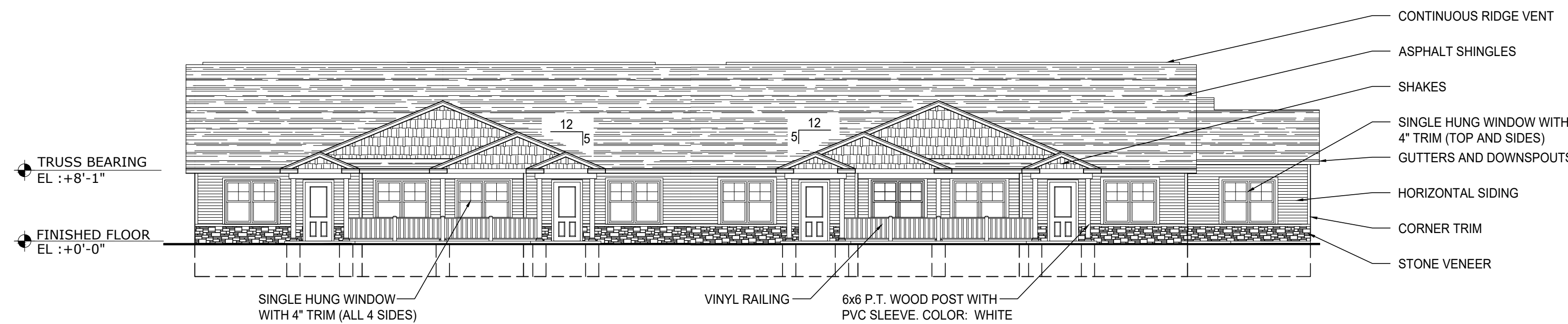


4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
HAYDENWOOD

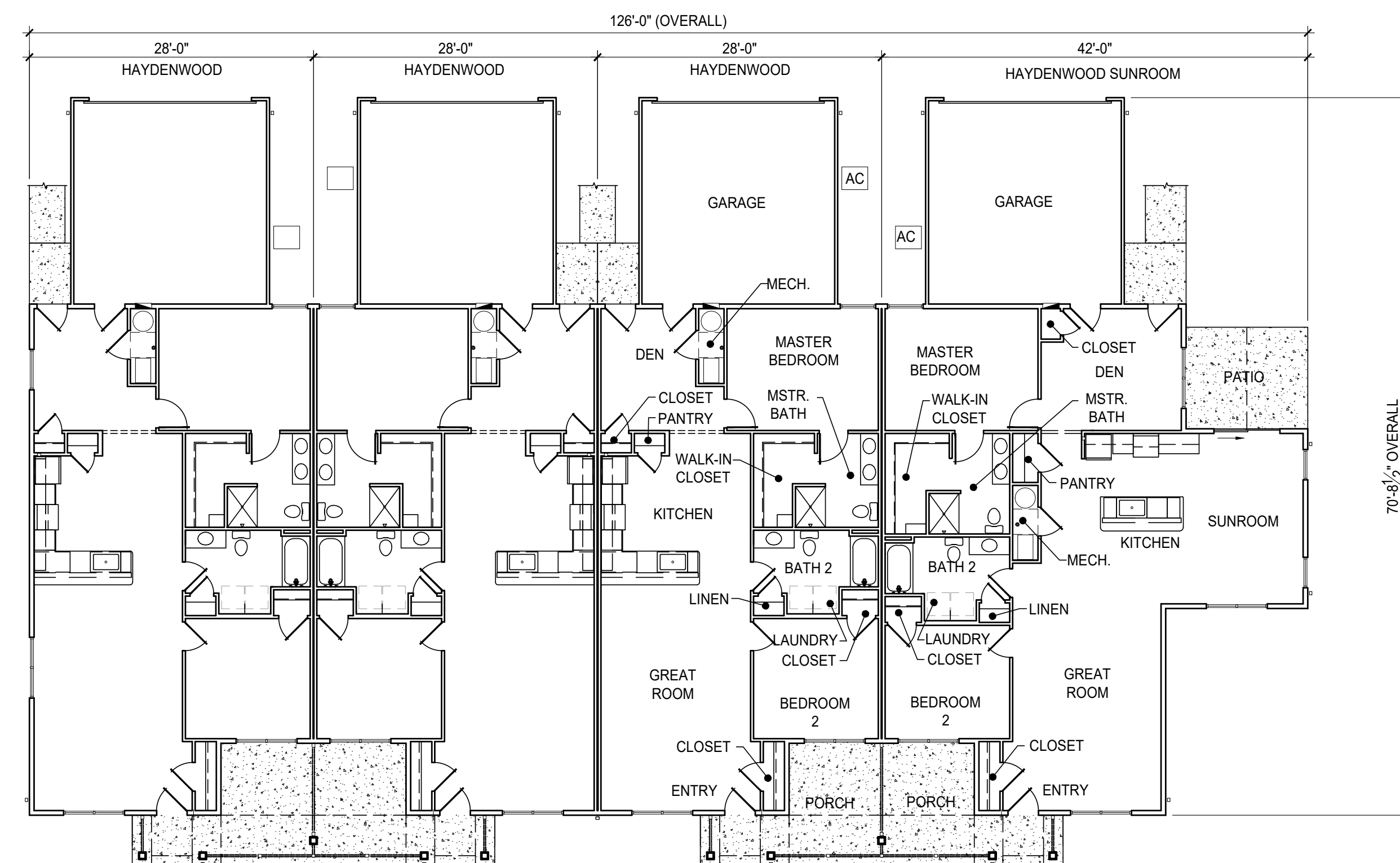
3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
HAYDENWOOD SUNROOM



2 REAR ELEVATION  
SCALE: 3/32" = 1'-0"  
HAYDENWOOD, HAYDENWOOD SUNROOM



1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0"  
HAYDENWOOD, HAYDENWOOD SUNROOM



OVERALL FLOOR PLAN  
SCALE : 3/32" = 1'-0"  
HAYDENWOOD, HAYDENWOOD SUNROOM

MAP KEY:



MAPLE GLEN NEIGHBORHOOD:

OPTION 1  
HAYDENWOOD W/ SUNROOM TYPE 1

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
STONE VENEER	PRESTIGE	OHIO WHITE VEIN
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS
6'-6" X 6'-8" SLIDING PATIO DOOR	VINYL	WHITE

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD.





MAPLE GLEN NEIGHBORHOOD - HAYDENWOOD W/ SUNROOM TYPE 1

GARAGE PERSPECTIVE (REAR)

HAYDENWOOD, HAYDENWOOD SUNROOM



MAPLE GLEN NEIGHBORHOOD:

HAYDENWOOD W/ SUNROOM TYPE 1



DATE: SEPTEMBER 08, 2023





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**Redwood**  
APARTMENT NEIGHBORHOODS

**BUILDING FLOOR PLAN AND ELEVATIONS**

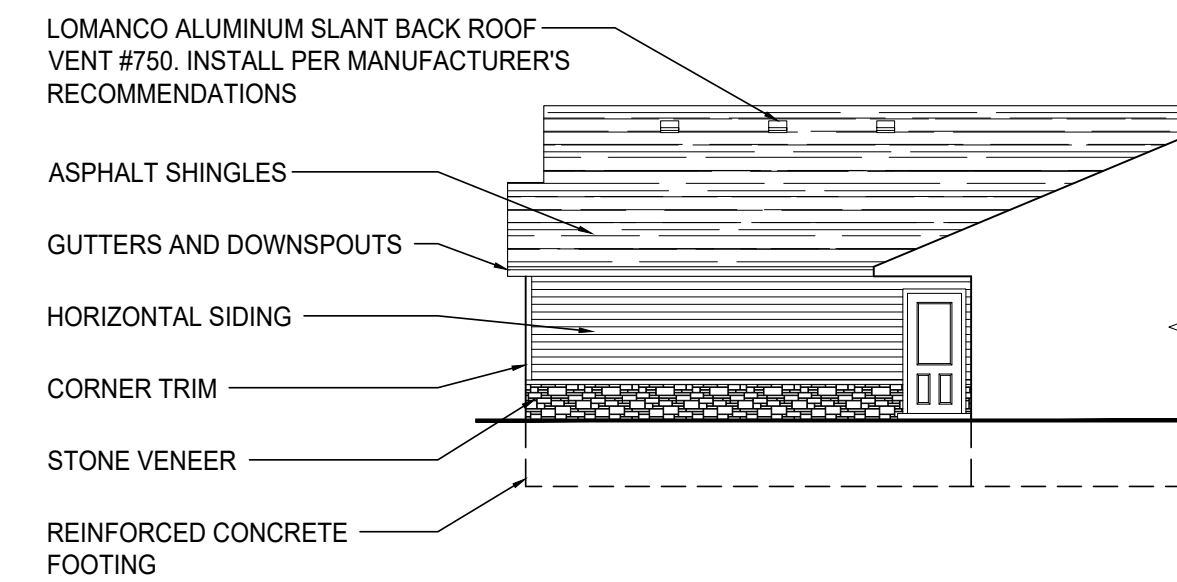
DATE: SEPTEMBER 08, 2023

PROJECT #: 18319

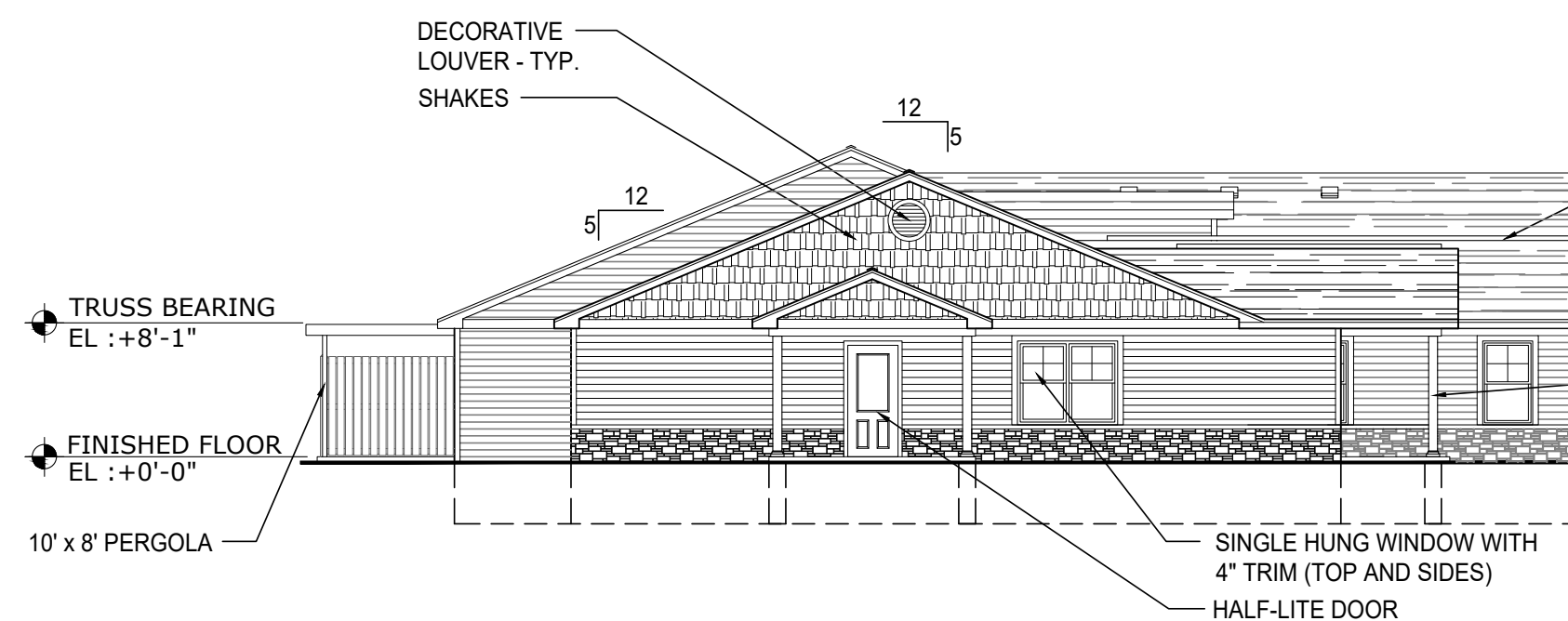
**REDWOOD POWELL HOME ROAD**

HOME ROAD  
POWELL, OH

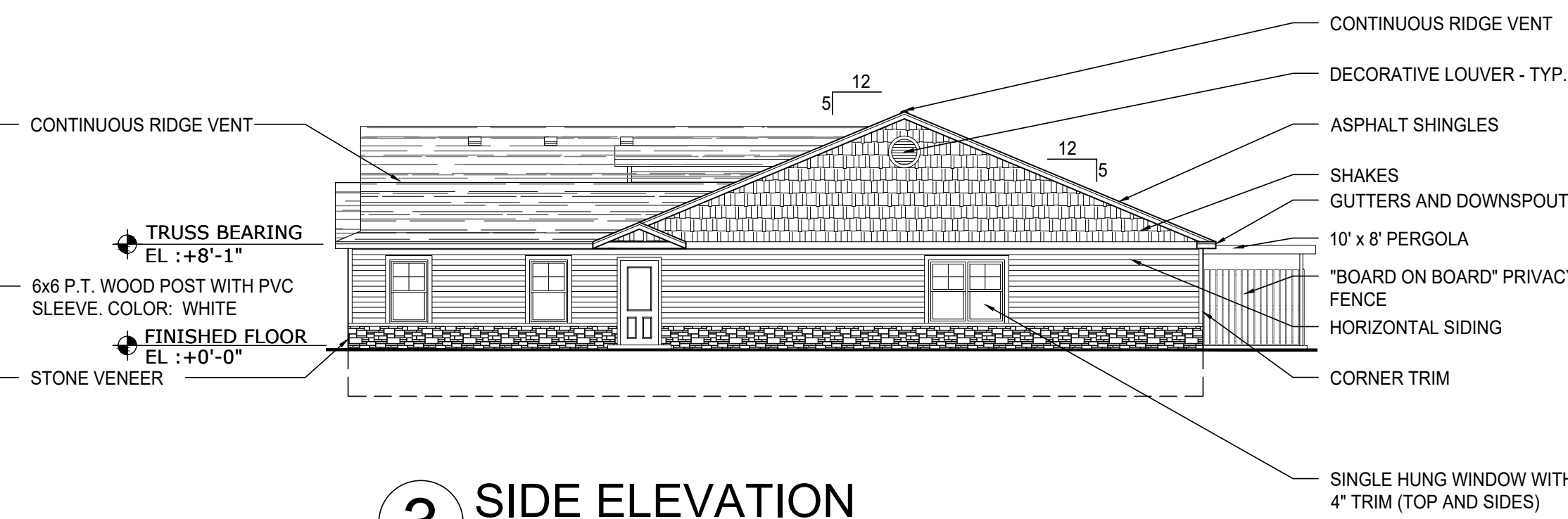
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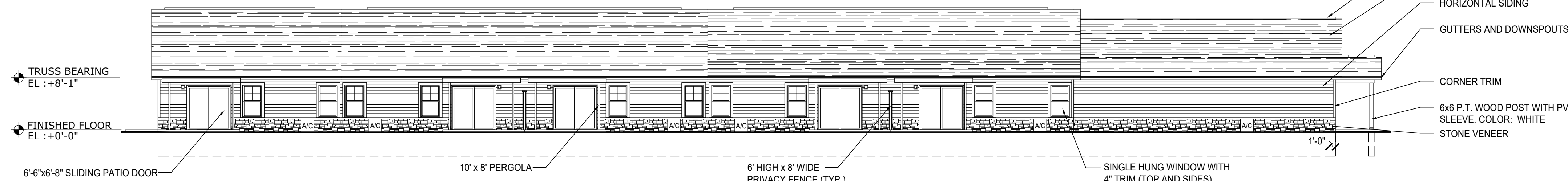
**5 PARTIAL SIDE ELEVATION**  
SCALE: 3/32" = 1'-0"  
**FORESTWOOD**



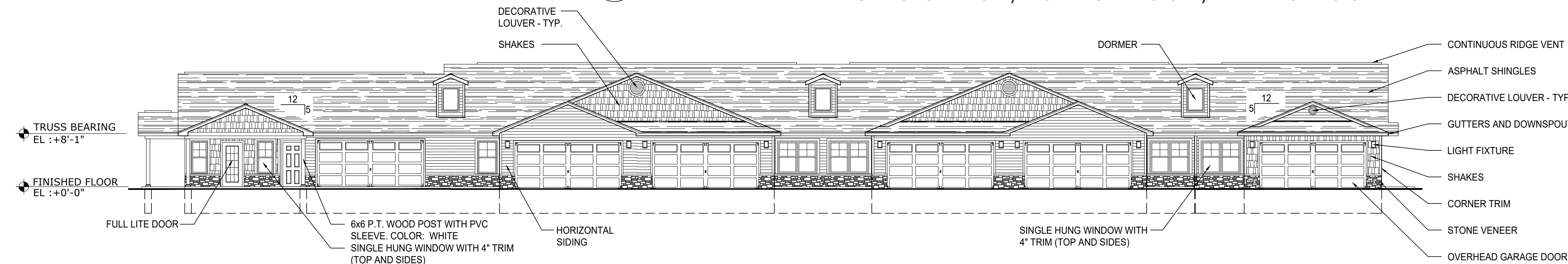
**4 SIDE ELEVATION**  
SCALE: 3/32" = 1'-0"  
**LEASING OFFICE**



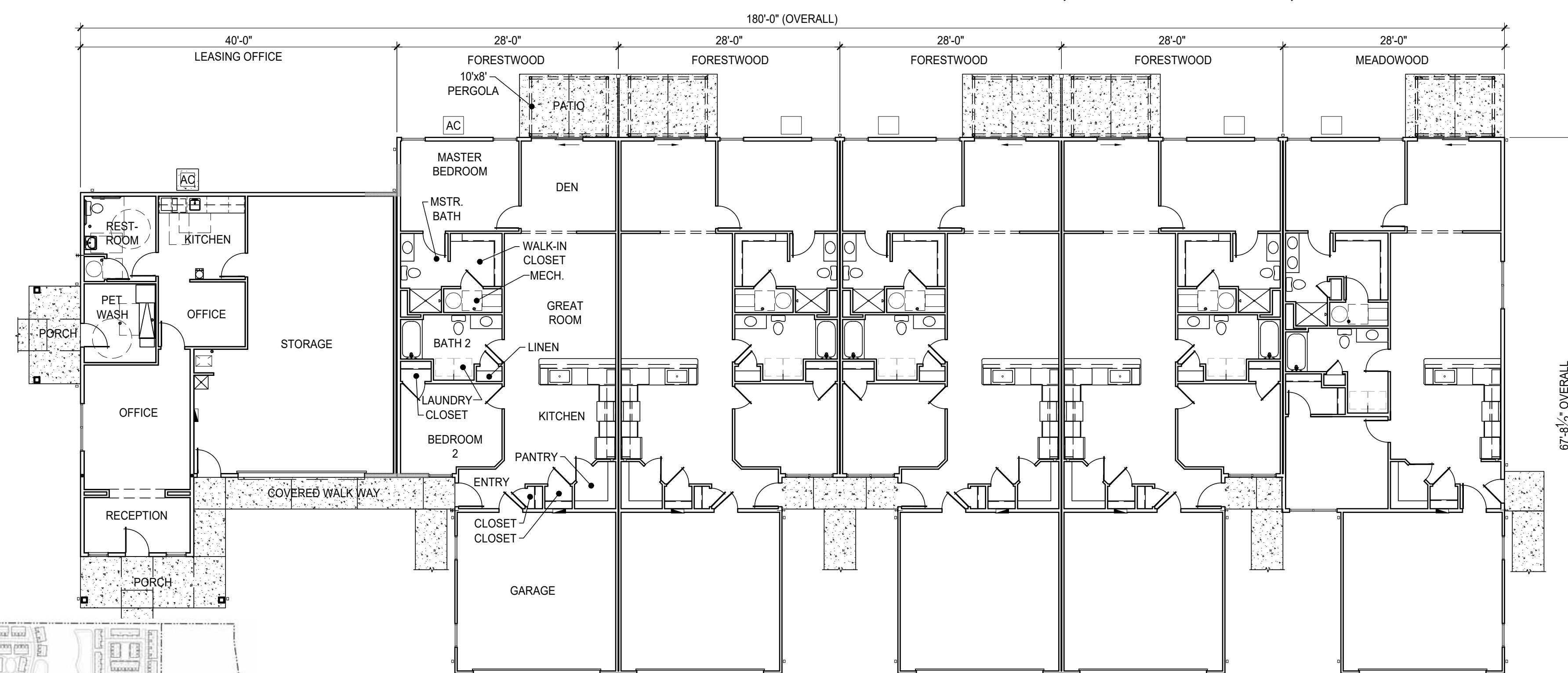
**3 SIDE ELEVATION**  
SCALE: 3/32" = 1'-0"  
**MEADOWOOD**



**2 REAR ELEVATION**  
SCALE: 3/32" = 1'-0"  
**LEASING OFFICE, FORESTWOOD, MEADOWOOD**



**1 FRONT ELEVATION**  
SCALE: 3/32" = 1'-0"  
**LEASING OFFICE, FORESTWOOD, MEADOWOOD**



**OVERALL FLOOR PLAN**  
SCALE: 3/32" = 1'-0"  
**LEASING OFFICE, FORESTWOOD, MEADOWOOD**

**SIDING COLORS - BY NORANDEX**



**EXTERIOR FINISH MATERIAL SELECTIONS**

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
STONE VENEER	PRESTIGE	OHIO WHITE VEIN
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS
6'-6" X 6'-8" SLIDING PATIO DOOR	VINYL	WHITE

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD.

MAP KEY:



**OPTION 1**

**MAPLE GLEN NEIGHBORHOOD:**

MEADOWOOD W/LEASING OFFICE





MAPLE GLEN NEIGHBORHOOD - MEADOWOOD W/ LEASING OFFICE

FRONT PERSPECTIVE

LEASING OFFICE, FORESTWOOD, MEADOWOOD



DATE: SEPTEMBER 08, 2023





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**BUILDING FLOOR PLAN AND ELEVATIONS**

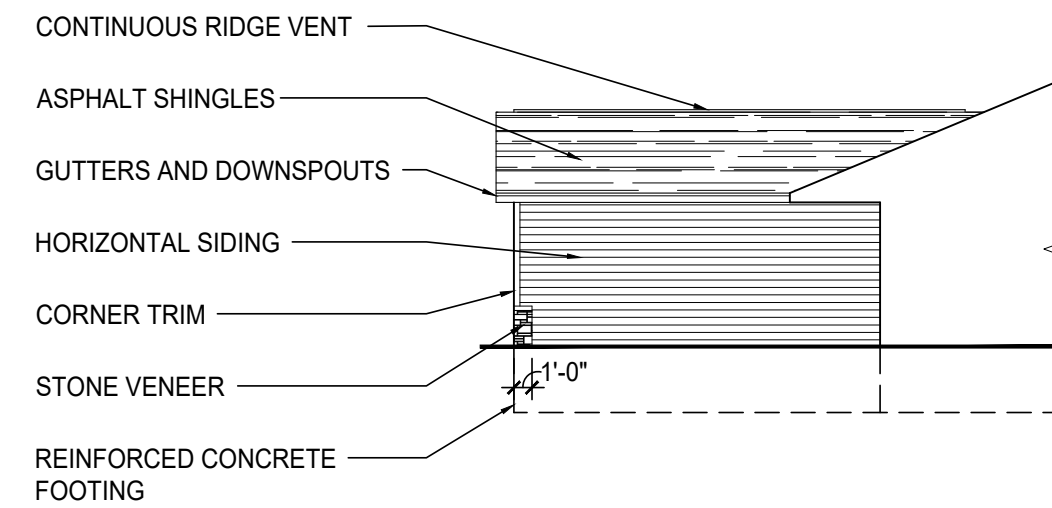
DATE: SEPTEMBER 08, 2023

PROJECT #: 18319

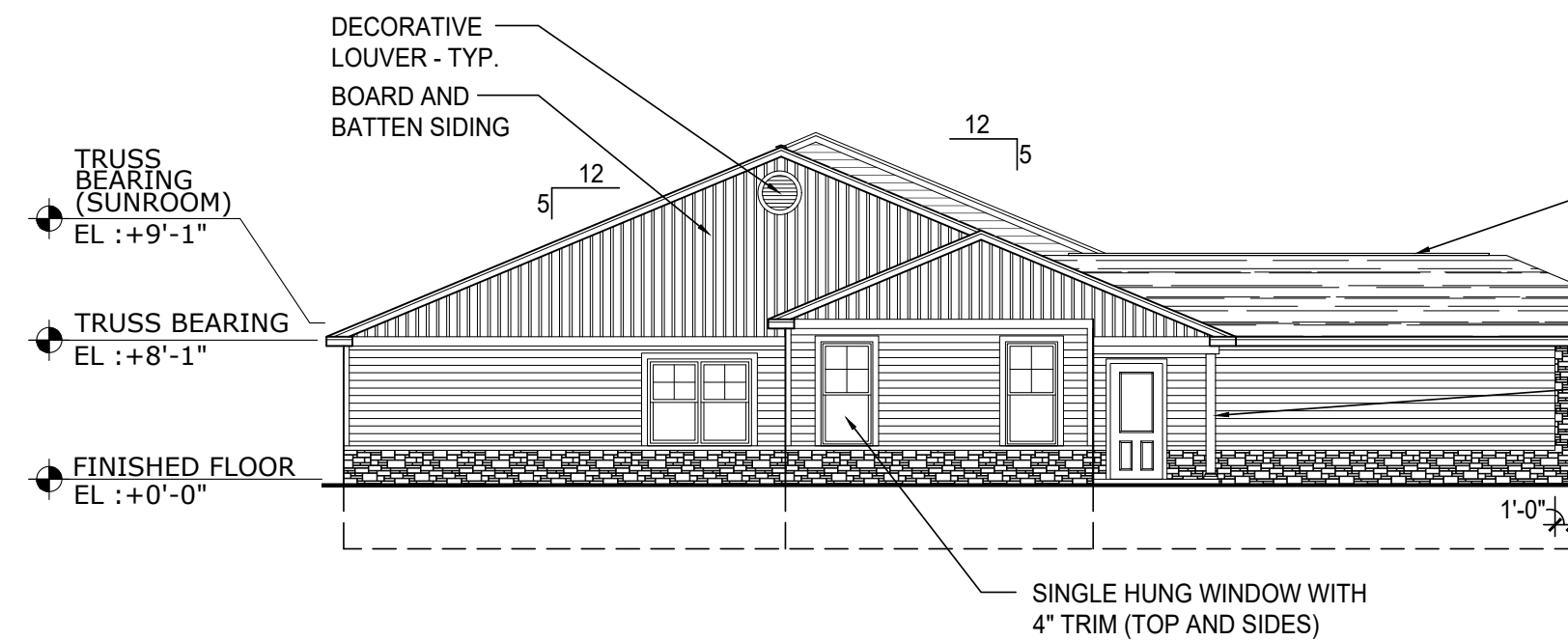
**REDWOOD POWELL HOME ROAD**

HOME ROAD  
POWELL, OH

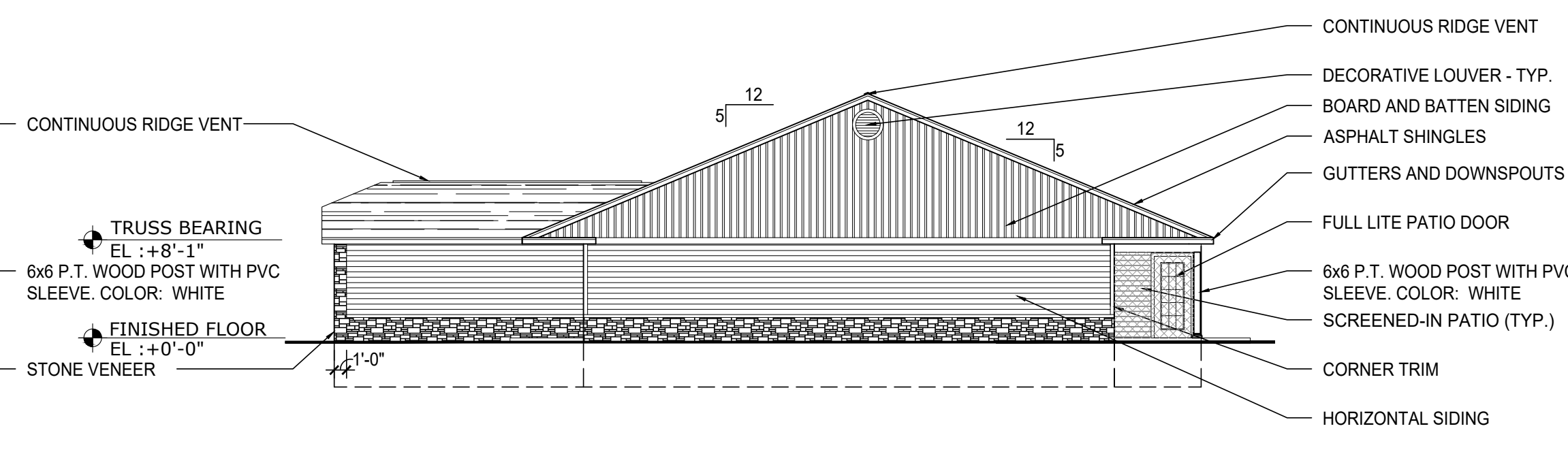
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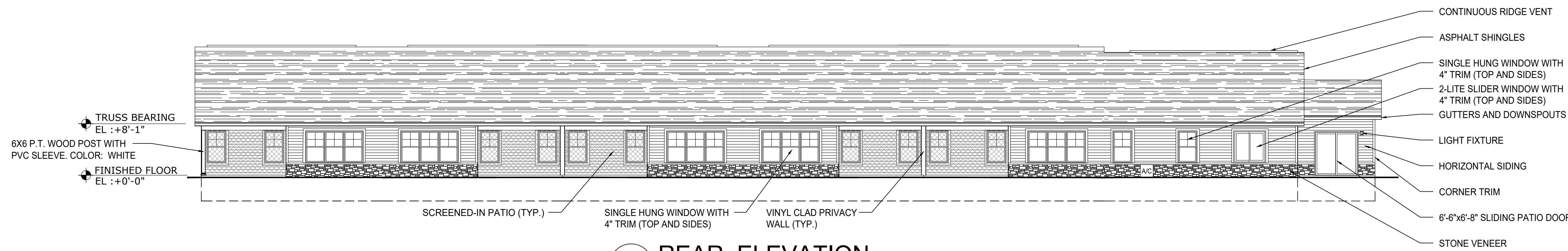
**5 PARTIAL SIDE ELEVATION  
BREEZEWOOD**  
SCALE: 3/32" = 1'-0"



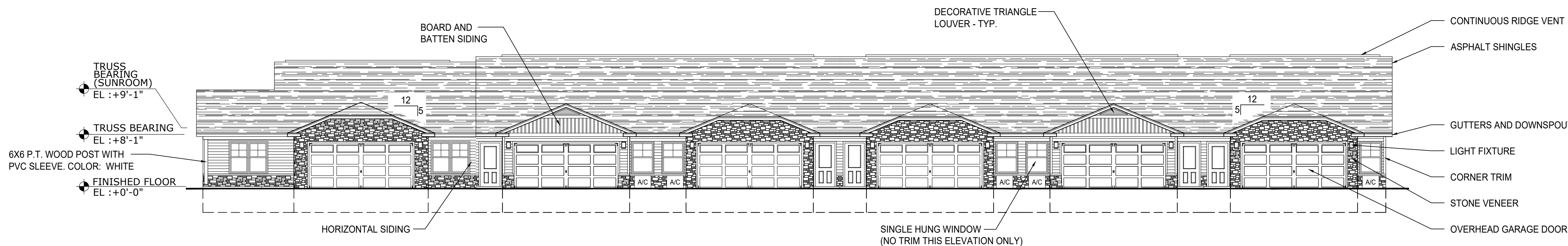
**4 SIDE ELEVATION  
BREEZEWOOD SUNROOM**  
SCALE: 3/32" = 1'-0"



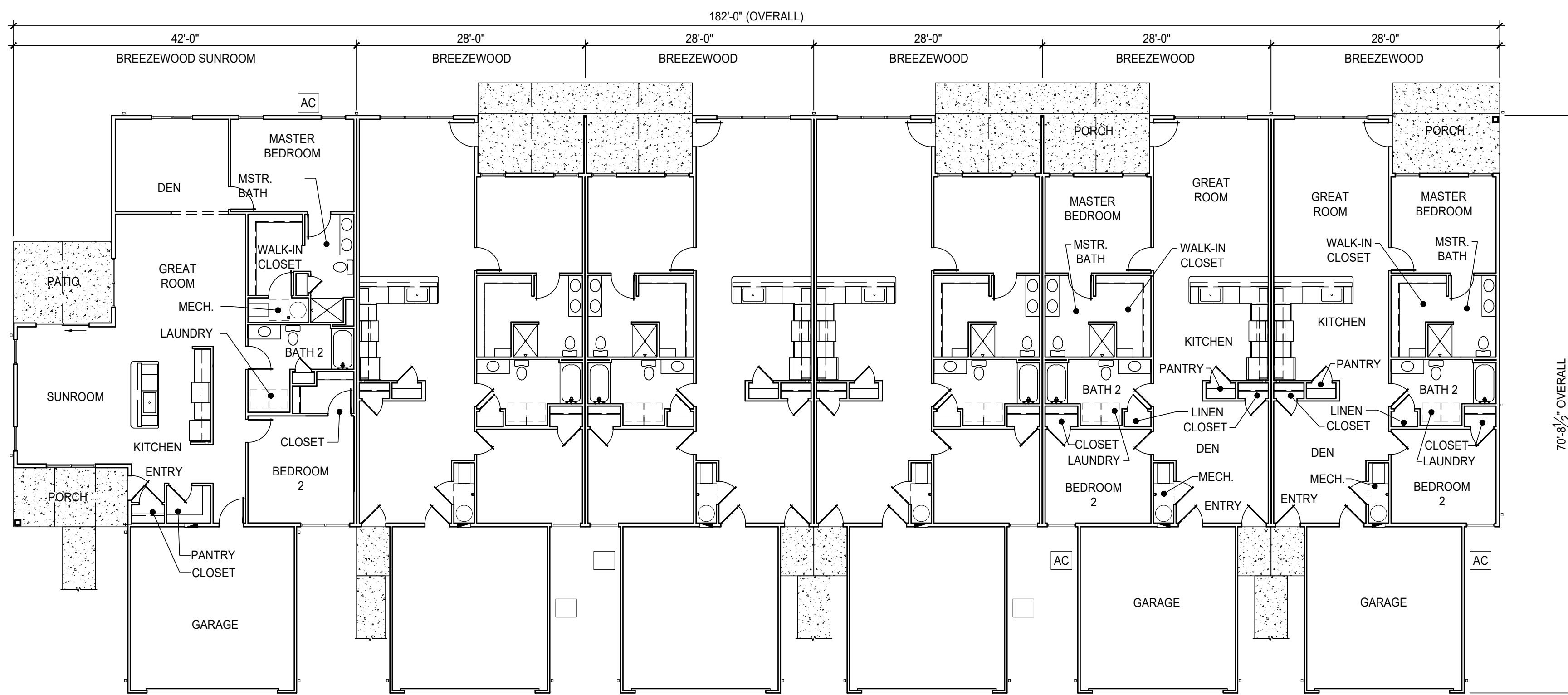
**3 SIDE ELEVATION  
BREEZEWOOD END 2**  
SCALE: 3/32" = 1'-0"



**2 REAR ELEVATION  
BREEZEWOOD END 2, BREEZEWOOD & BREEZEWOOD SUNROOM**  
SCALE: 3/32" = 1'-0"

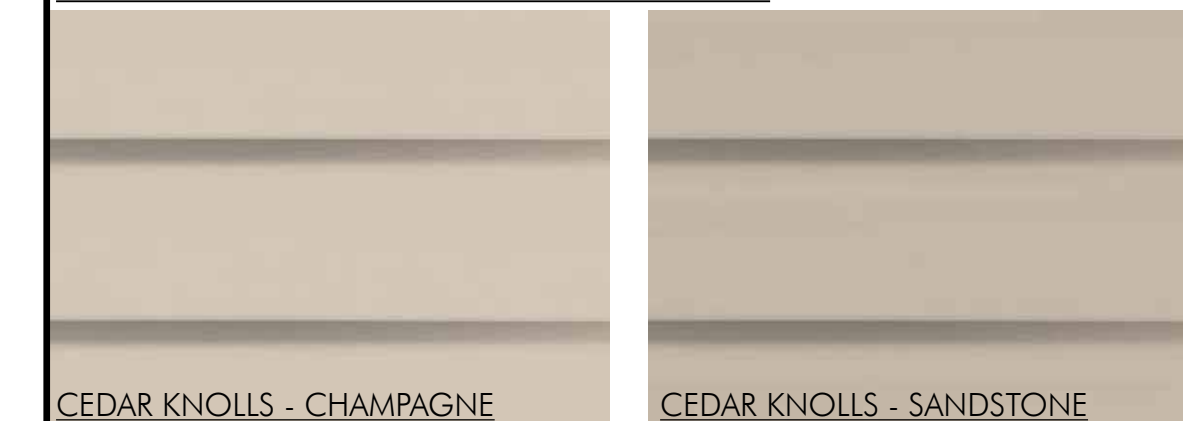


**1 FRONT ELEVATION  
BREEZEWOOD END 2, BREEZEWOOD & BREEZEWOOD SUNROOM**  
SCALE: 3/32" = 1'-0"



**OVERALL FLOOR PLAN  
BREEZEWOOD & BREEZEWOOD SUNROOM**  
SCALE : 3/32" = 1'-0"

**SIDING COLORS - BY NORANDEX**



**EXTERIOR FINISH MATERIAL SELECTIONS**

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
STONE VENEER	PRESTIGE	OHIO WHITE VEIN
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS
6'-6" X 6'-8" SLIDING PATIO DOOR	VINYL	WHITE

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE  
AND LEGIBLE FROM THE STREET OR ROAD.

**PHASE 1 - OPTION 1**





## GARAGE PERSPECTIVE

**BREEZEWOOD & BREEZEWOOD SUNROOM**

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**Redwood**  
APARTMENT NEIGHBOODS

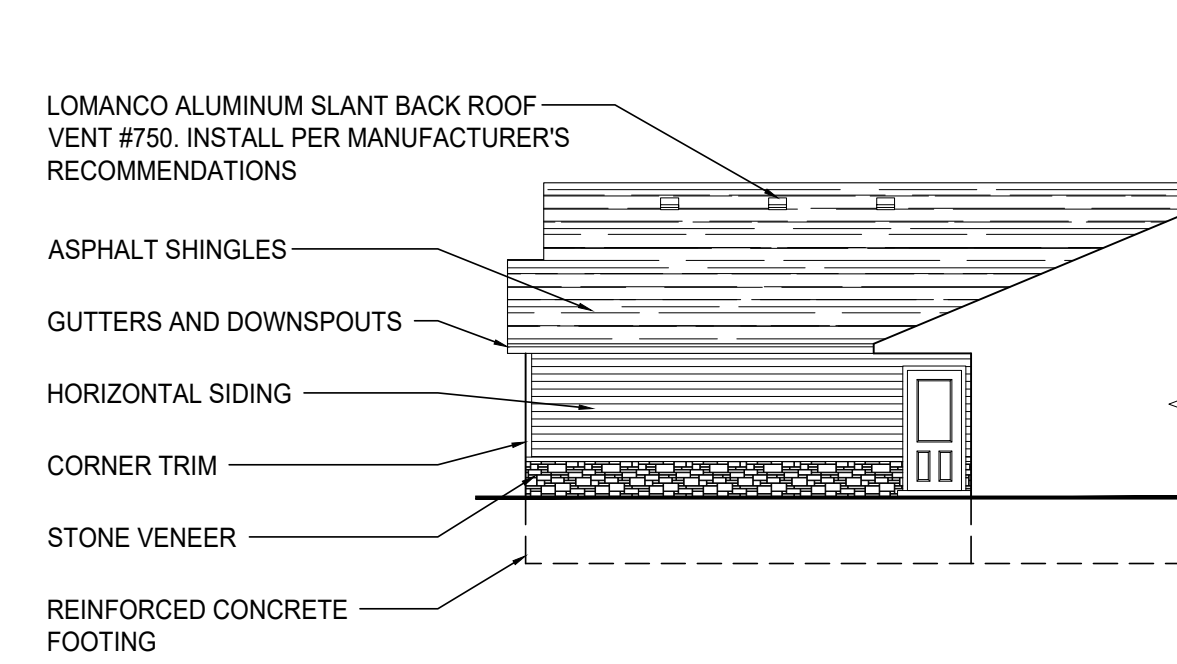
**BUILDING FLOOR PLAN AND ELEVATIONS**

PROJECT #: 18319 DATE: SEPTEMBER 08, 2023

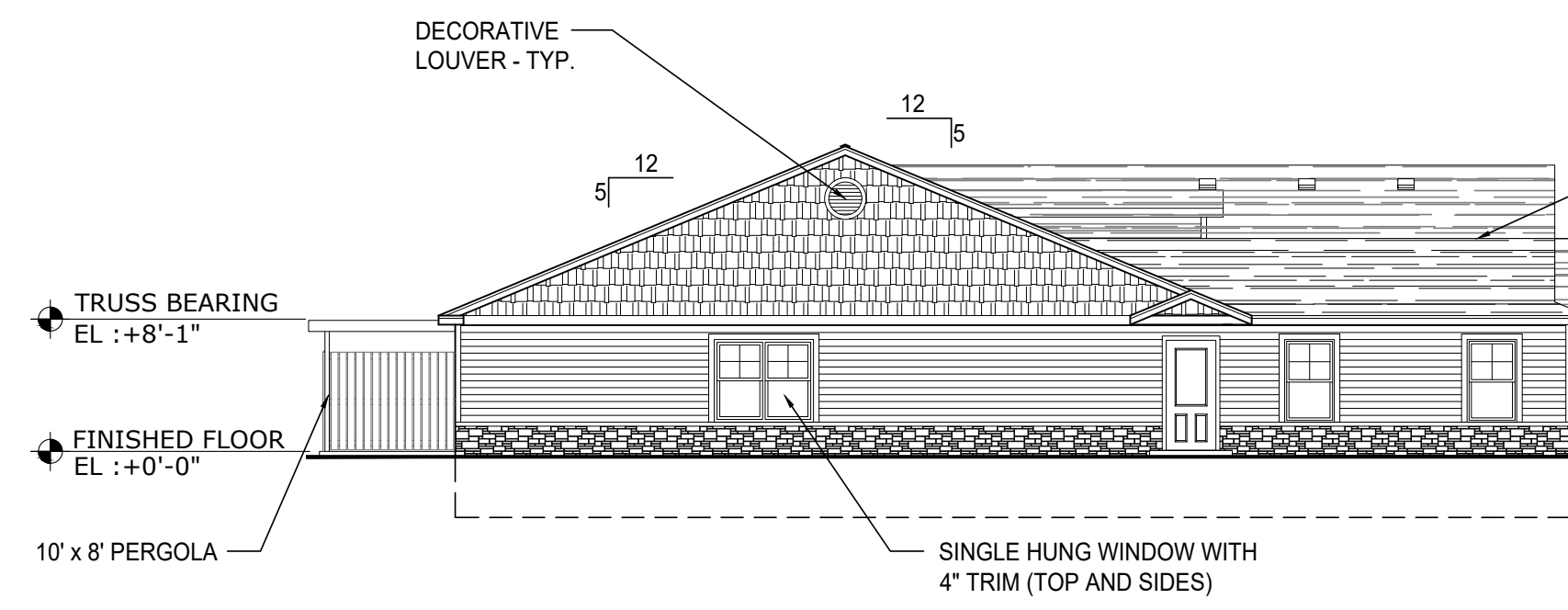
**REDWOOD POWELL HOME ROAD**

HOME ROAD  
POWELL, OH

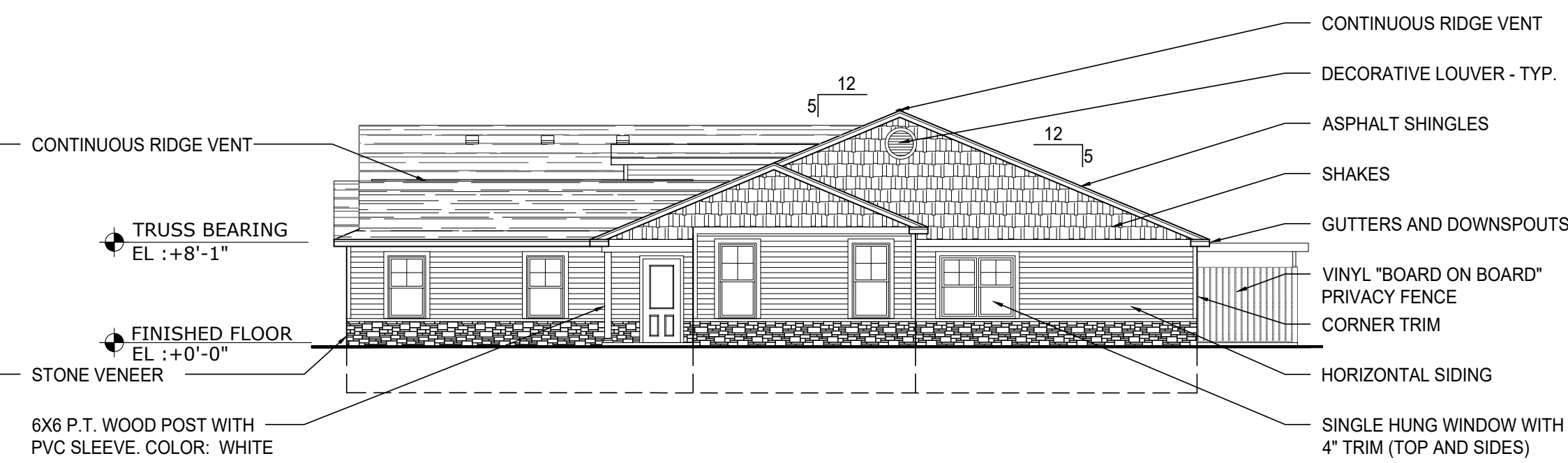
**A1.8**



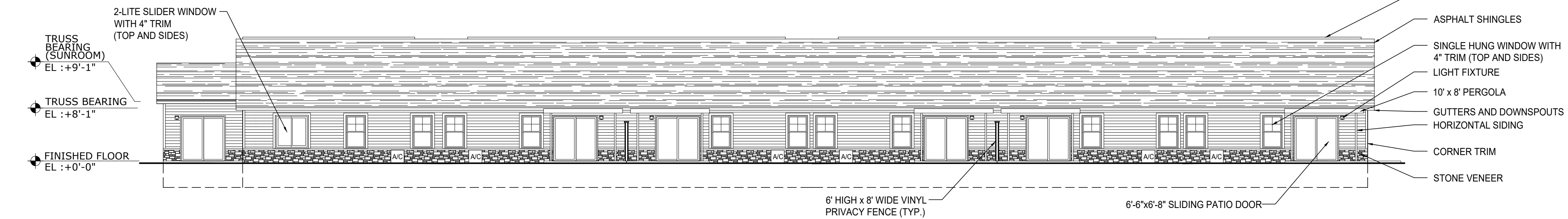
**5 PARTIAL SIDE ELEVATION  
FORESTWOOD**  
SCALE: 3/32" = 1'-0"



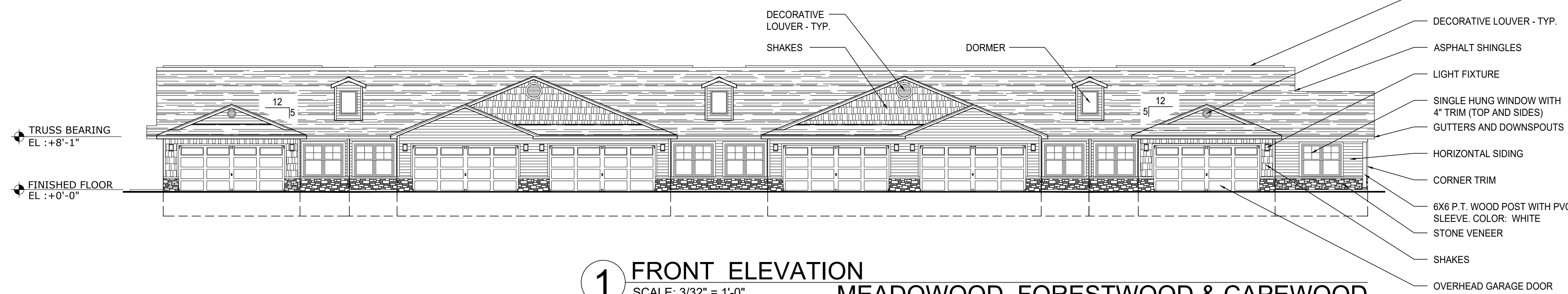
**4 SIDE ELEVATION  
MEADOWOOD**  
SCALE: 3/32" = 1'-0"



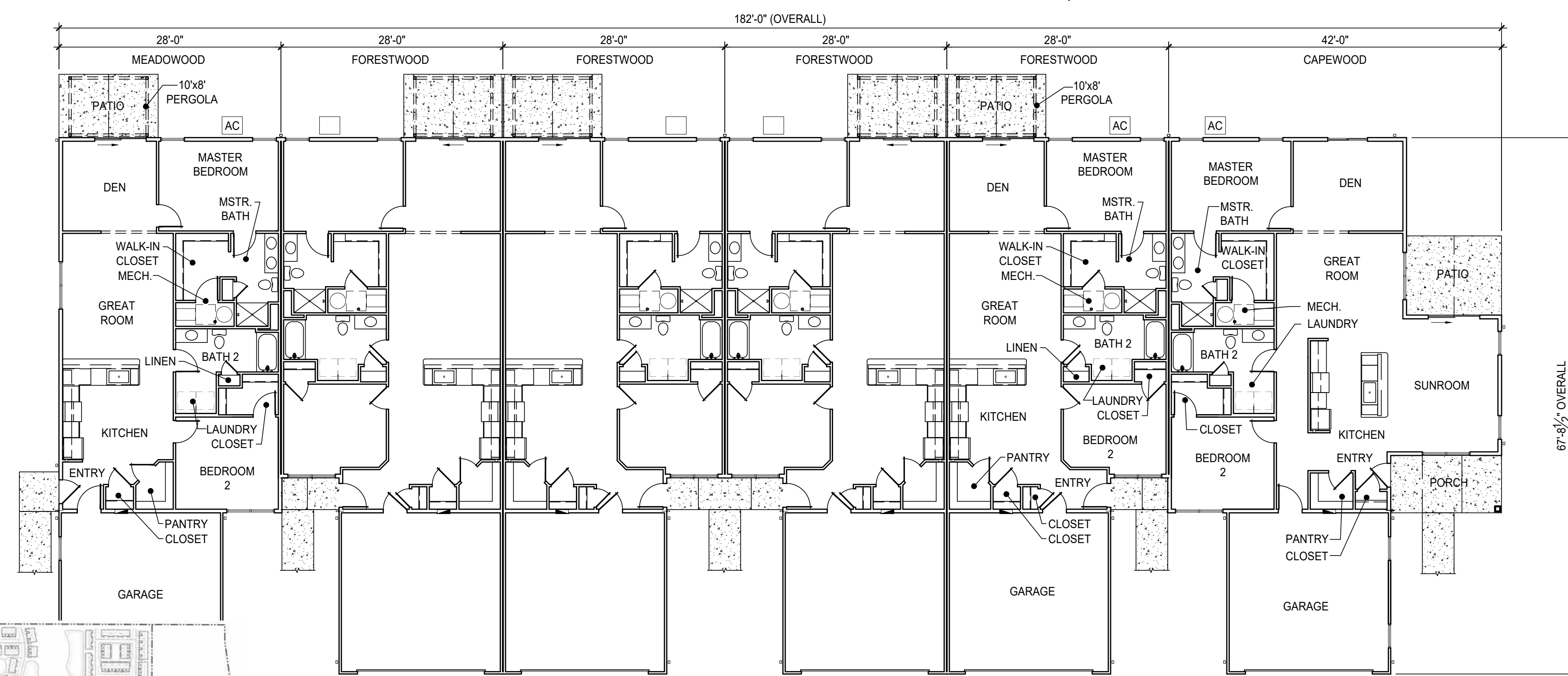
**3 SIDE ELEVATION  
CAPEWOOD**  
SCALE: 3/32" = 1'-0"



**2 REAR ELEVATION  
MEADOWOOD, FORESTWOOD & CAPEWOOD**  
SCALE: 3/32" = 1'-0"



**1 FRONT ELEVATION  
MEADOWOOD, FORESTWOOD & CAPEWOOD**  
SCALE: 3/32" = 1'-0"



MAP KEY:



**MAPLE GLEN NEIGHBORHOOD:**  
MEADOWOOD W/SUNROOM

**PHASE 1 - OPTION 1**

**OVERALL FLOOR PLAN  
MEADOWOOD, FORESTWOOD & CAPEWOOD**  
SCALE : 3/32" = 1'-0"

**SIDING COLORS - BY NORANDEX**



**EXTERIOR FINISH MATERIAL SELECTIONS**

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
STONE VENEER	PRESTIGE	OHIO WHITE VEIN
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS
6'-6" X 6'-8" SLIDING PATIO DOOR	VINYL	WHITE

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD.

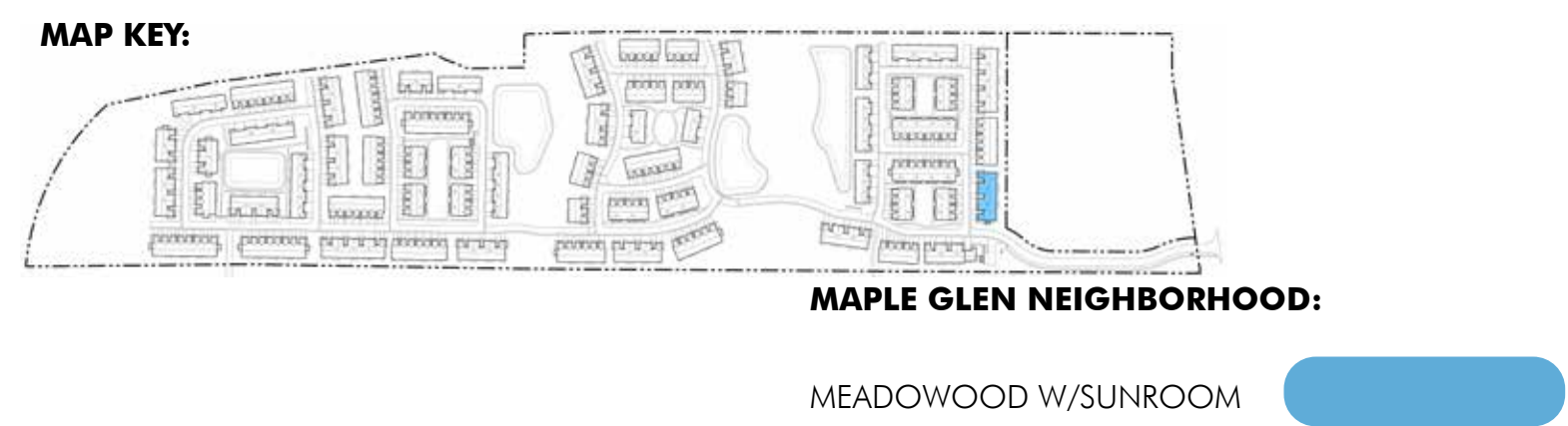




MAPLE GLEN NEIGHBORHOOD - MEADOWOOD W/ SUNROOM

FRONT PERSPECTIVE

MEADOWOOD, FORESTWOOD, & CAPEWOOD



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BUILDING FLOOR PLAN AND ELEVATIONS

DATE: SEPTEMBER 08, 2023

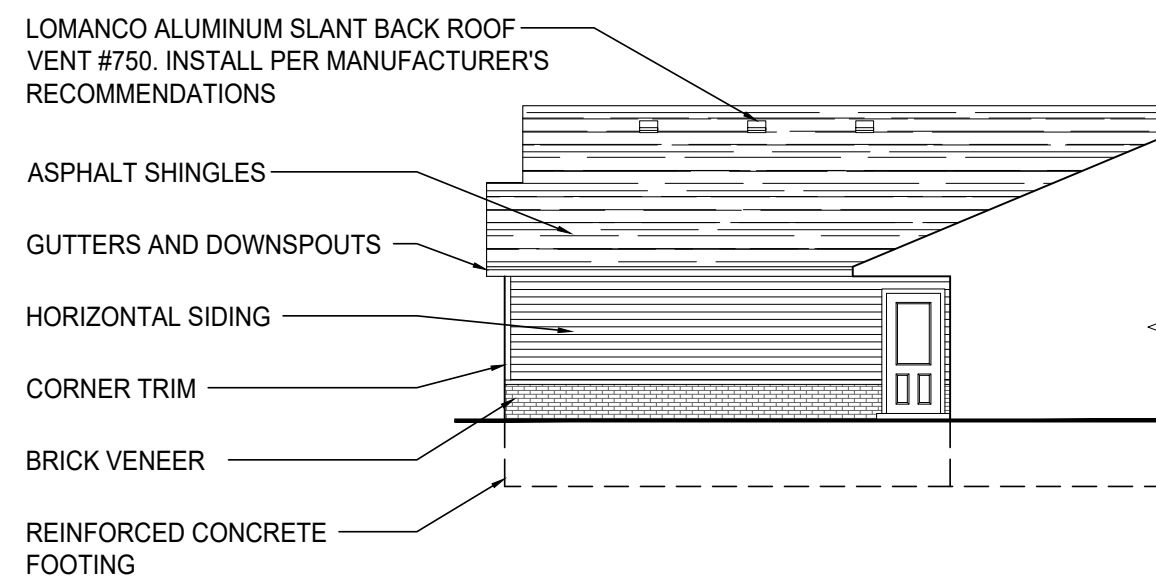
PROJECT #: 18319

REDWOOD POWELL HOME ROAD PHASE II

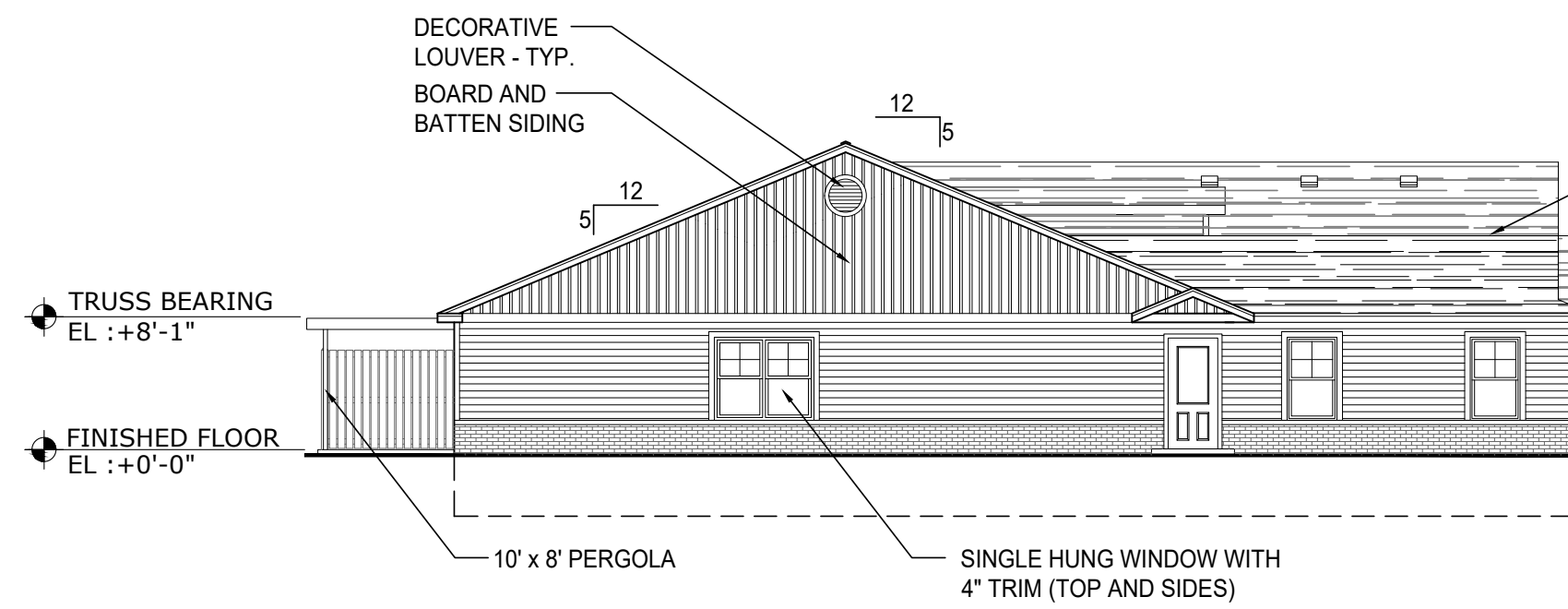
HOME ROAD  
POWELL, OH



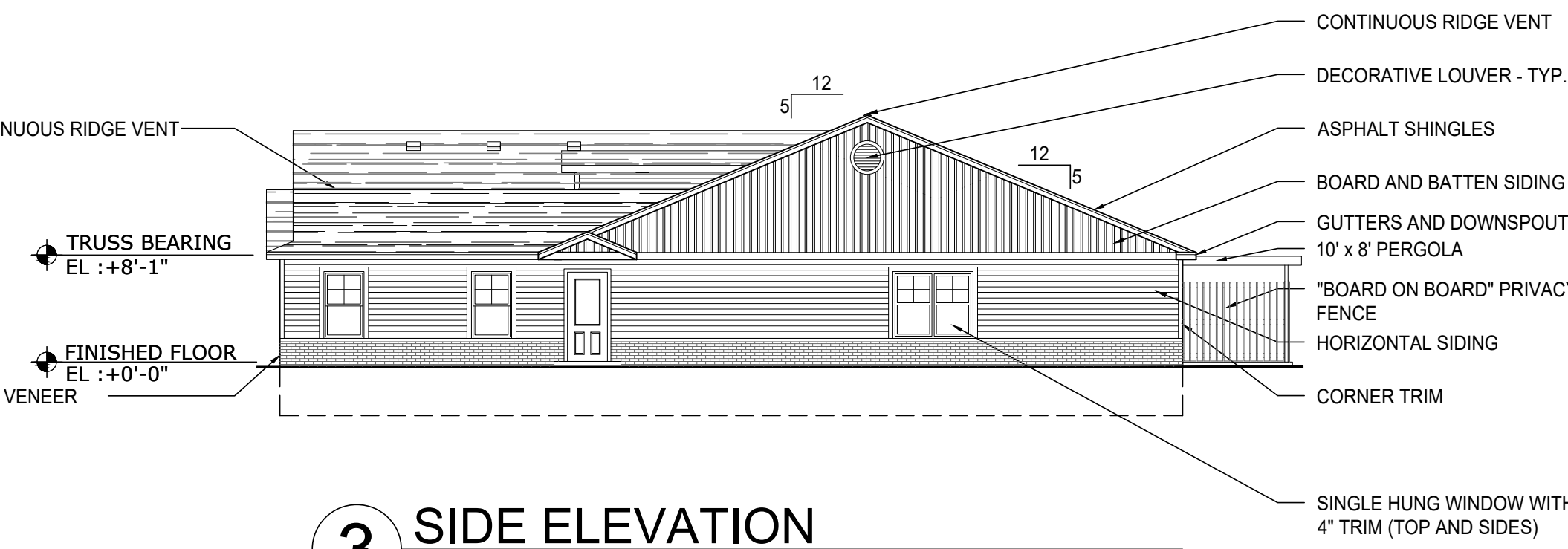
A1.1



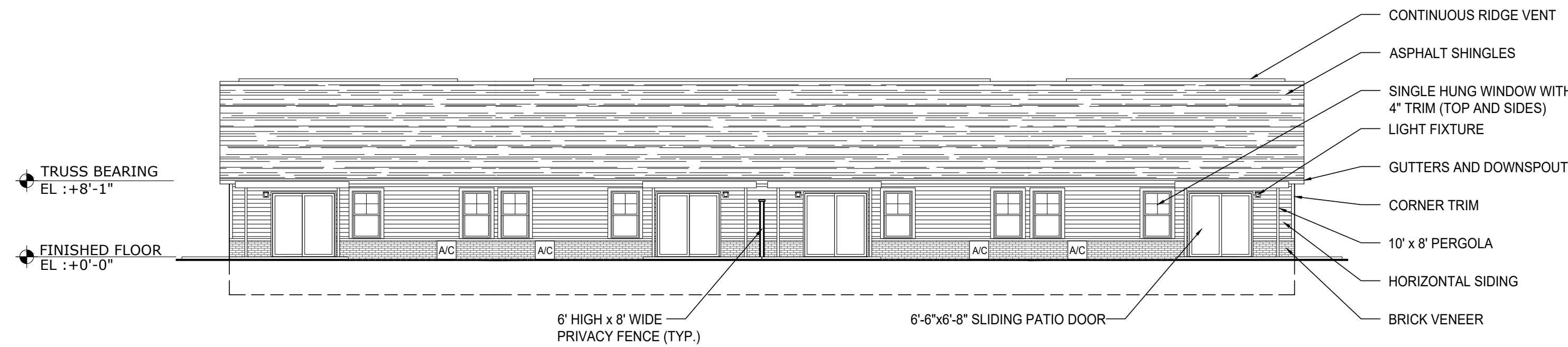
5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0" FORESTWOOD



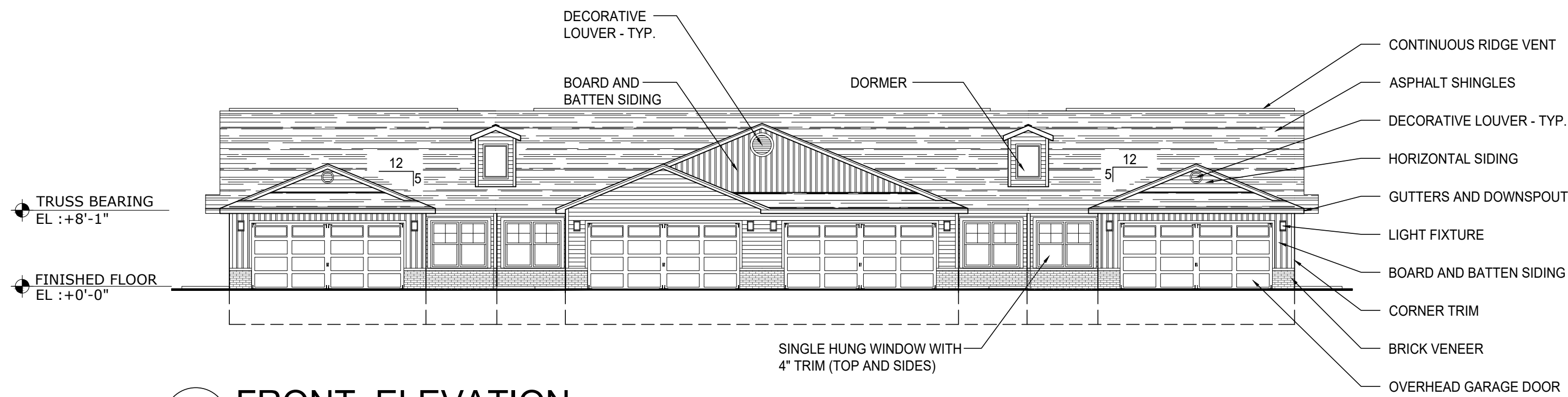
4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" MEADOWOOD



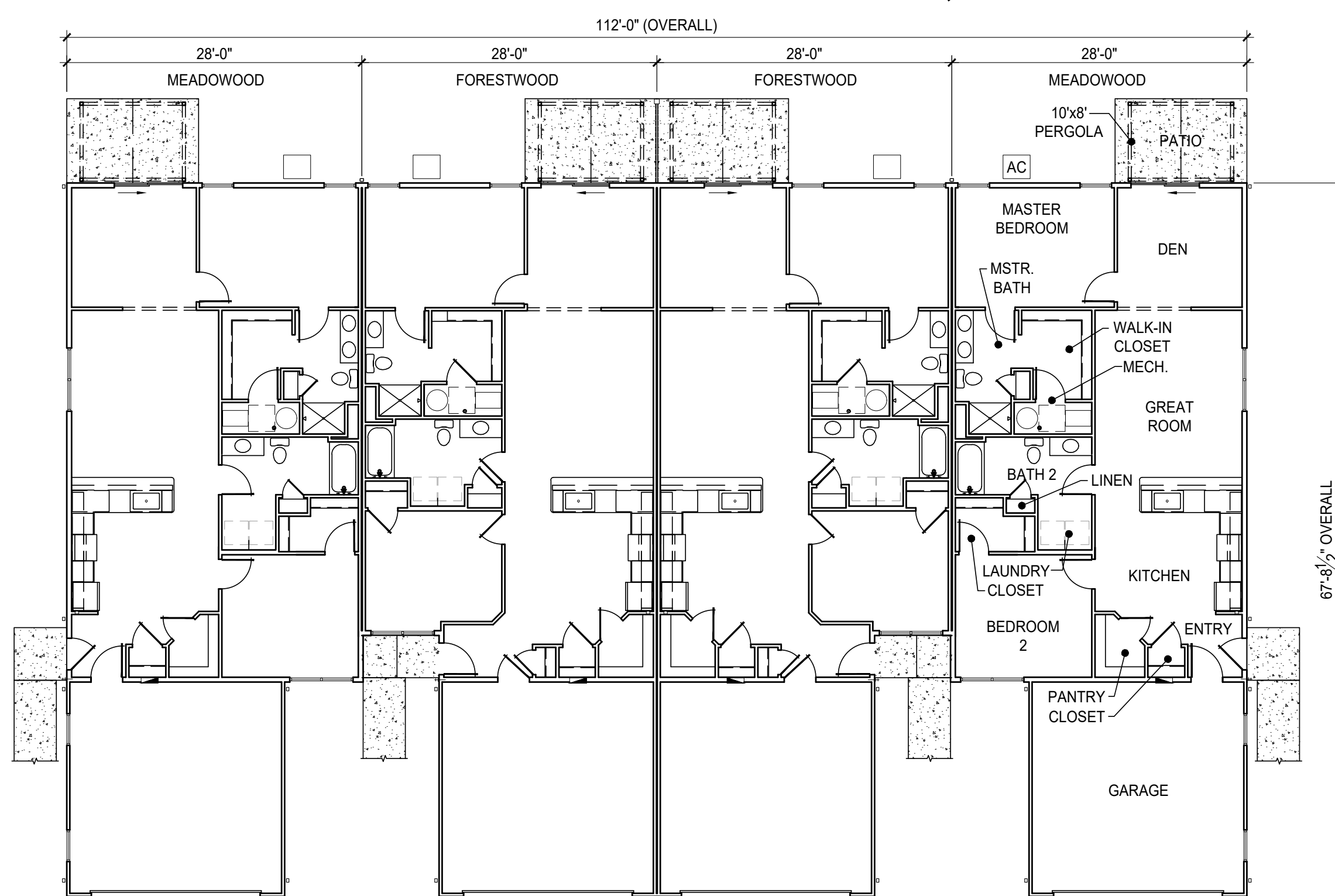
3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" MEADOWOOD



2 REAR ELEVATION  
SCALE: 3/32" = 1'-0" MEADOWOOD, FORESTWOOD



1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0" MEADOWOOD, FORESTWOOD



OVERALL FLOOR PLAN  
SCALE: 3/32" = 1'-0" MEADOWOOD, FORESTWOOD

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
BRICK VENEER	TBD	TBD
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS
6'-6" X 6'-8" SLIDING PATIO DOOR	VINYL	WHITE

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD.

MAP KEY:



PHASE II - OPTION 1

OAK GROVE NEIGHBORHOOD:

MEADOWOOD TYPE 2





OAK GROVE NEIGHBORHOOD - MEADOWOOD TYPE 2

FRONT PERSPECTIVE

MEADOWOOD, FORESTWOOD

MAP KEY:



OAK GROVE NEIGHBORHOOD:

MEADOWOOD TYPE 2



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DATE: SEPTEMBER 08, 2023





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BUILDING FLOOR PLAN AND ELEVATIONS

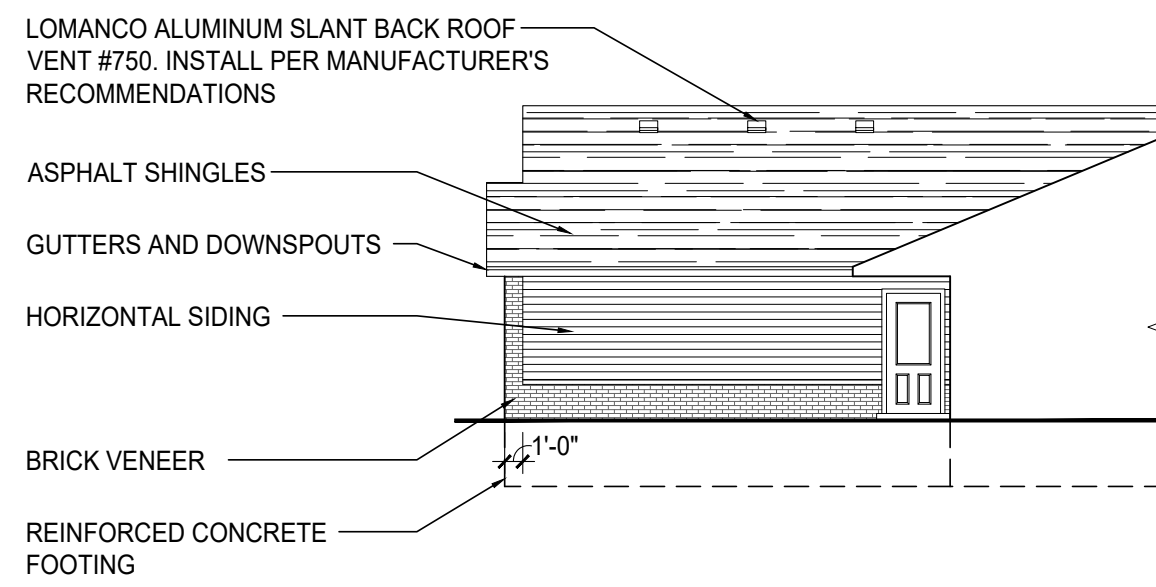
DATE: SEPTEMBER 08, 2023

PROJECT #: 18319

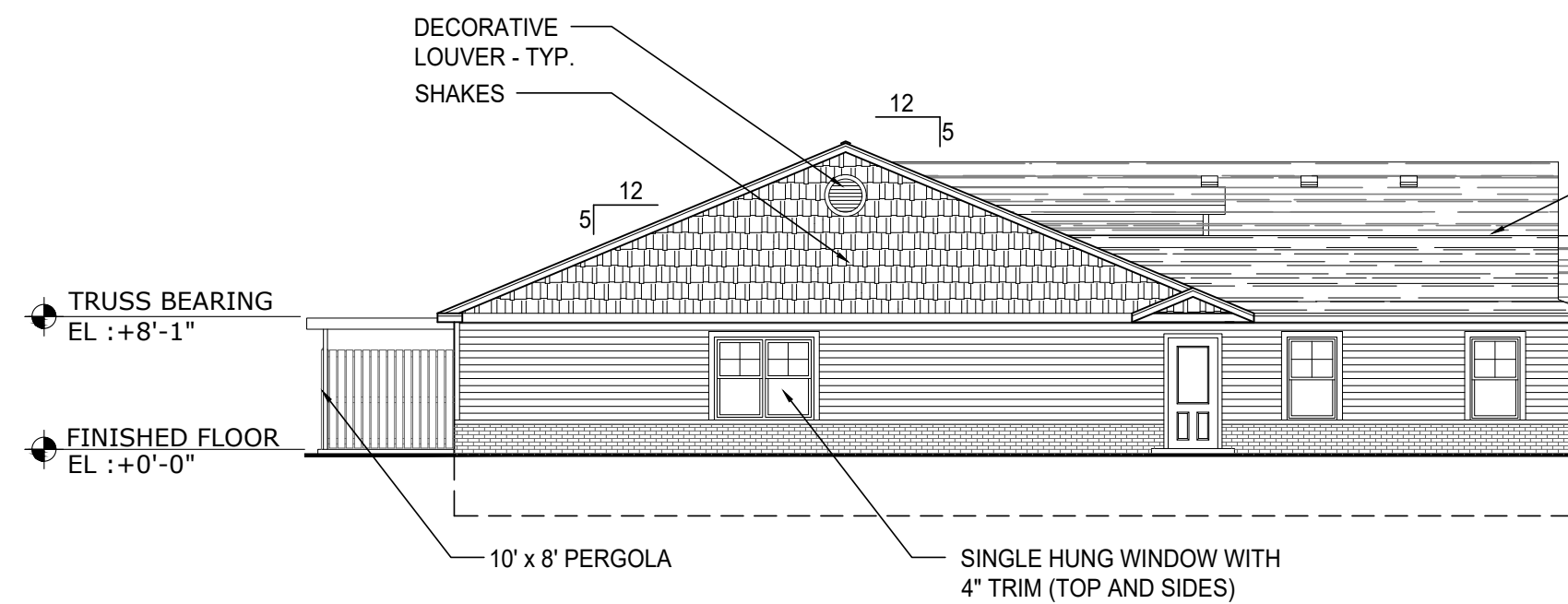
REDWOOD POWELL HOME ROAD PHASE II

HOME ROAD  
POWELL, OH

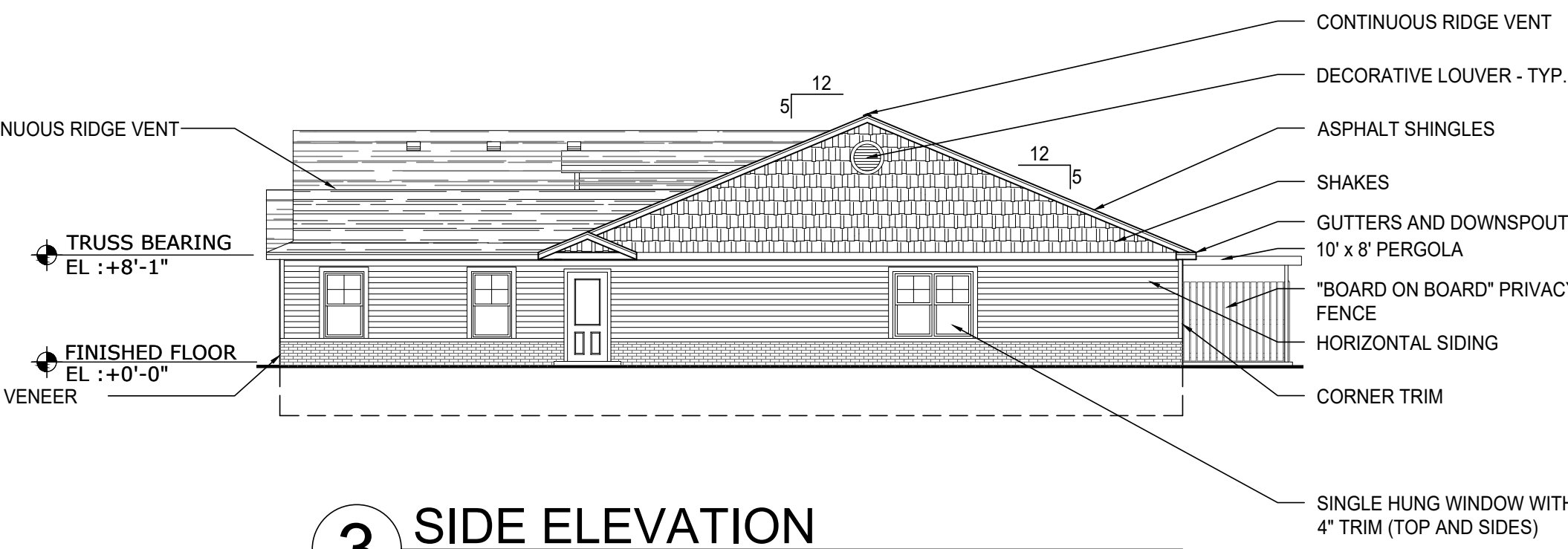
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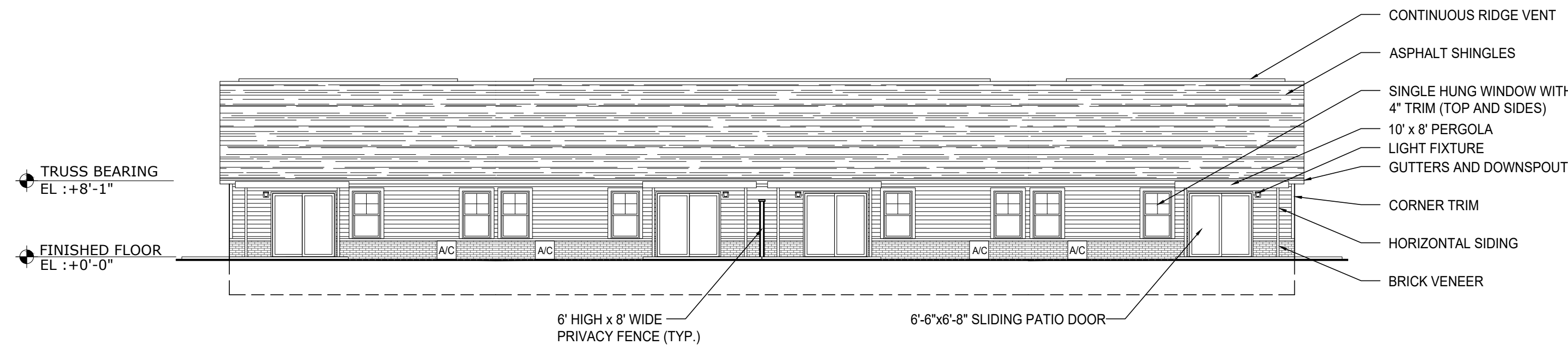
5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0" FORESTWOOD



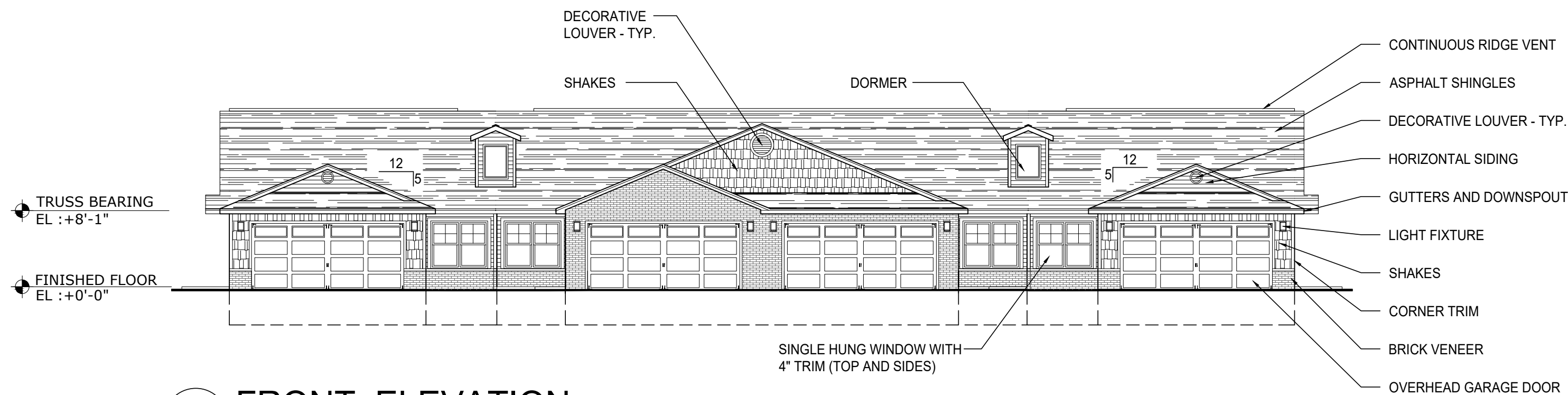
4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" MEADOWOOD



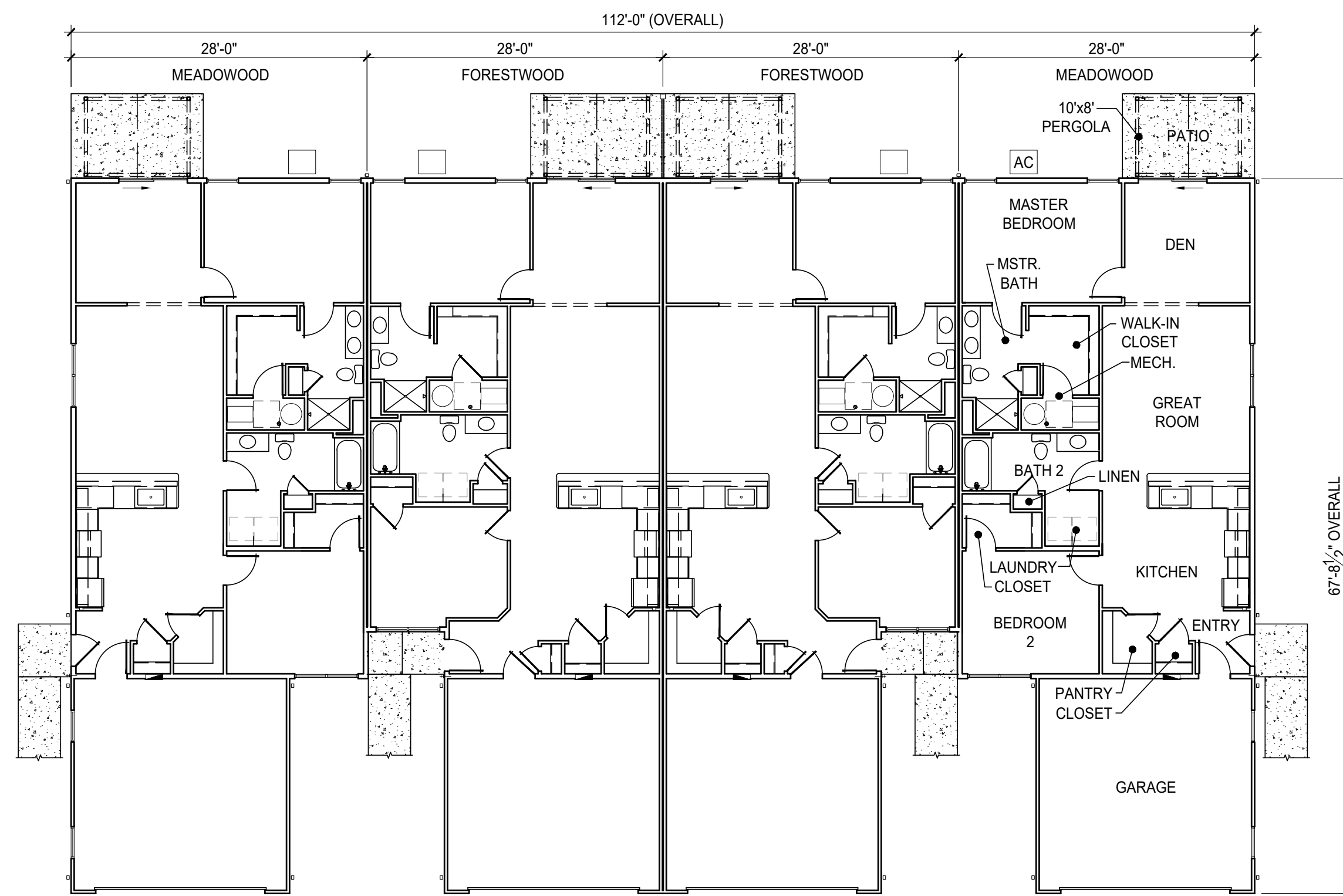
3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" MEADOWOOD



2 REAR ELEVATION  
SCALE: 3/32" = 1'-0" MEADOWOOD, FORESTWOOD



1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0" MEADOWOOD, FORESTWOOD



OVERALL FLOOR PLAN  
SCALE: 3/32" = 1'-0" MEADOWOOD, FORESTWOOD

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
BRICK VENEER	TBD	TBD
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS
6'-6" X 6'-8" SLIDING PATIO DOOR	VINYL	WHITE

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD.

MAP KEY:



PHASE II - OPTION 2

OAK GROVE NEIGHBORHOOD:  
MEADOWOOD TYPE 3



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**Redwood**  
APARTMENT NEIGHBORHOODS

BUILDING FLOOR PLAN AND ELEVATIONS

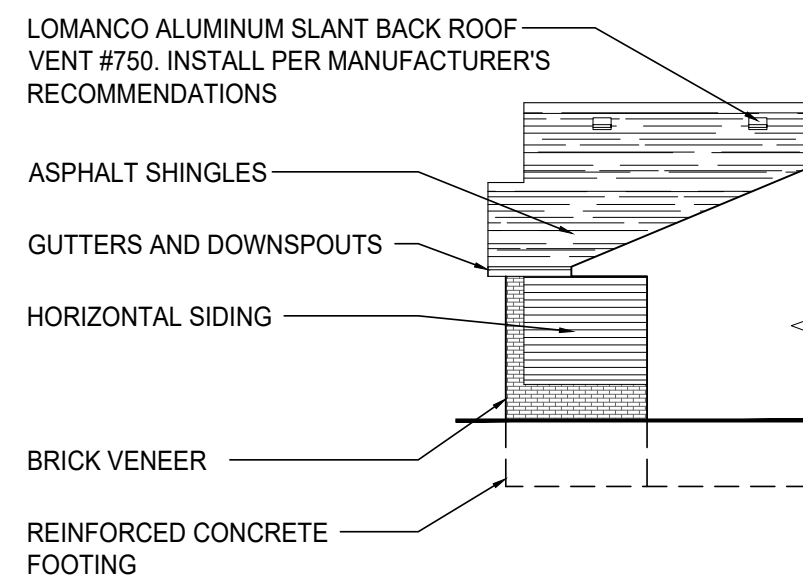
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PROJECT #: 18319

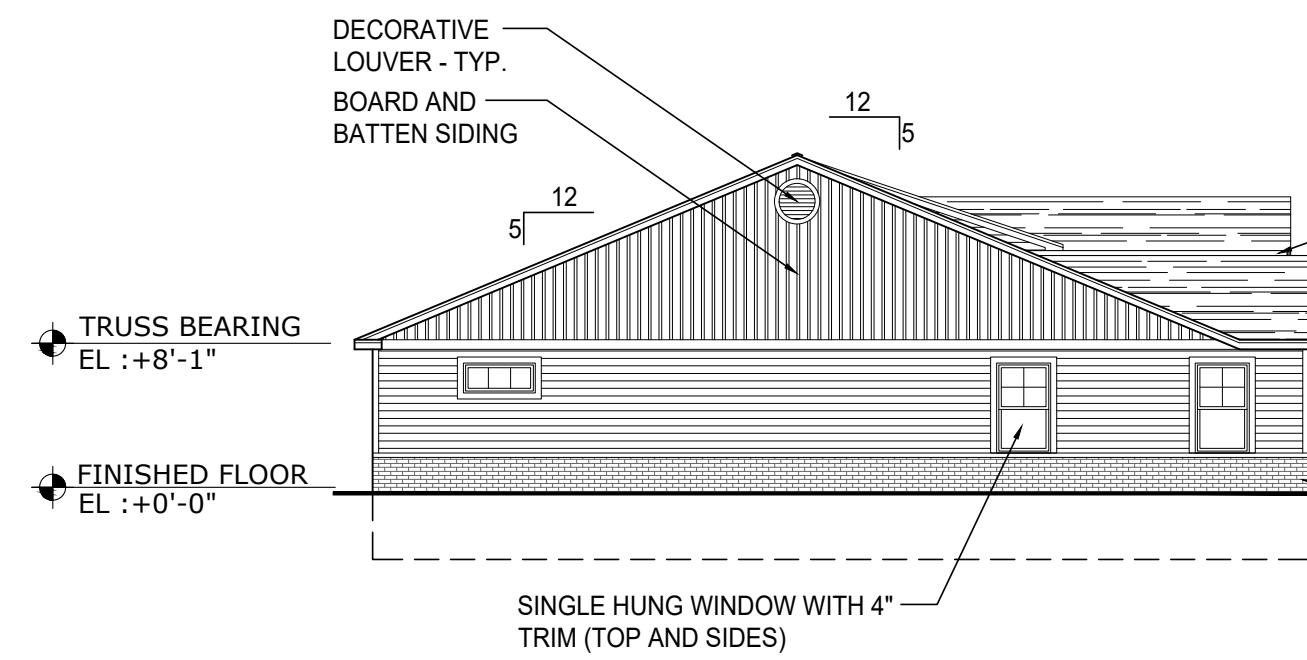
REDWOOD POWELL HOME ROAD PHASE II

HOME ROAD  
POWELL, OH

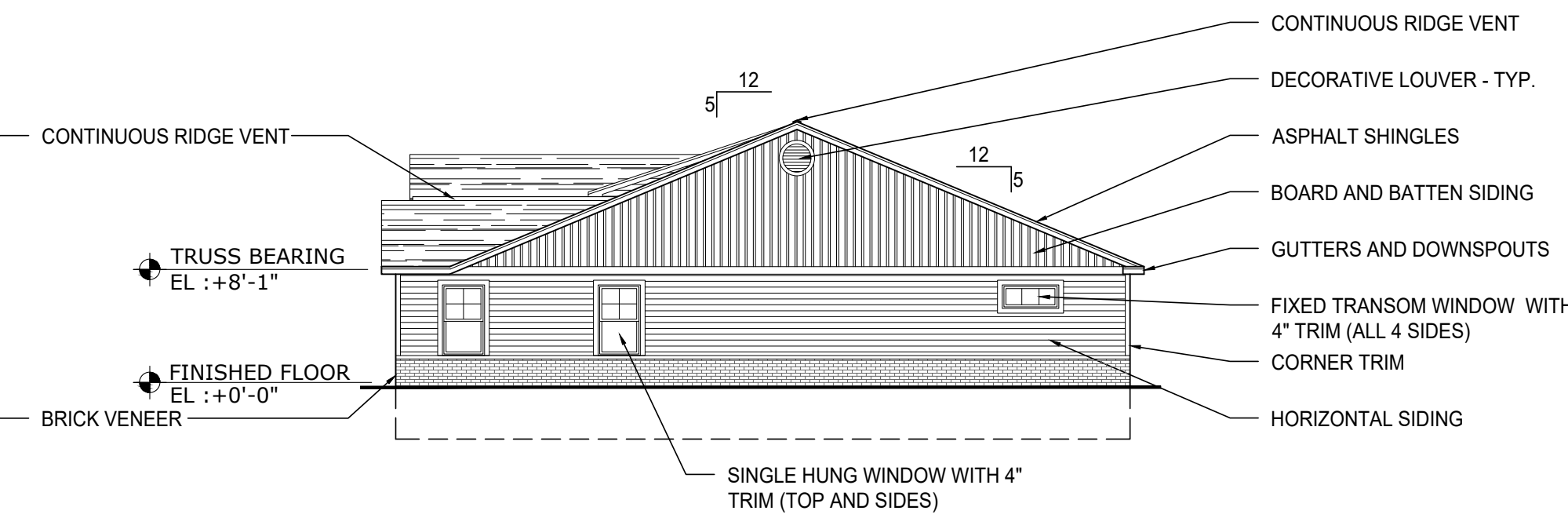
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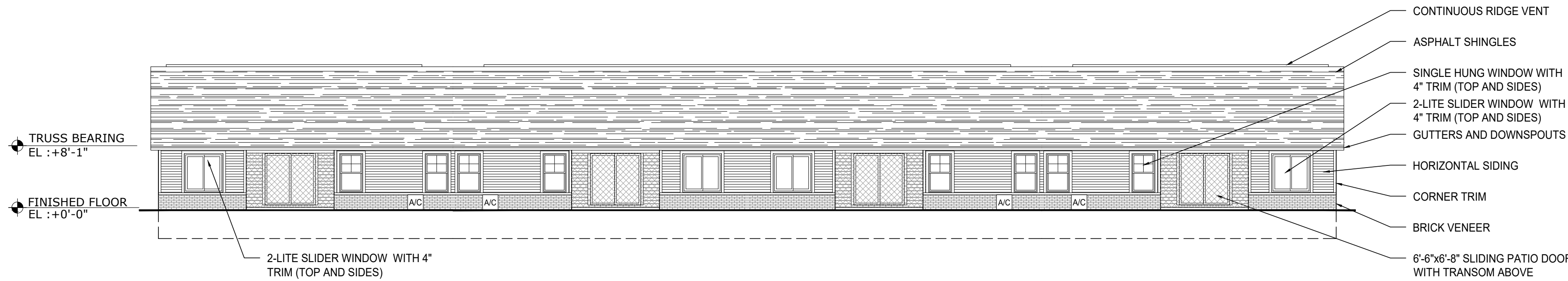
5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



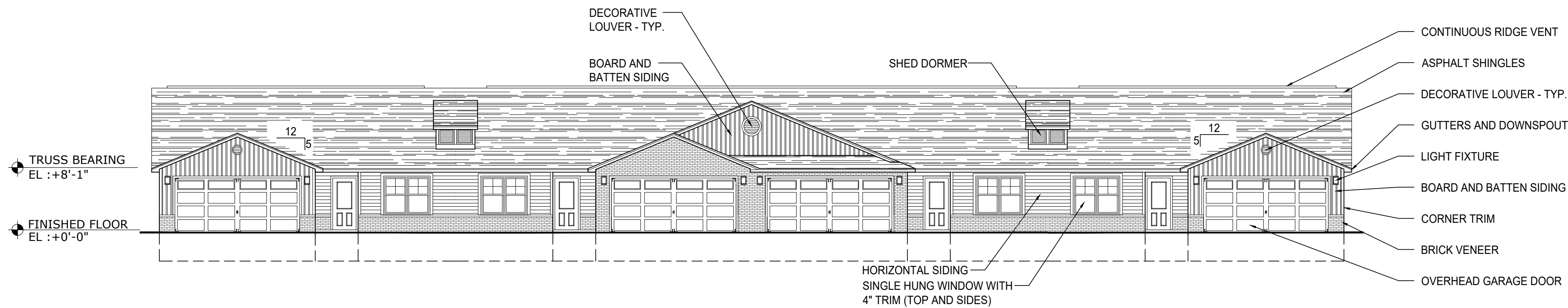
4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD

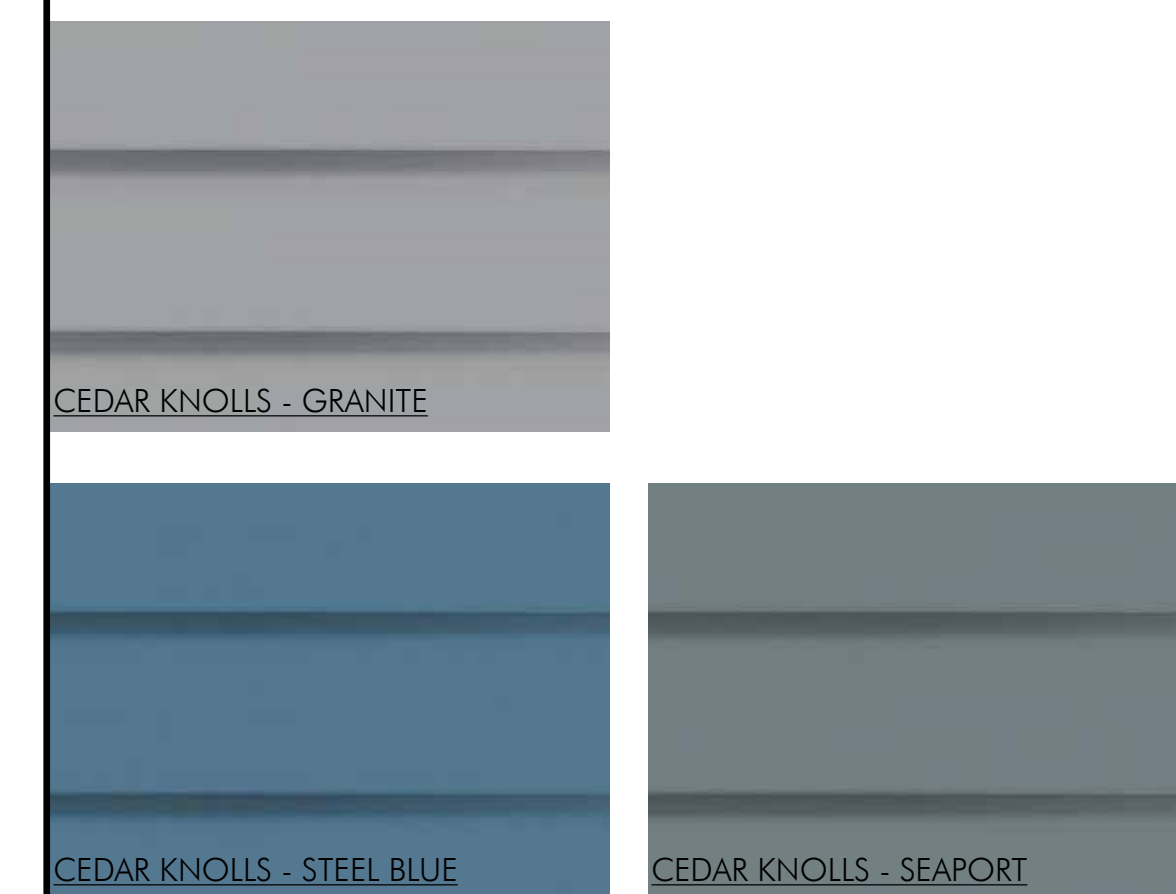


2 REAR ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
BRICK VENEER	TBD	TBD
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS
6'-6" X 6'-8" SLIDING PATIO DOOR	VINYL	WHITE

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD.

MAP KEY:



PHASE II - OPTION 2

OAK GROVE NEIGHBORHOOD:

WILLOWOOD TYPE 3

OVERALL FLOOR PLAN

SCALE : 3/32" = 1'-0"



WILLOWOOD





OAK GROVE NEIGHBORHOOD - WILLOWOOD TYPE 3

FRONT PERSPECTIVE

WILLOWOOD



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BUILDING FLOOR PLAN AND ELEVATIONS

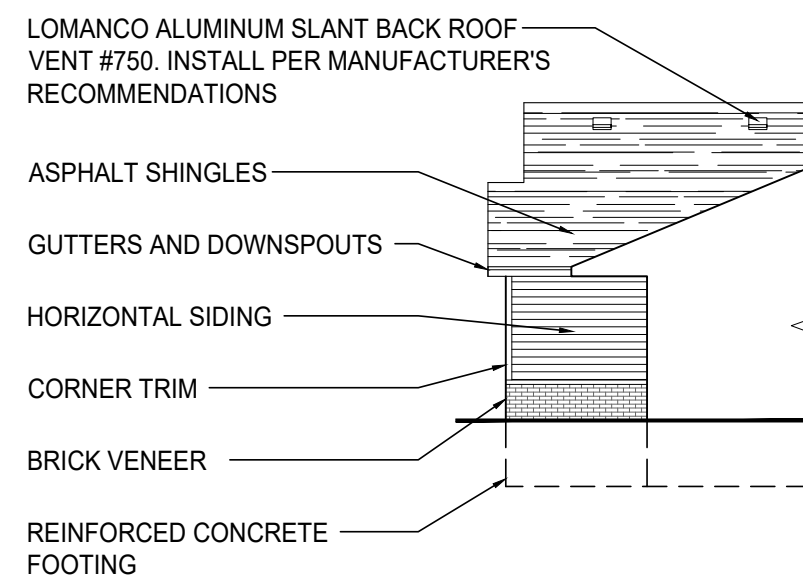
DATE: SEPTEMBER 08, 2023

PROJECT #: 18319

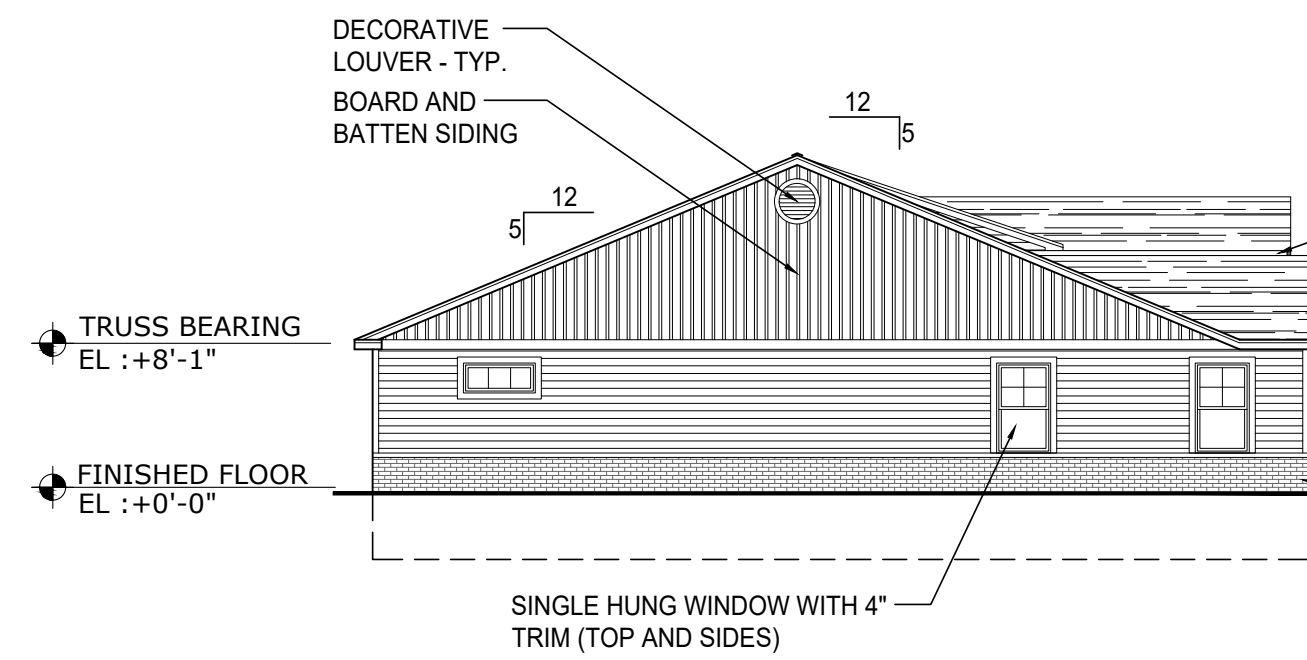
REDWOOD POWELL HOME ROAD PHASE II

HOME ROAD  
POWELL, OH

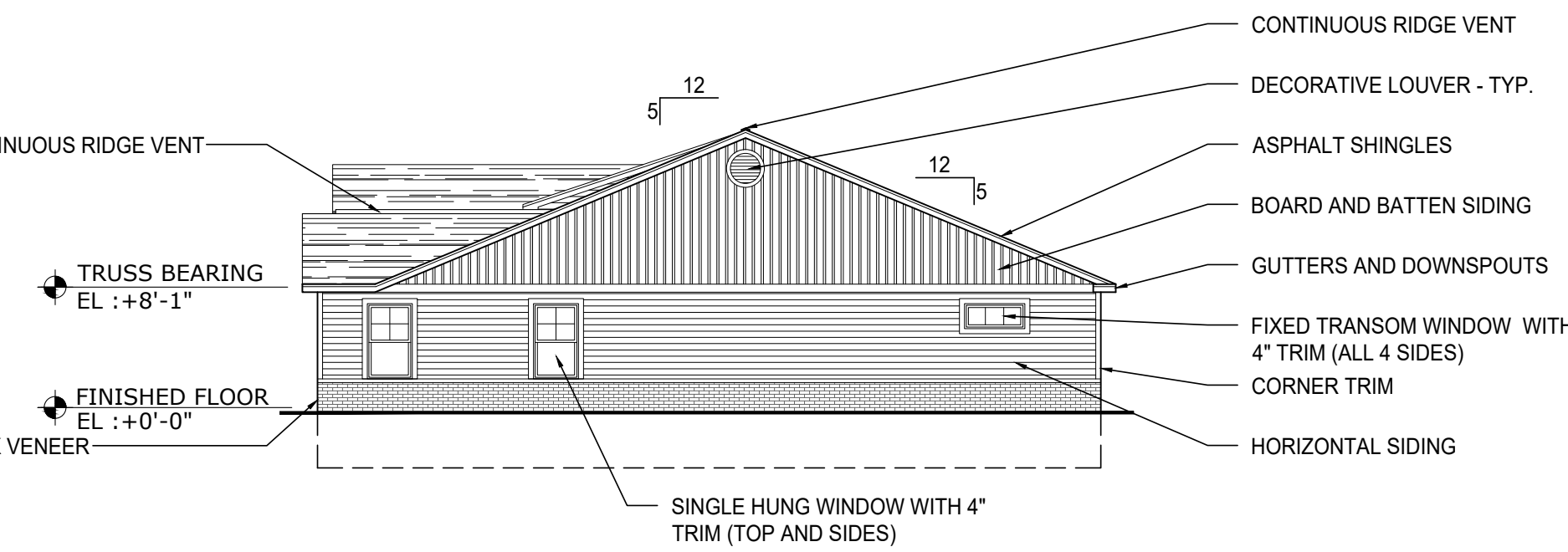
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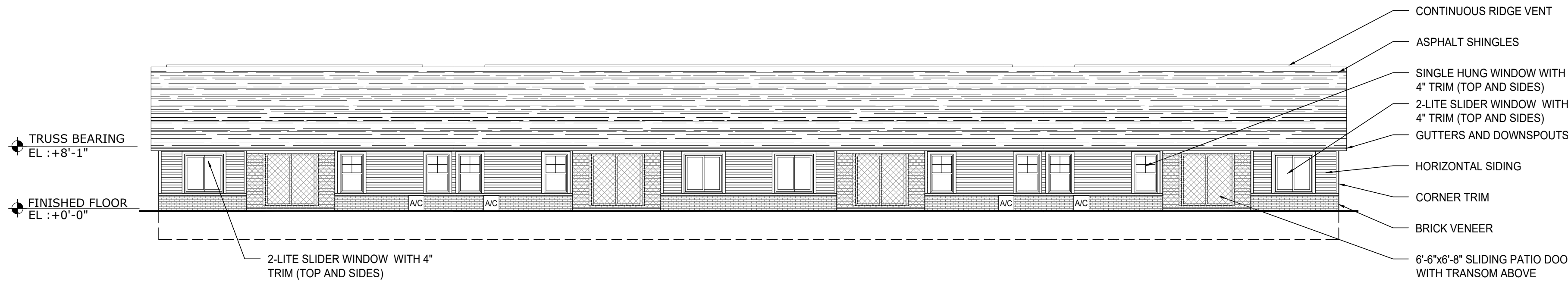
5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



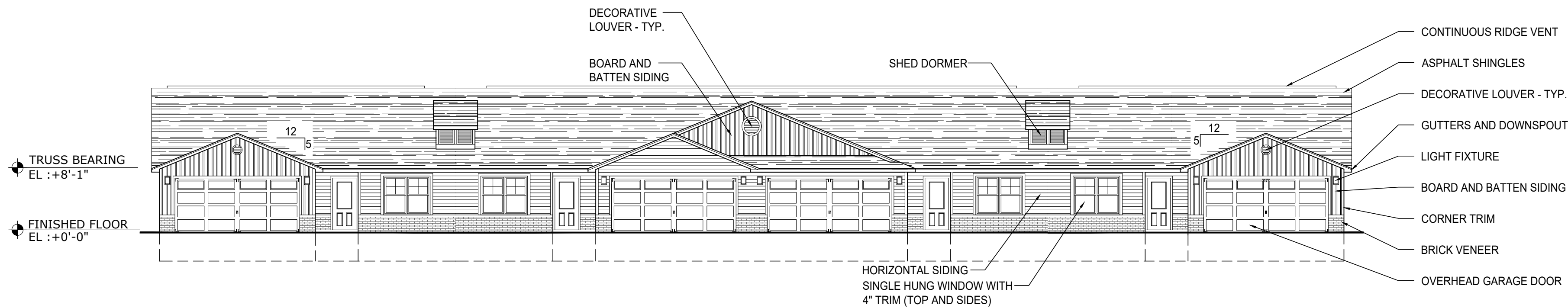
4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD

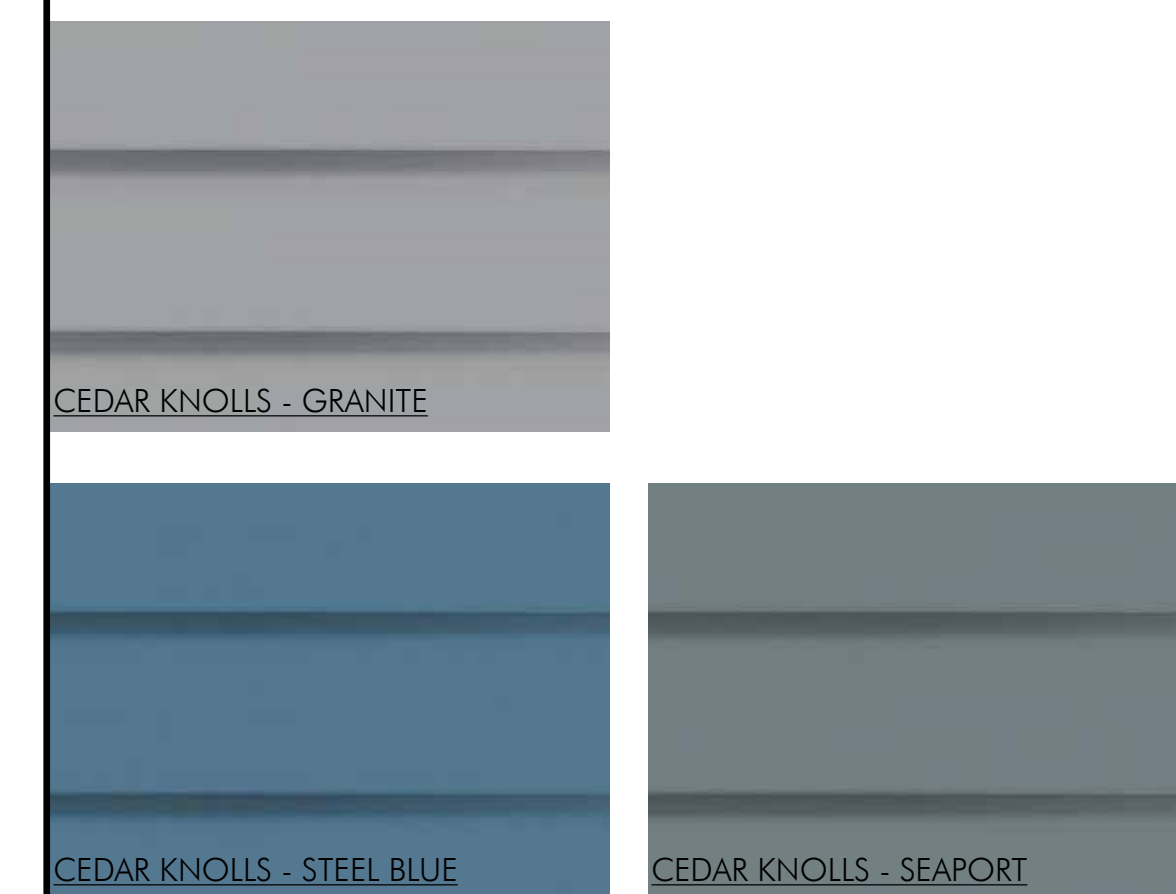


2 REAR ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
BRICK VENEER	TBD	TBD
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS
6'-6" X 6'-8" SLIDING PATIO DOOR	VINYL	WHITE

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD.

MAP KEY:



PHASE II - OPTION 1

OAK GROVE NEIGHBORHOOD:

WILLOWOOD TYPE 4

OVERALL FLOOR PLAN

SCALE : 3/32" = 1'-0"



WILLOWOOD





OAK GROVE NEIGHBORHOOD - WILLOWOOD TYPE 4

FRONT PERSPECTIVE

WILLOWOOD



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BUILDING FLOOR PLAN AND ELEVATIONS

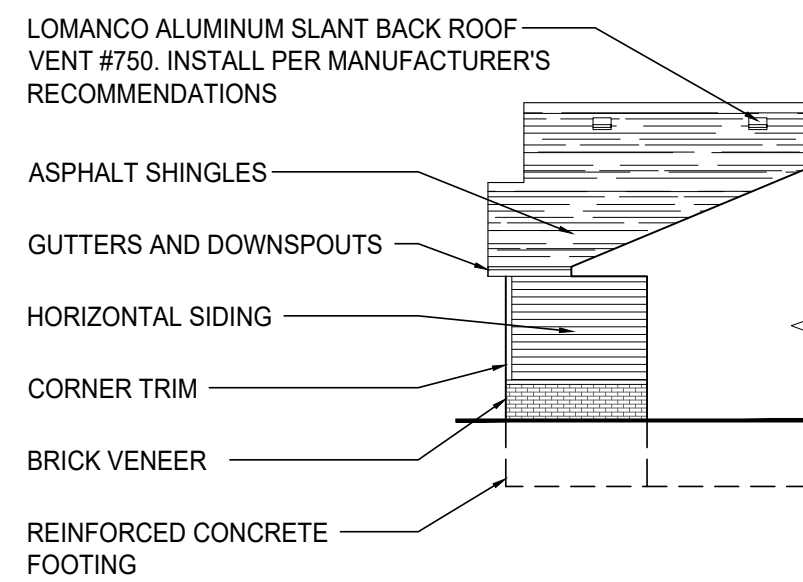
DATE: SEPTEMBER 08, 2023

PROJECT #: 18319

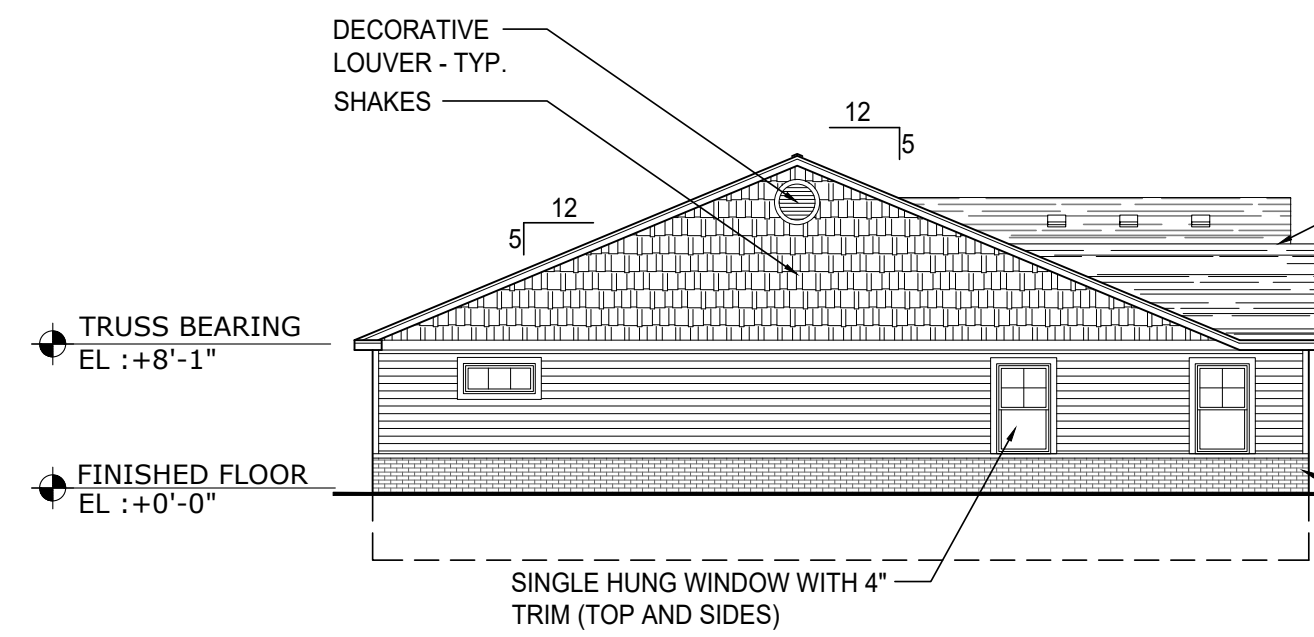
REDWOOD POWELL HOME ROAD PHASE II

HOME ROAD  
POWELL, OH

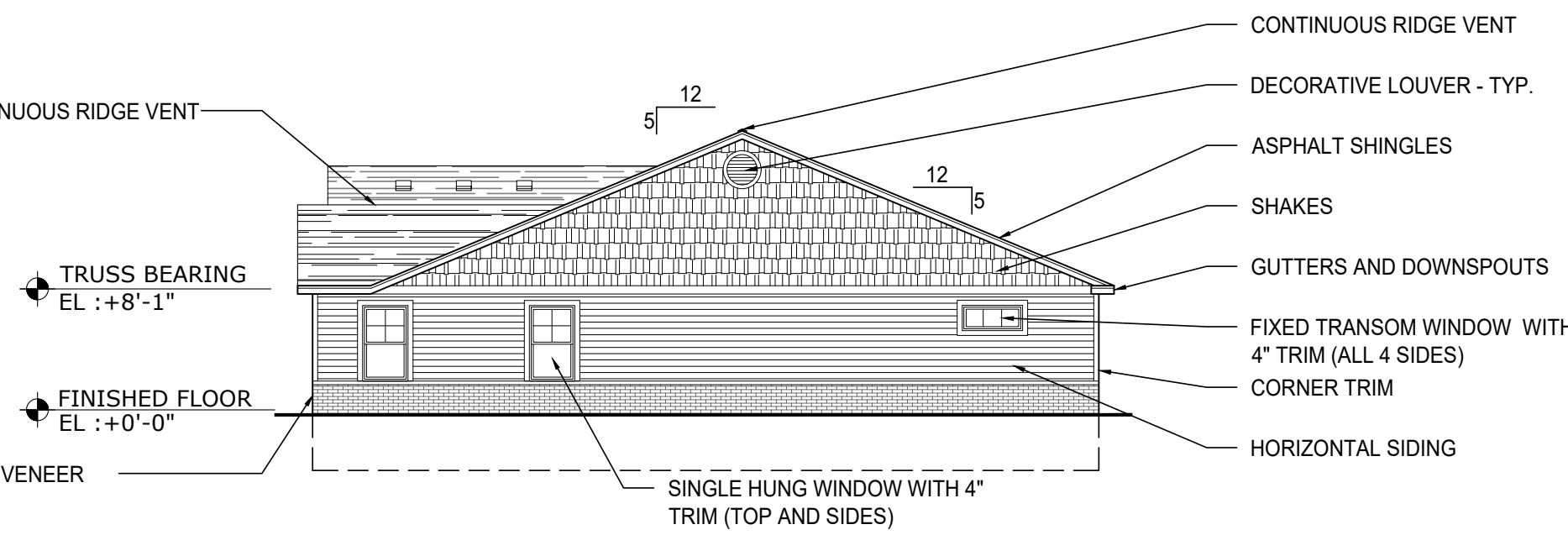
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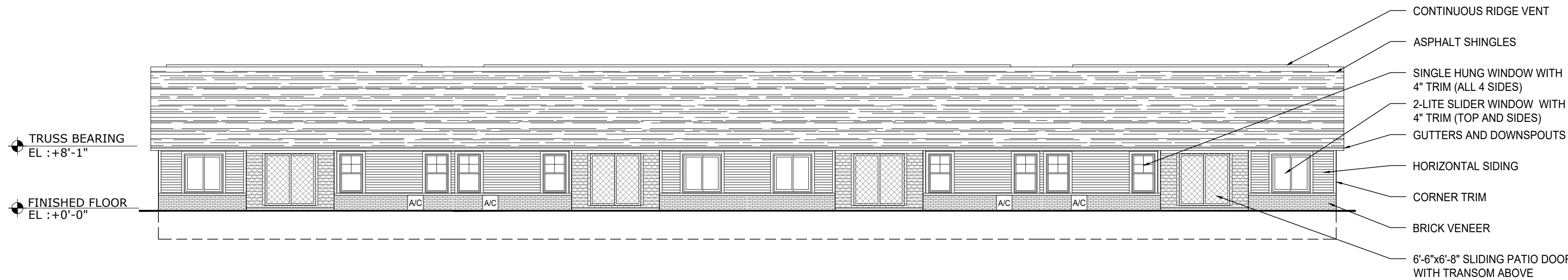
5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



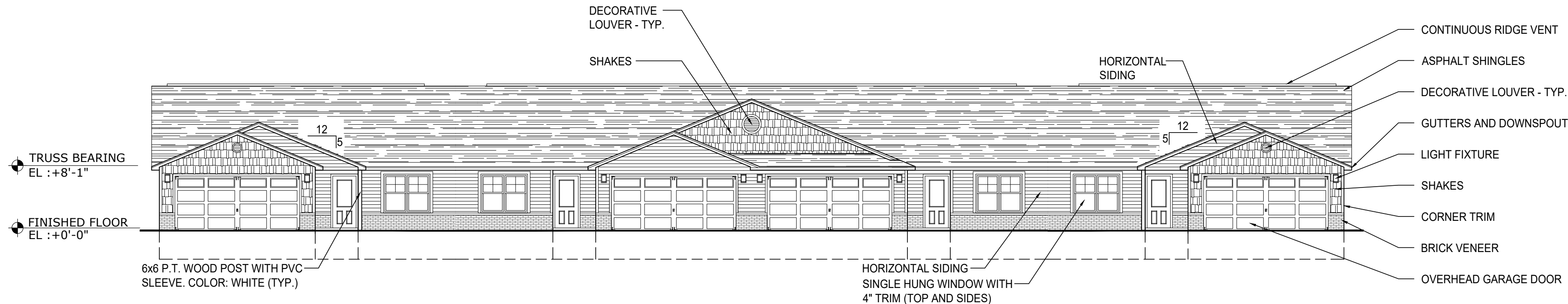
4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



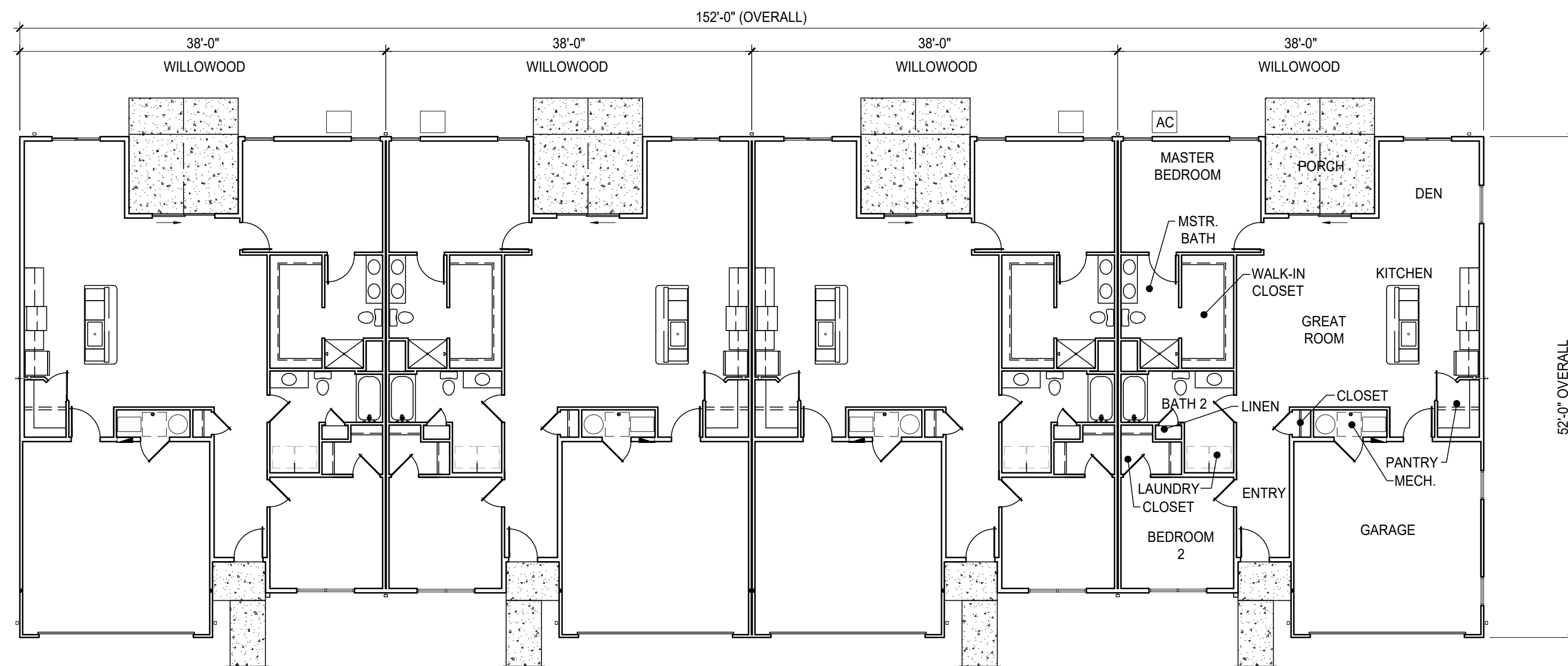
3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



2 REAR ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



OVERALL FLOOR PLAN  
SCALE: 3/32" = 1'-0"  
WILLOWOOD

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
BRICK VENEER	TBD	TBD
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS
6'-6" X 6'-8" SLIDING PATIO DOOR	VINYL	WHITE

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD.

PHASE II - OPTION 1a



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**Redwood**  
APARTMENT NEIGHBORHOODS

BUILDING FLOOR PLAN AND ELEVATIONS

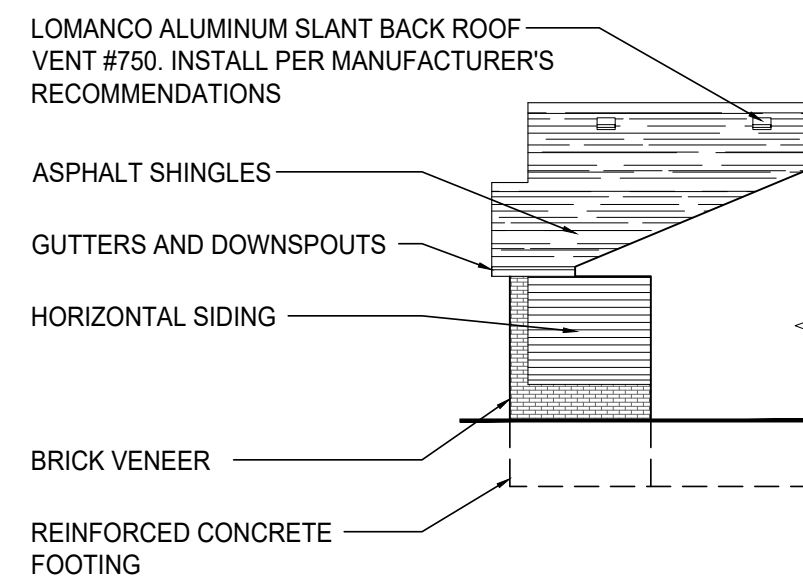
DATE: SEPTEMBER 08, 2023

PROJECT #: 18319

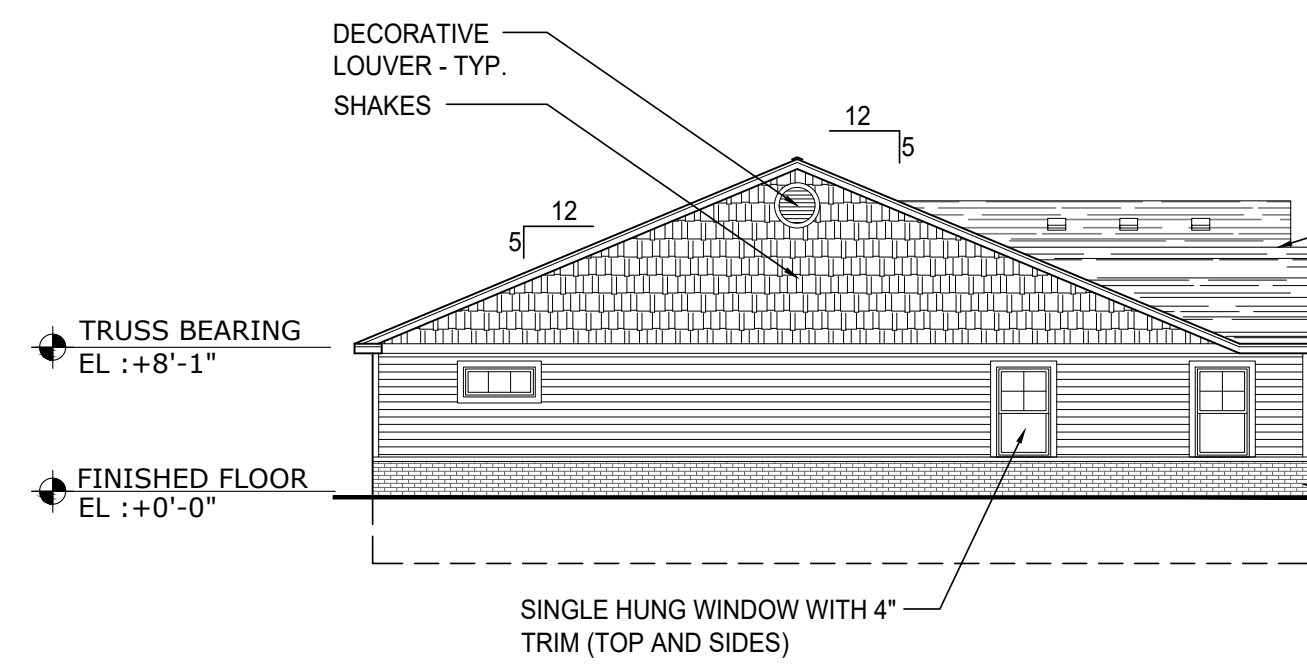
REDWOOD POWELL HOME ROAD PHASE II

HOME ROAD  
POWELL, OH

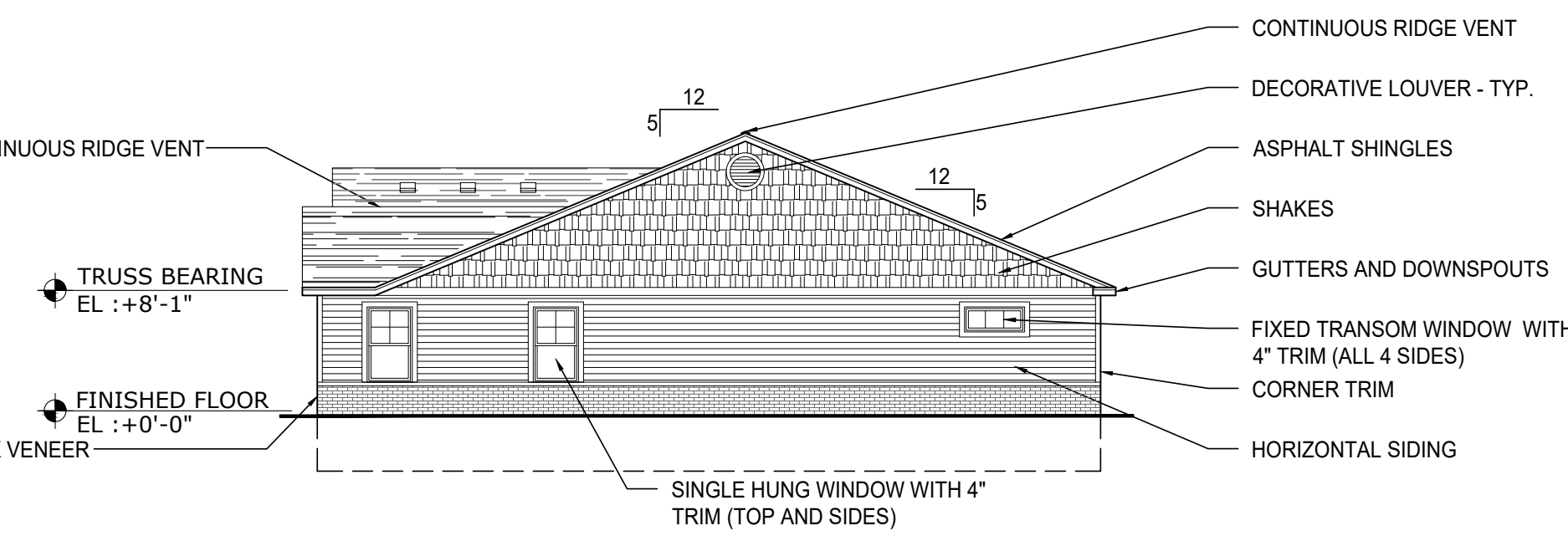
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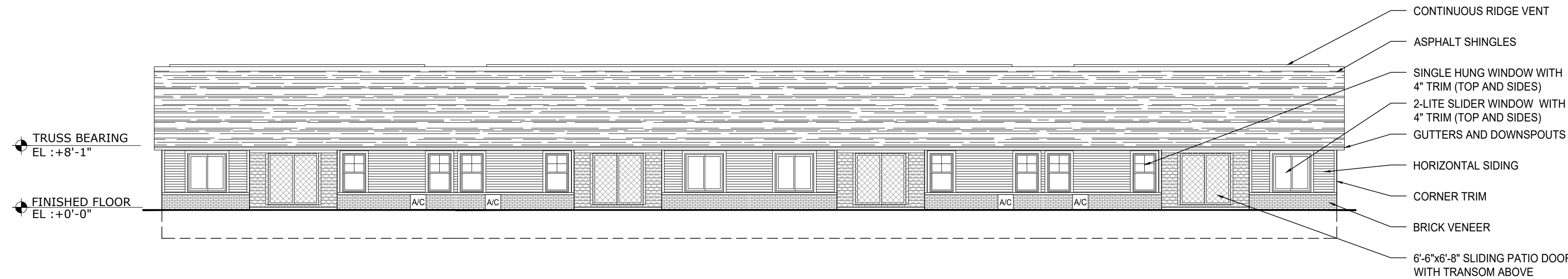
5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



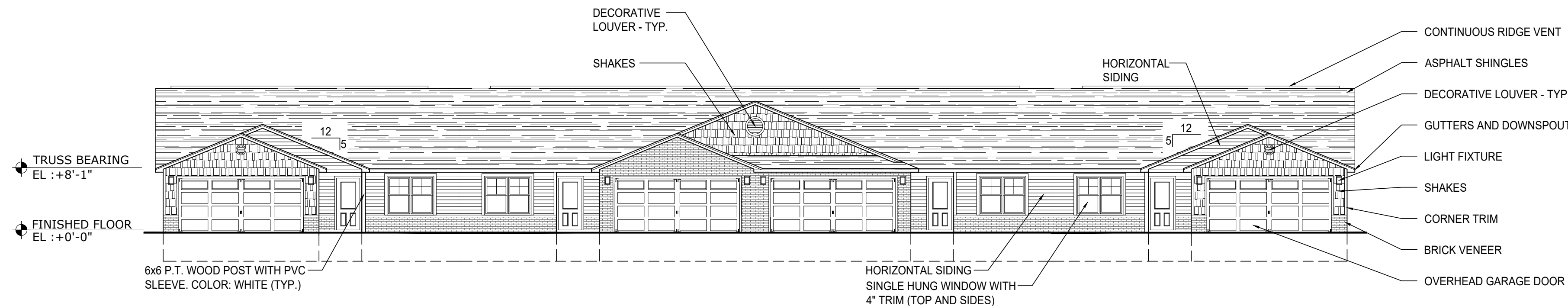
4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



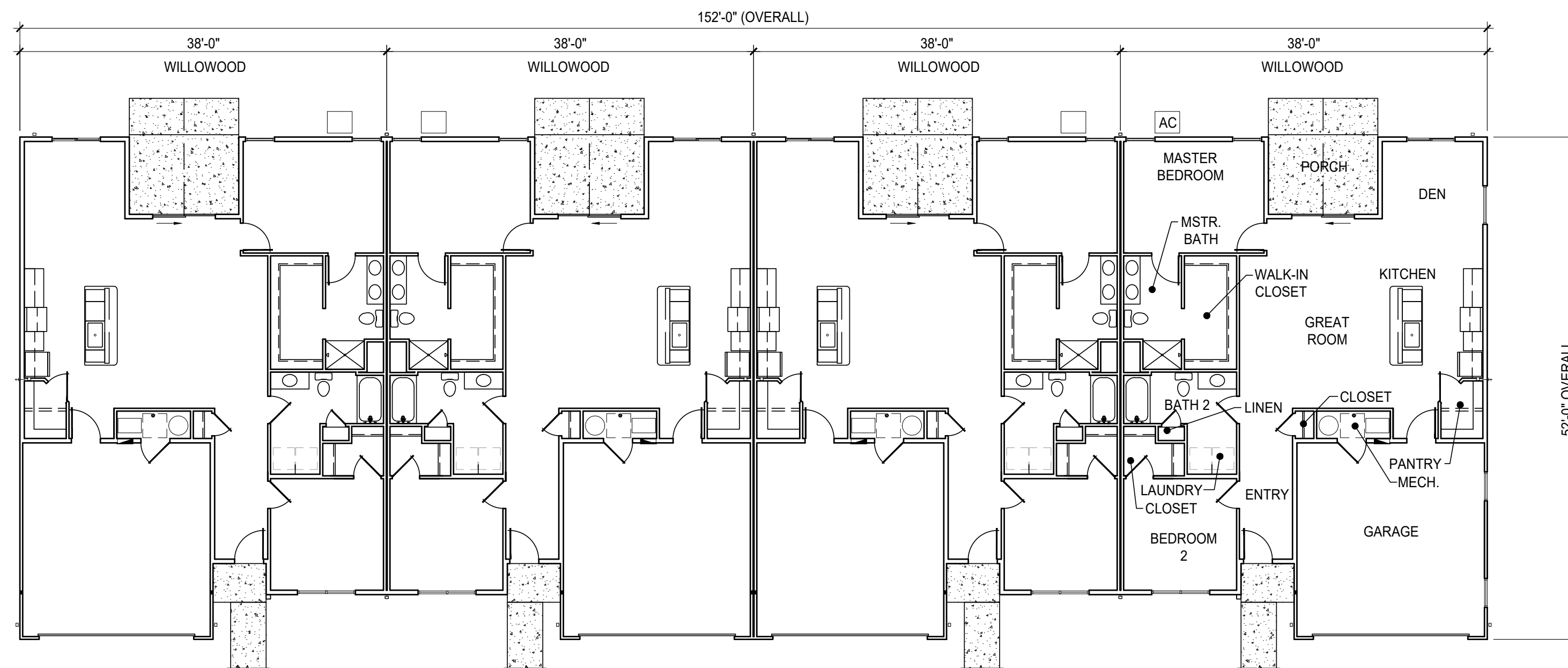
3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



2 REAR ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD

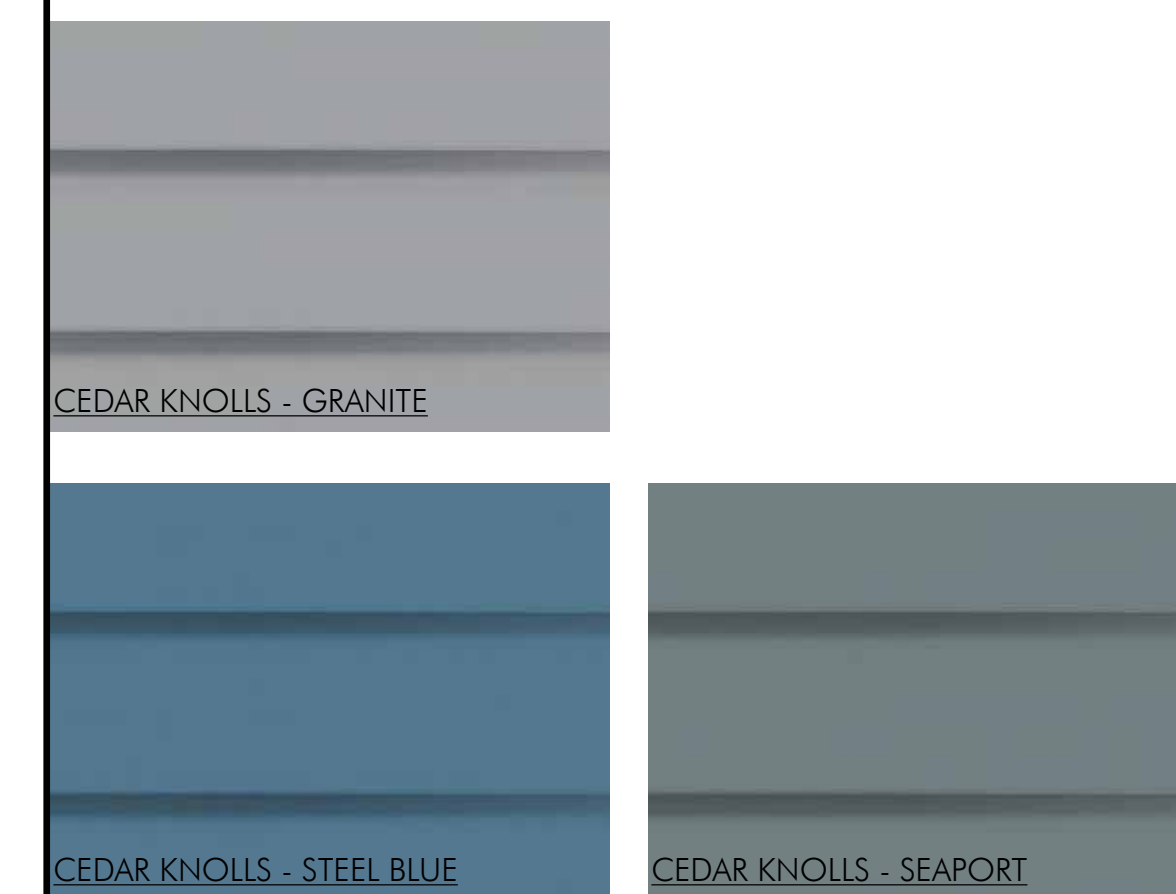


1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0"  
WILLOWOOD



OVERALL FLOOR PLAN  
SCALE : 3/32" = 1'-0"  
WILLOWOOD

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
BRICK VENEER	TBD	TBD
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS
6'-6" X 6'-8" SLIDING PATIO DOOR	VINYL	WHITE

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD.

PHASE II - OPTION 2a



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BUILDING FLOOR PLAN AND ELEVATIONS

DATE: SEPTEMBER 08, 2023

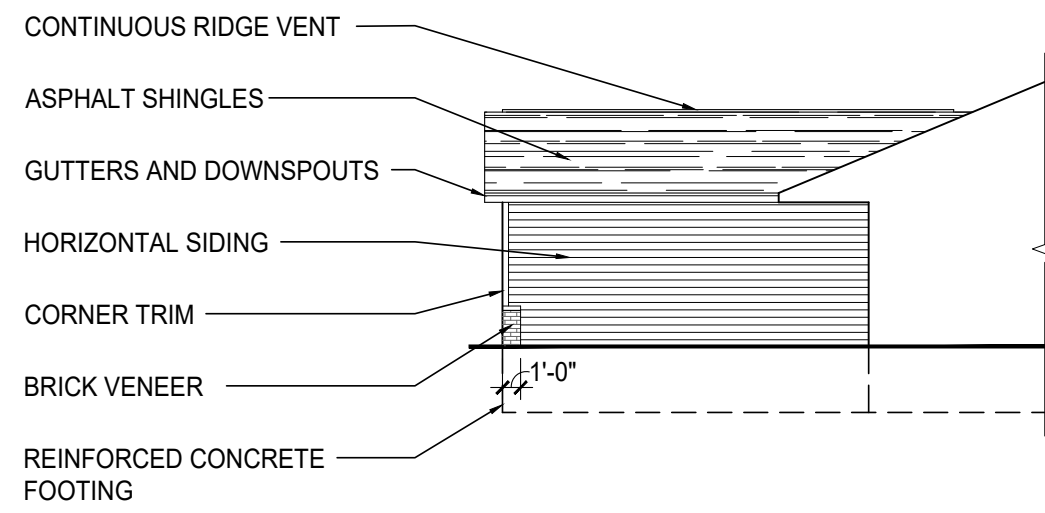
PROJECT #: 18319

REDWOOD POWELL HOME ROAD PHASE II

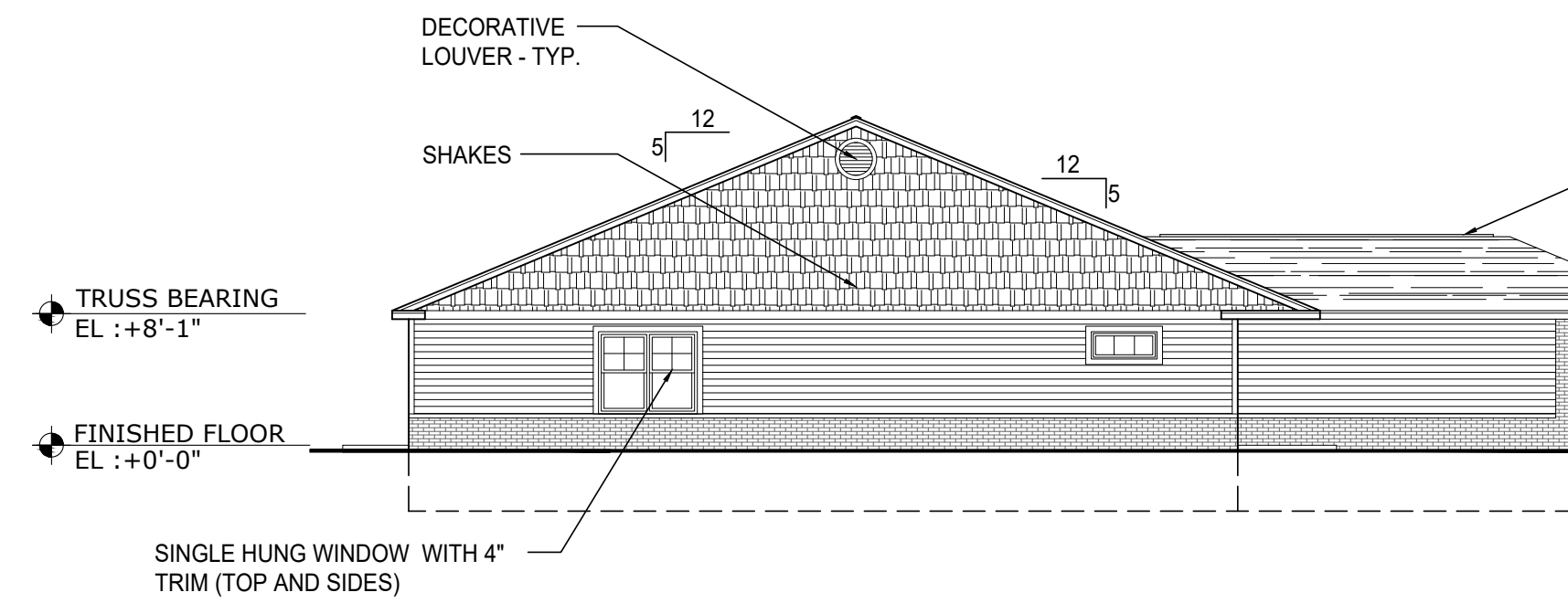
HOME ROAD  
POWELL, OH



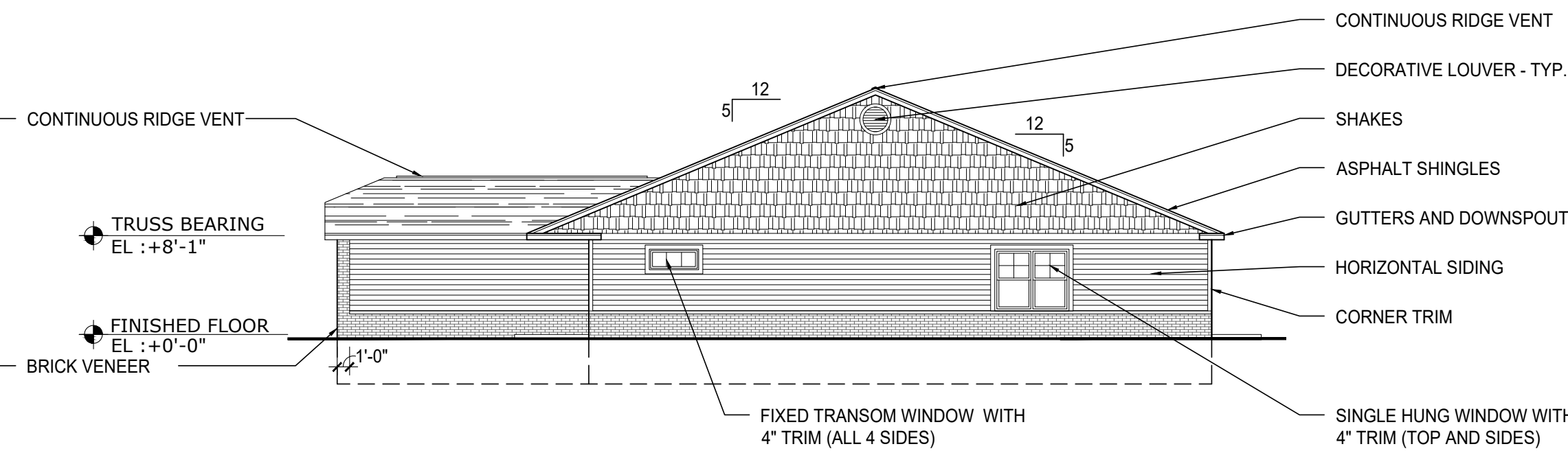
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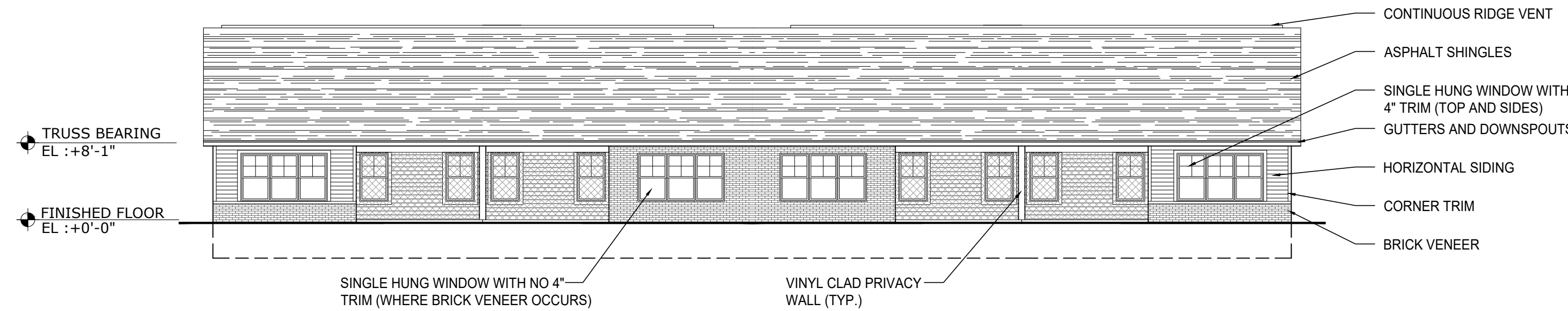
5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD



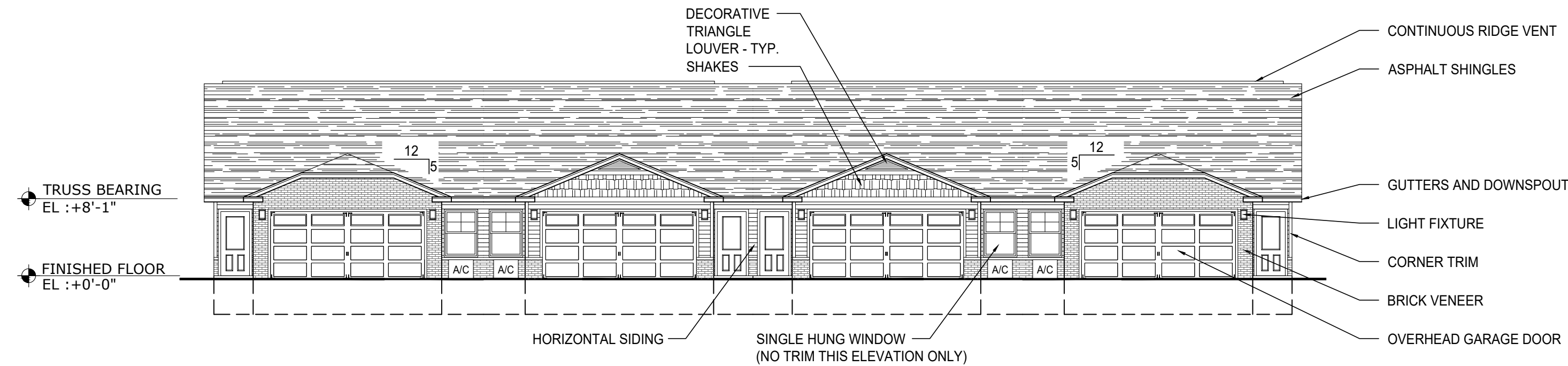
4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD



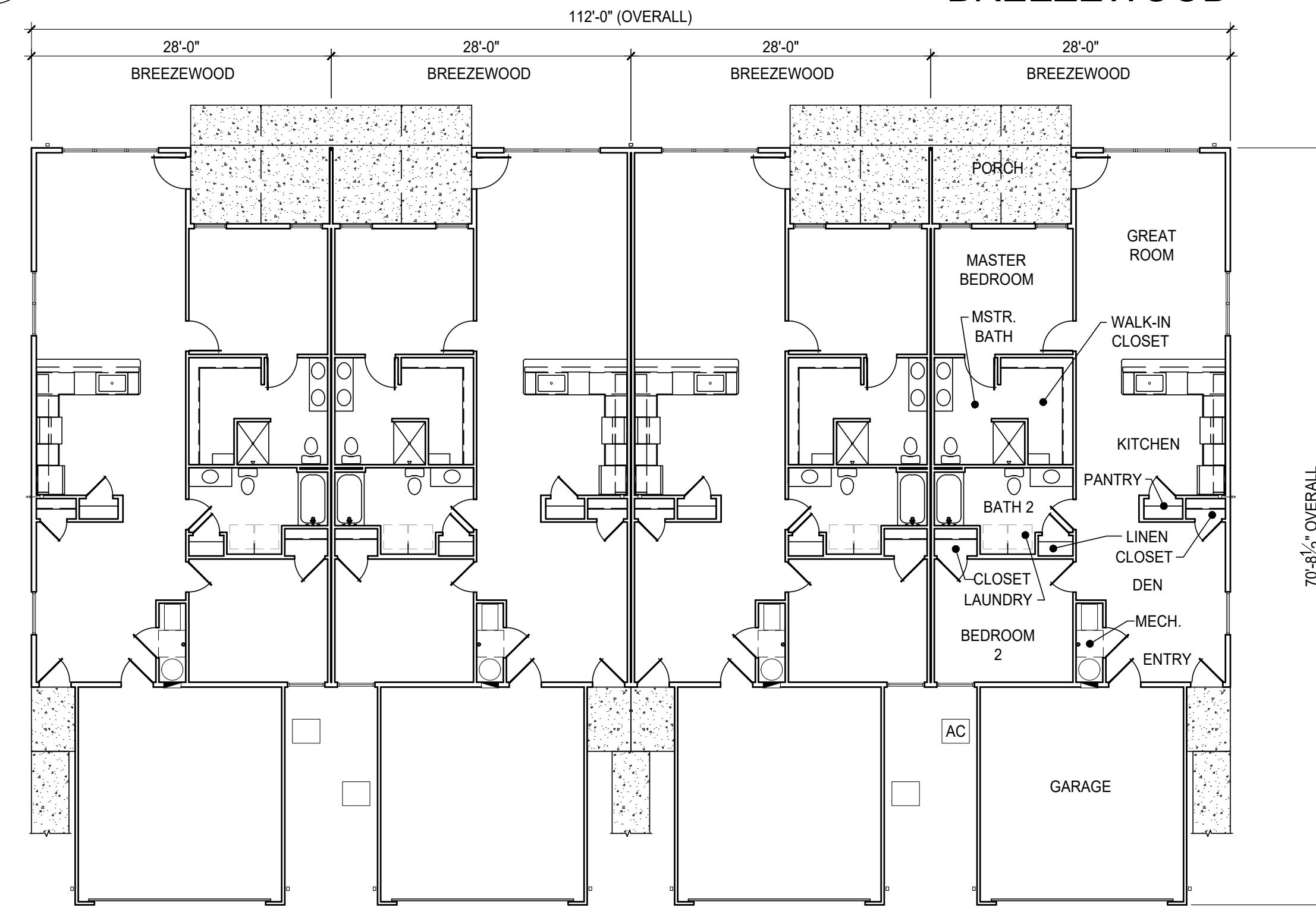
3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD



2 REAR ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD

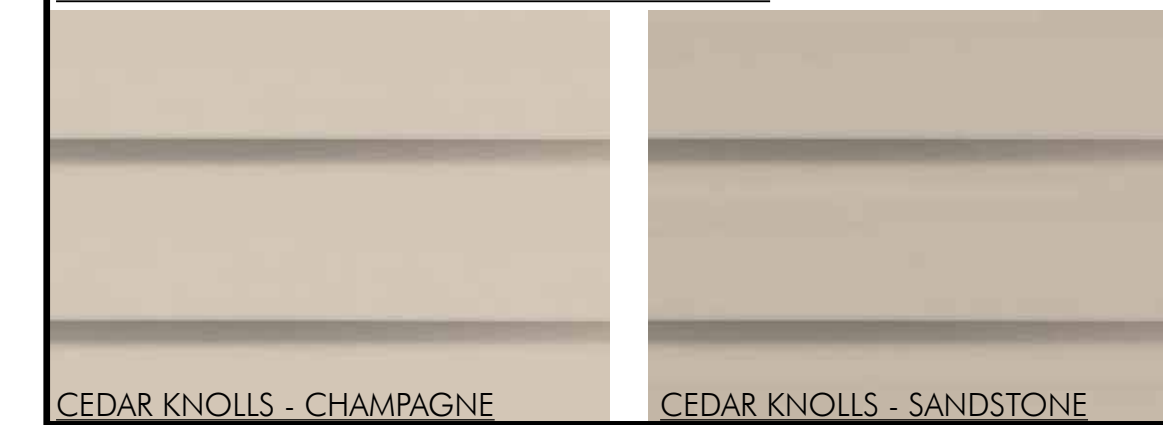


1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD



OVERALL FLOOR PLAN  
SCALE: 3/32" = 1'-0" BREEZEWOOD

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
BRICK VENEER	TBD	TBD
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD.

MAP KEY:



PHASE II - OPTION 1

OAK GROVE NEIGHBORHOOD:

BREEZEWOOD TYPE 2





OAK GROVE NEIGHBORHOOD - BREEZEWOOD TYPE 2

FRONT PERSPECTIVE

BREEZEWOOD



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DATE: SEPTEMBER 08, 2023

 **Redwood**  
APARTMENT NEIGHBORHOODS



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BUILDING FLOOR PLAN AND ELEVATIONS

DATE: SEPTEMBER 08, 2023

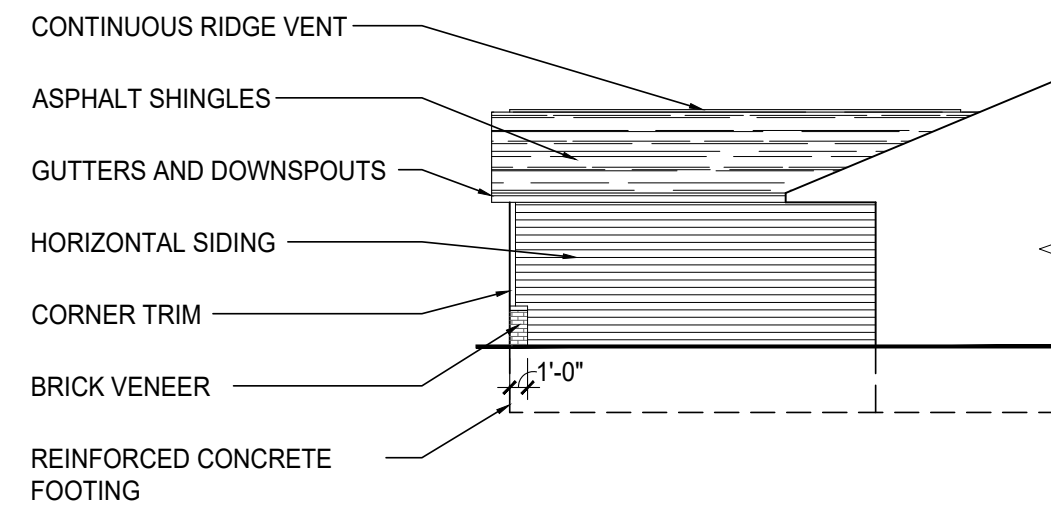
PROJECT #: 18319

REDWOOD POWELL HOME ROAD PHASE II

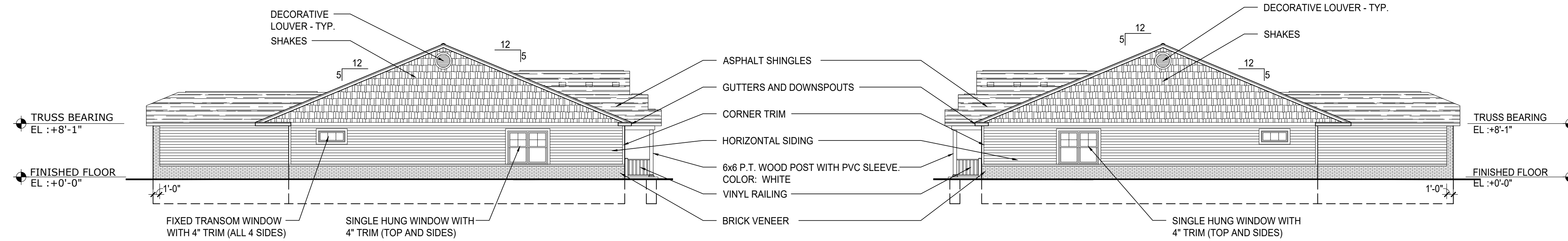
HOME ROAD  
POWELL, OH



A1.4

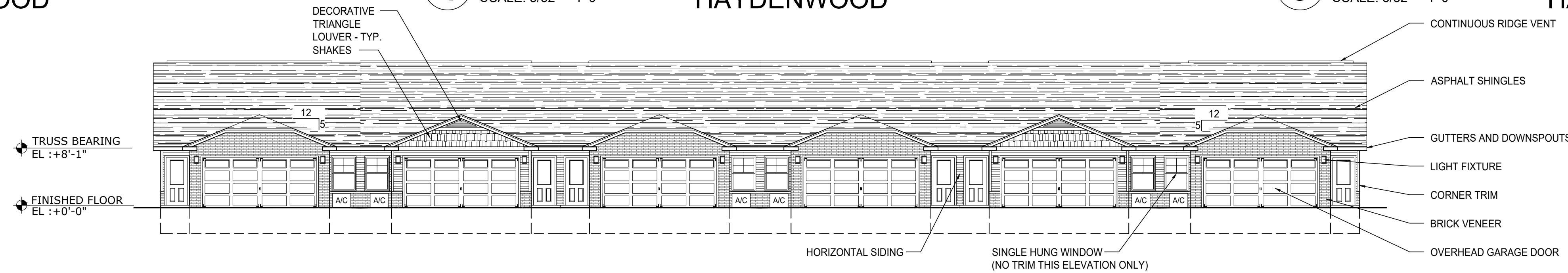


5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD

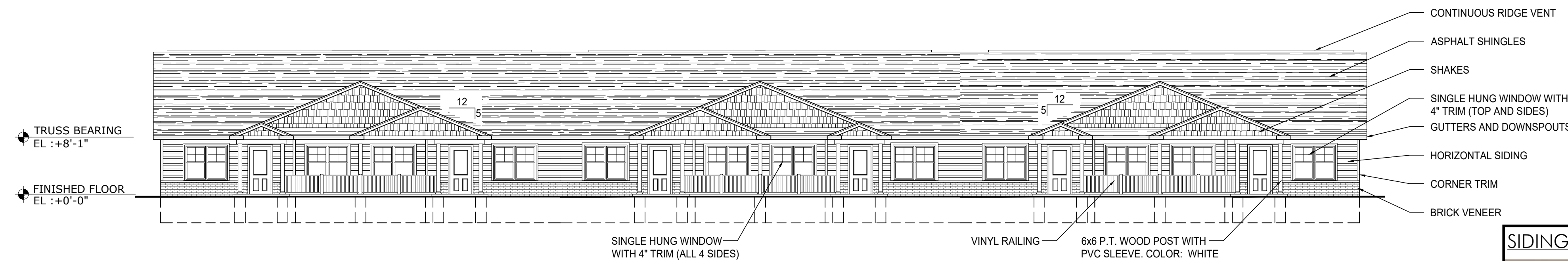


4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD

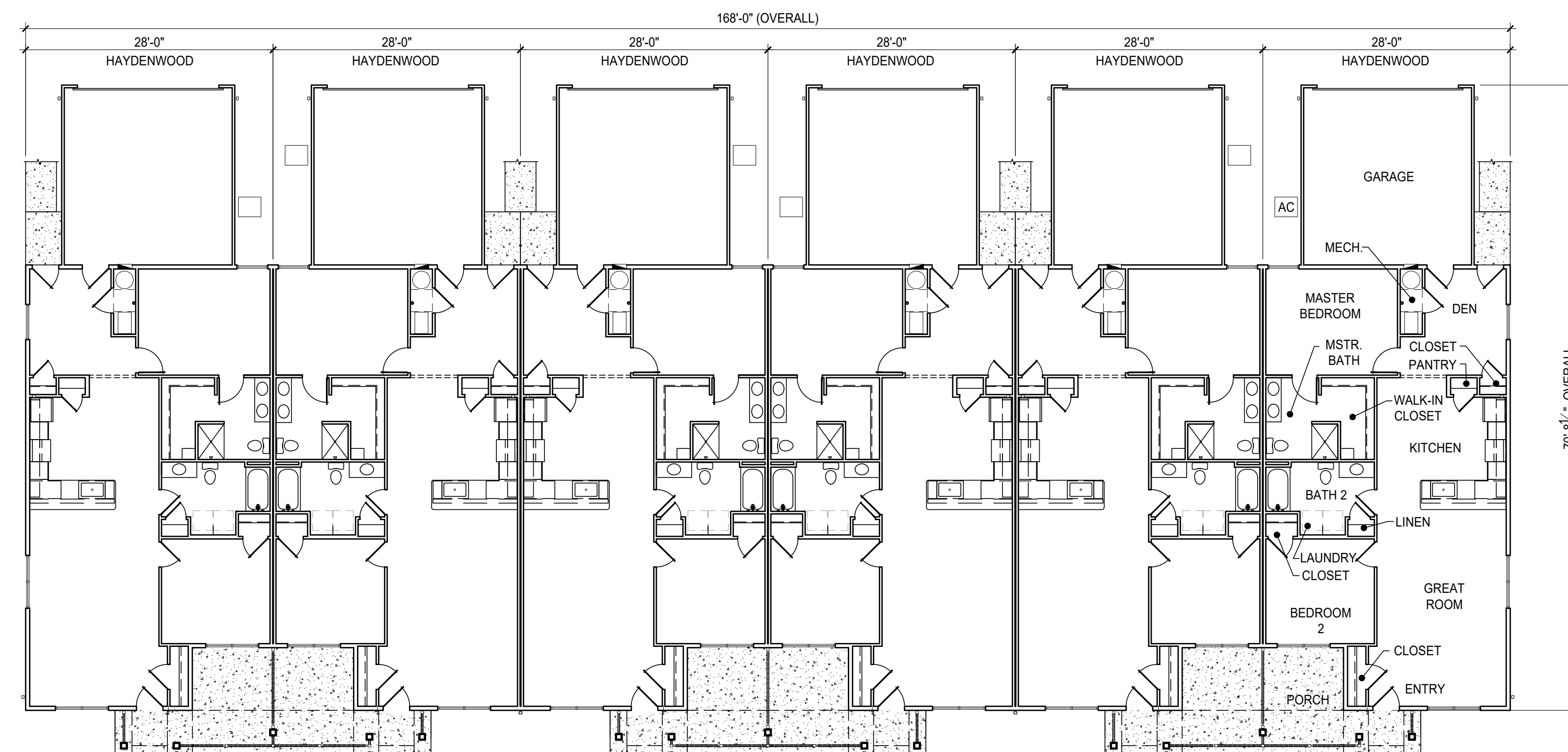
3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD



2 REAR ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD



1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD



OVERALL FLOOR PLAN  
SCALE: 3/32" = 1'-0" HAYDENWOOD

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
GUTTERS AND DOWNSPOUTS	PREFINISHED ALUMINUM	WHITE
HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
BRICK VENEER	TBD	TBD
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE  
AND LEGIBLE FROM THE STREET OR ROAD.

MAP KEY:



PHASE II - OPTION 1

OAK GROVE NEIGHBORHOOD:

HAYDENWOOD TYPE 2





OAK GROVE NEIGHBORHOOD - HAYDENWOOD TYPE 2

GARAGE PERSPECTIVE (REAR)

HAYDENWOOD



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DATE: SEPTEMBER 08, 2023





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NOTE!!!  
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BUILDING FLOOR PLAN AND ELEVATIONS

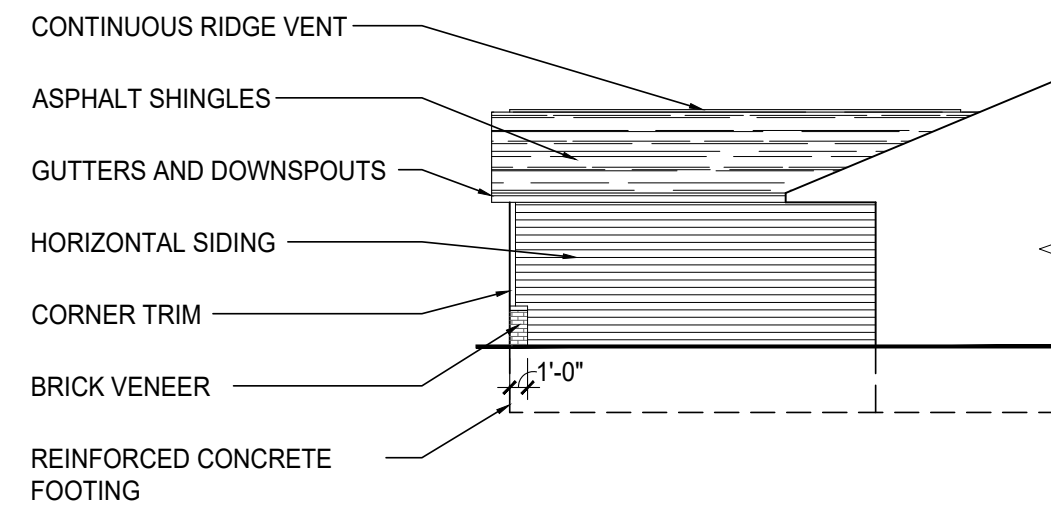
DATE: SEPTEMBER 08, 2023

PROJECT #: 18319

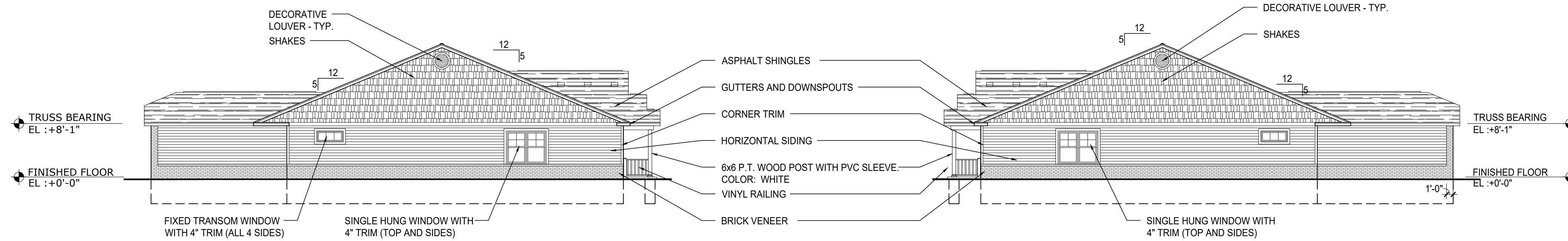
REDWOOD POWELL HOME ROAD PHASE II

HOME ROAD  
POWELL, OH

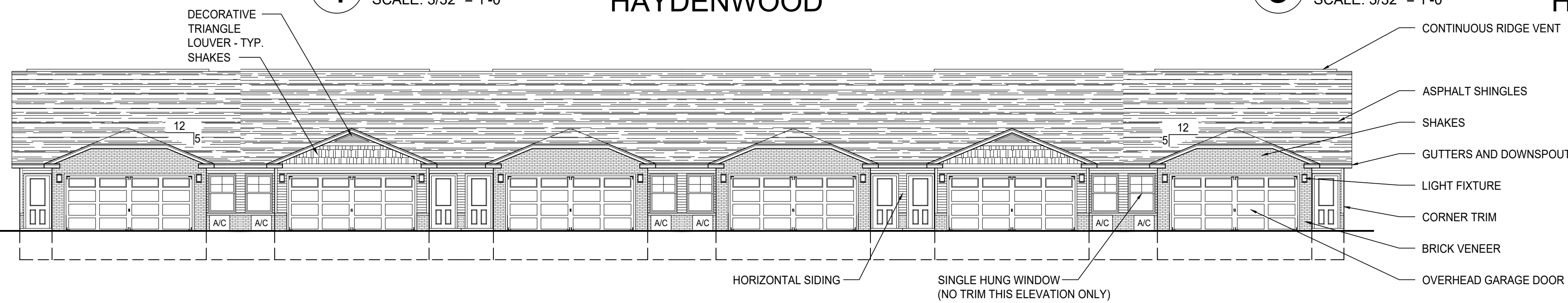
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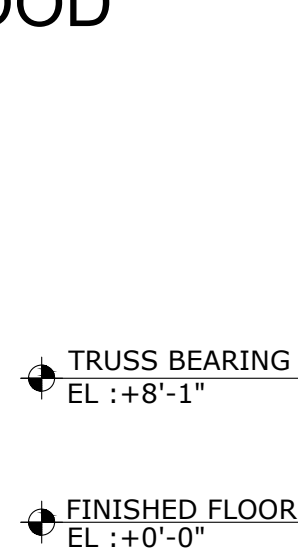
5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD



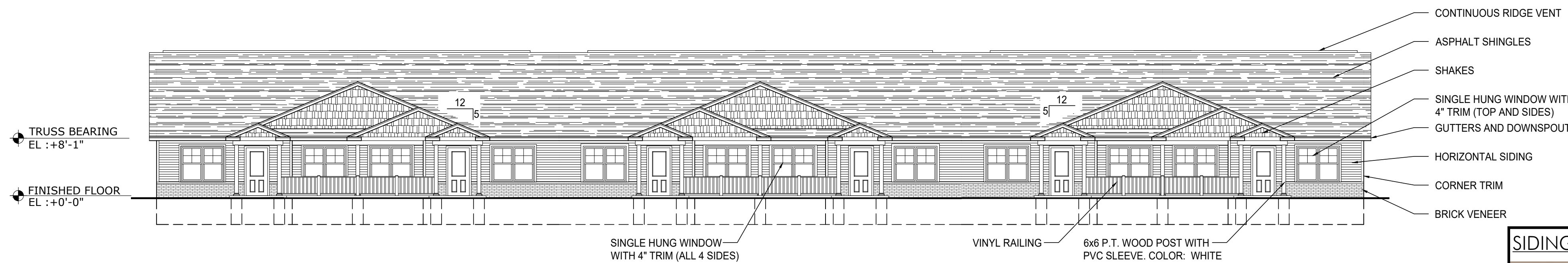
3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD



4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD



2 REAR ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD



1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
DECORATIVE LOUVER	VINYL	WHITE
ASPHALT SHINGLES	DIMENSIONAL 30 YEAR LAMINATED	WEATHERED WOOD
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HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
BRICK VENEER	TBD	TBD
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE  
AND LEGIBLE FROM THE STREET OR ROAD.

MAP KEY:



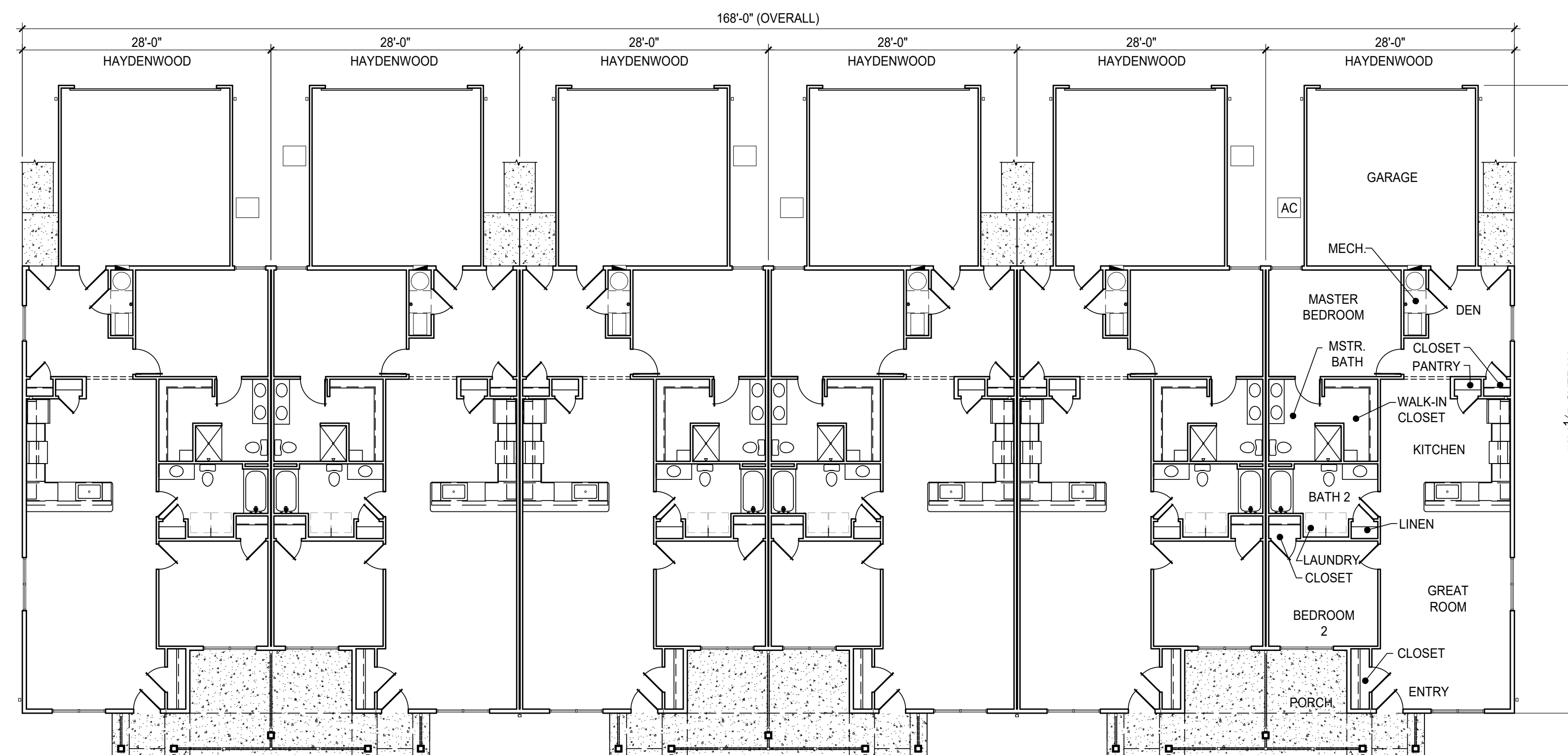
PHASE II - OPTION 2

OAK GROVE NEIGHBORHOOD:

HAYDENWOOD TYPE 3

OVERALL FLOOR PLAN

SCALE: 3/32" = 1'-0"



HAYDENWOOD





OAK GROVE NEIGHBORHOOD - HAYDENWOOD TYPE 3

PORCH PERSPECTIVE (FRONT)

HAYDENWOOD



OAK GROVE NEIGHBORHOOD:  
HAYDENWOOD TYPE 3

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BUILDING FLOOR PLAN AND ELEVATIONS

DATE: SEPTEMBER 08, 2023

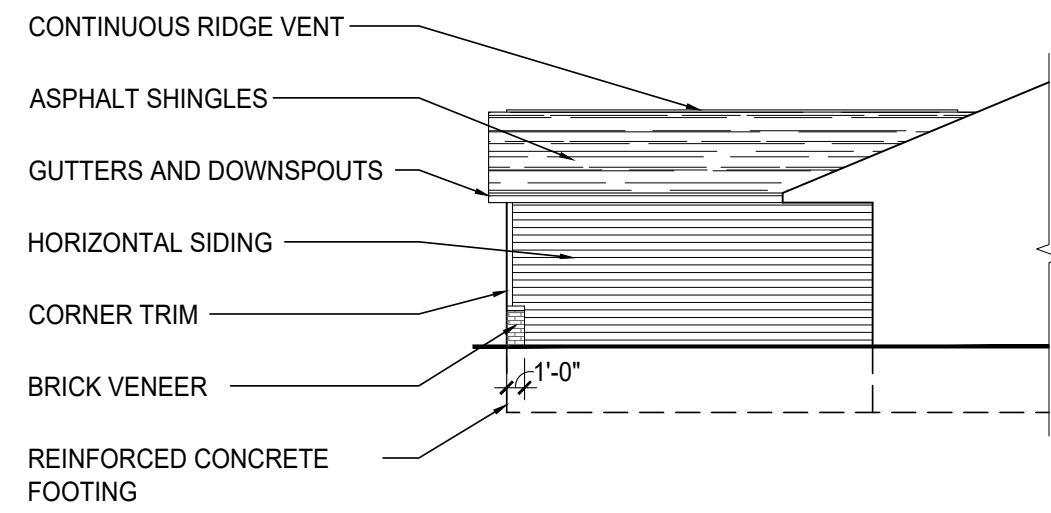
PROJECT #: 18319

REDWOOD POWELL HOME ROAD PHASE II

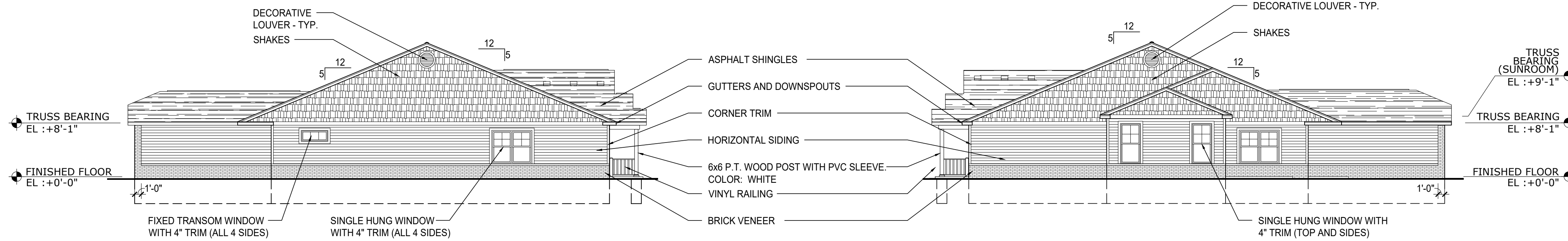
HOME ROAD  
POWELL, OH



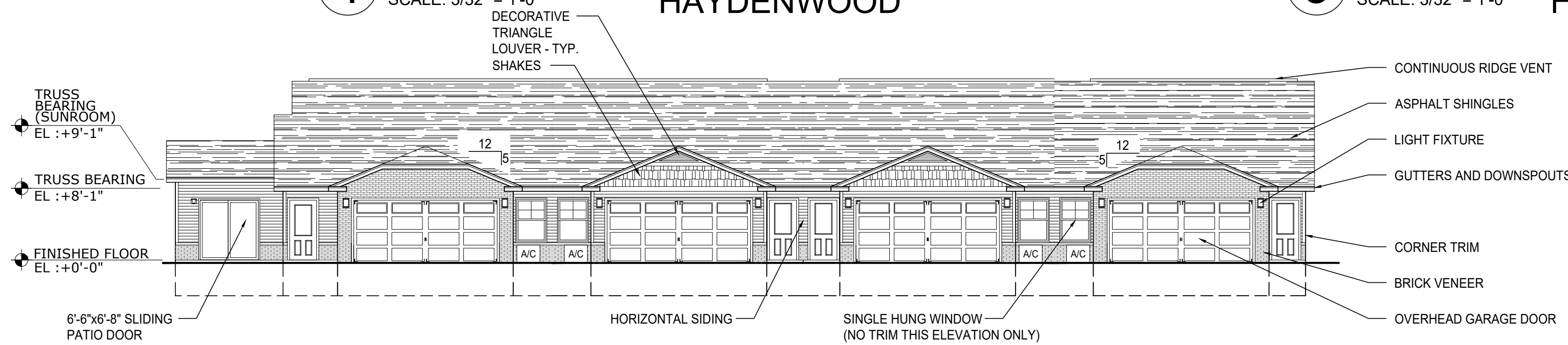
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5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD



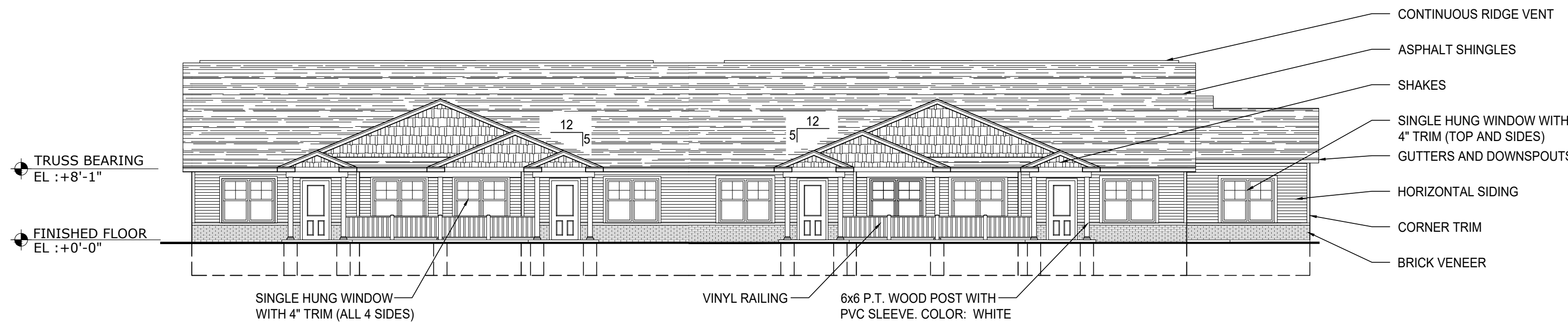
3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD SUNROOM



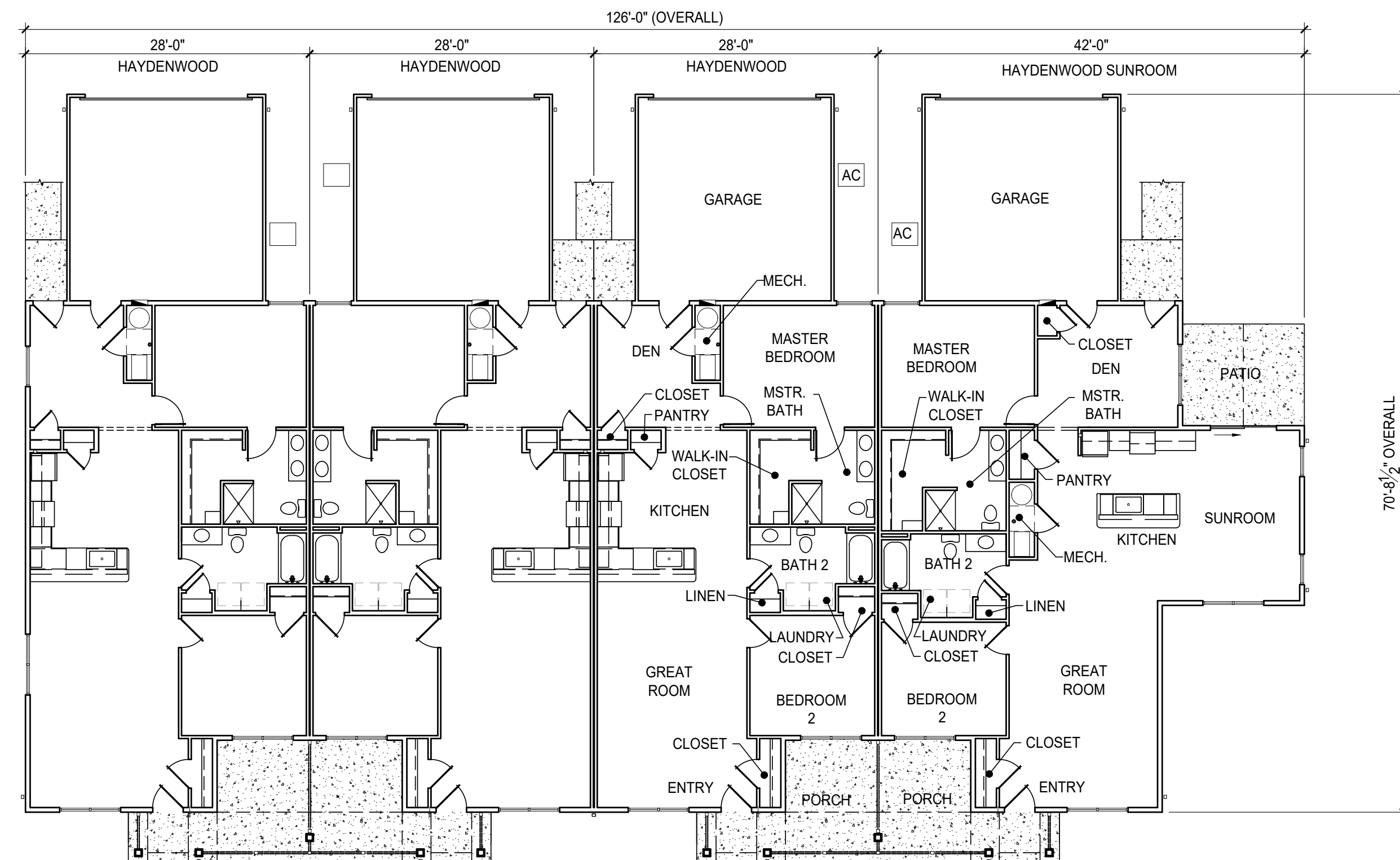
4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD



2 REAR ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD, HAYDENWOOD SUNROOM



1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0" HAYDENWOOD, HAYDENWOOD SUNROOM



OVERALL FLOOR PLAN  
SCALE: 3/32" = 1'-0" HAYDENWOOD, HAYDENWOOD SUNROOM

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
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HORIZONTAL SIDING	VINYL	VARIES
SHAKES	VINYL	VARIES
CORNER TRIM	VINYL	WHITE
BRICK VENEER	TBD	TBD
OVERHEAD GARAGE DOOR	RAISED PANEL PAN STEEL	WHITE
SINGLE HUNG	VINYL	STANDARD WHITE WITH COLONIAL PATTERN FLAT GRIDS
6'-6" X 6'-8" SLIDING PATIO DOOR	VINYL	WHITE

NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD.

PHASE II - OPTION 1



PRELIMINARY

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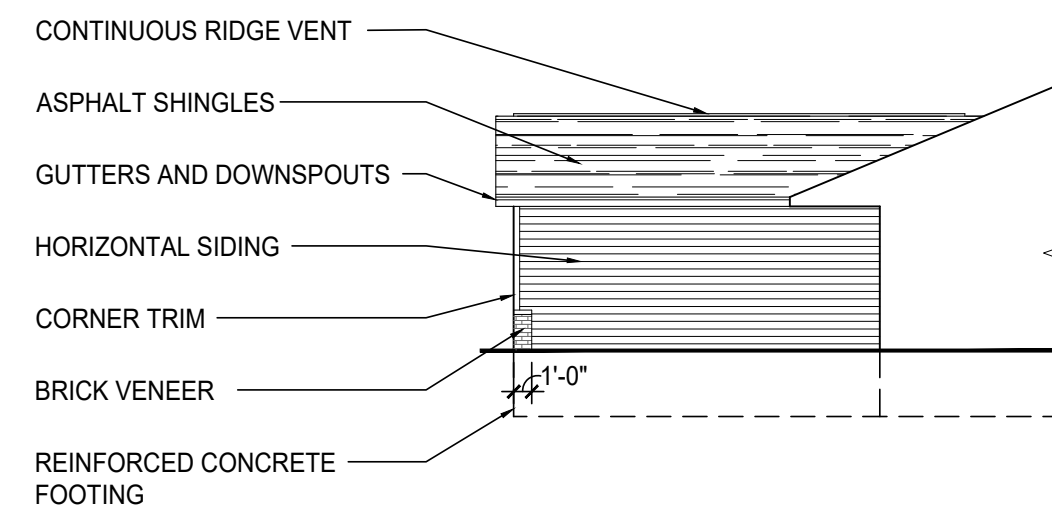
BUILDING FLOOR PLAN AND ELEVATIONS

PROJECT #: 18319 DATE: SEPTEMBER 08, 2023

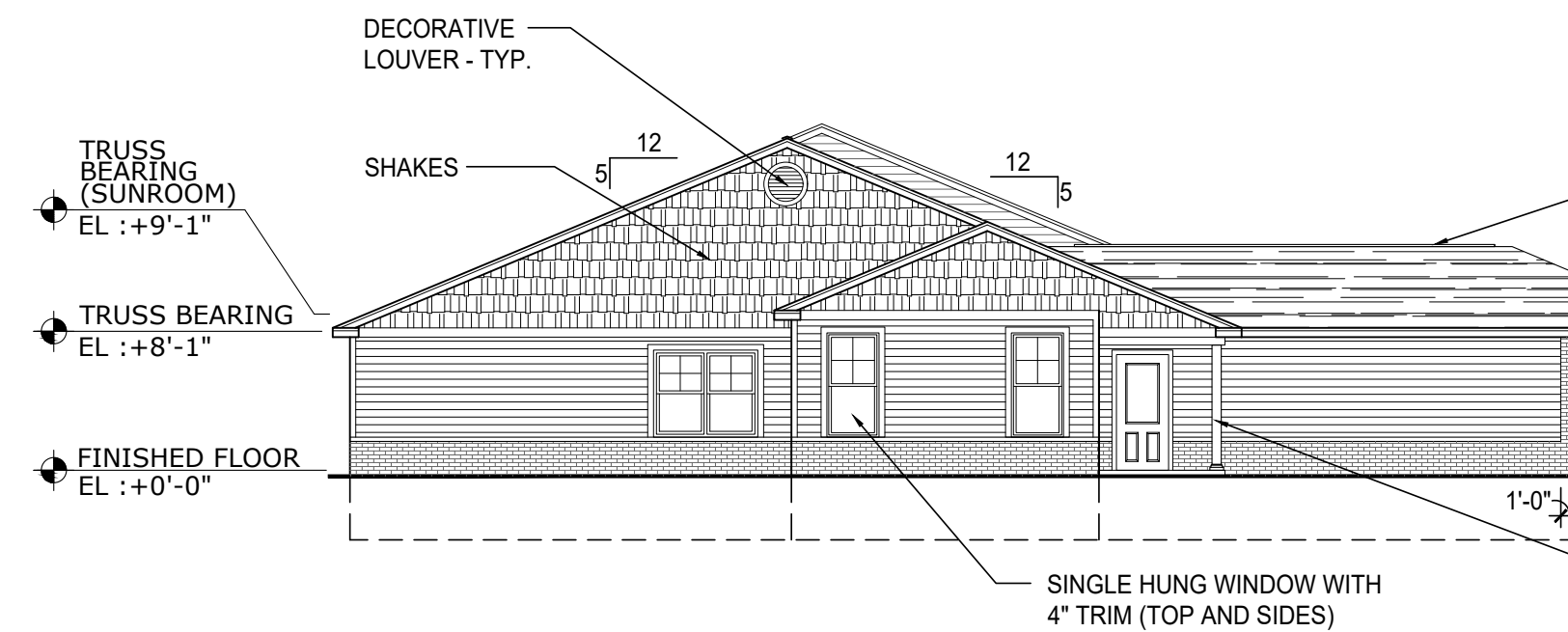
REDWOOD POWELL HOME ROAD PHASE II

HOME ROAD  
POWELL, OH

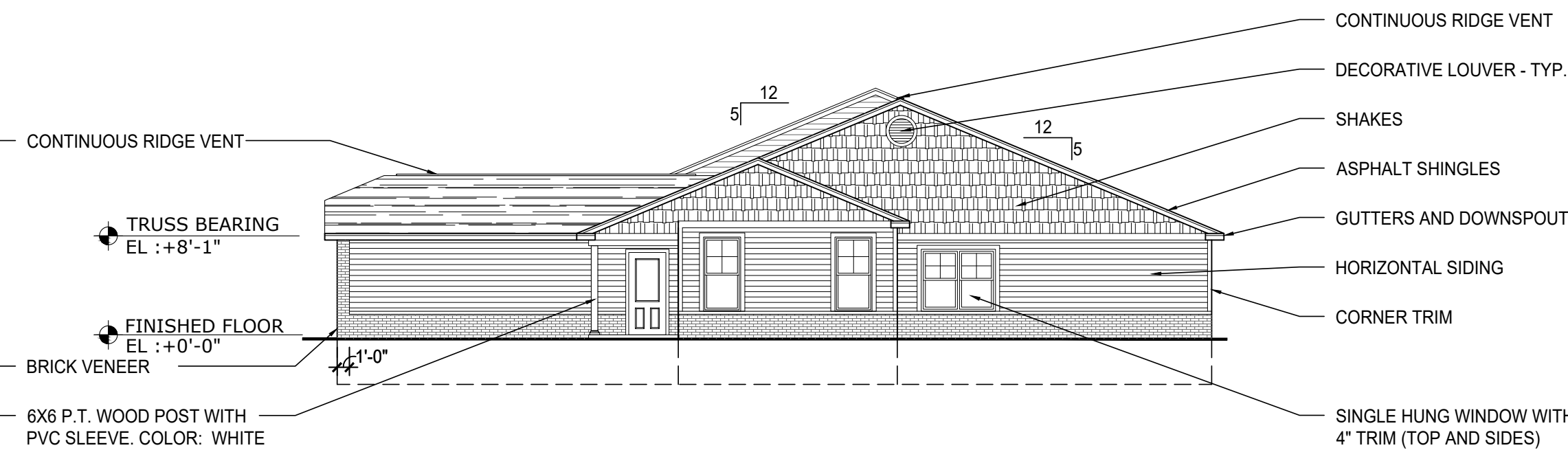
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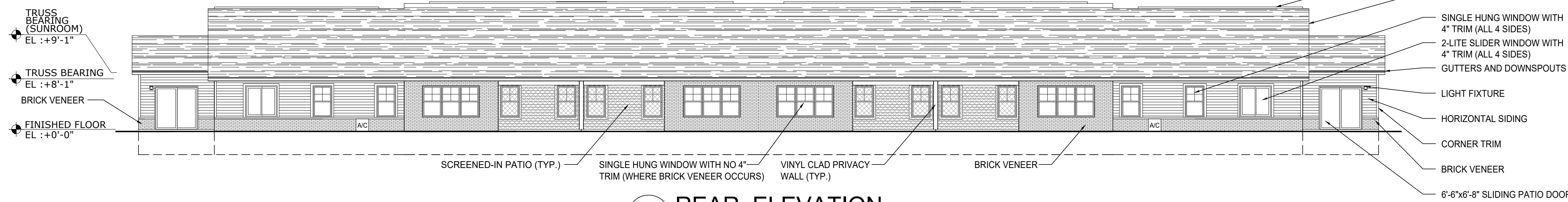
5 PARTIAL SIDE ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD



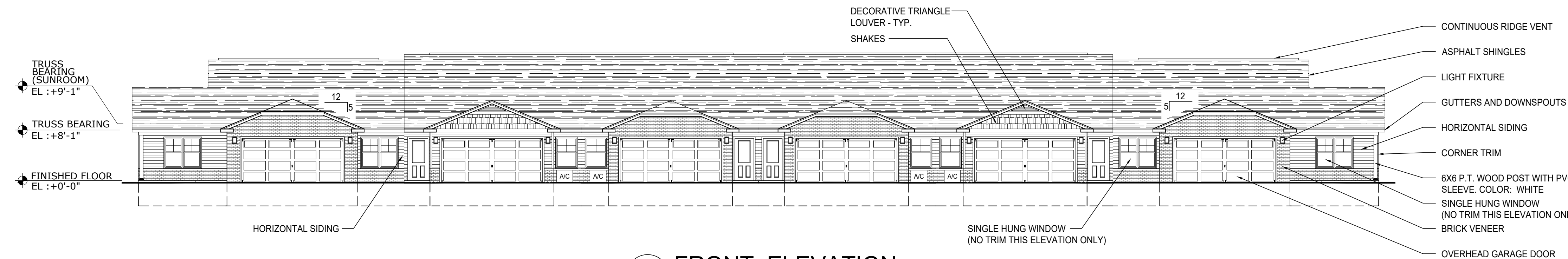
4 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD SUNROOM



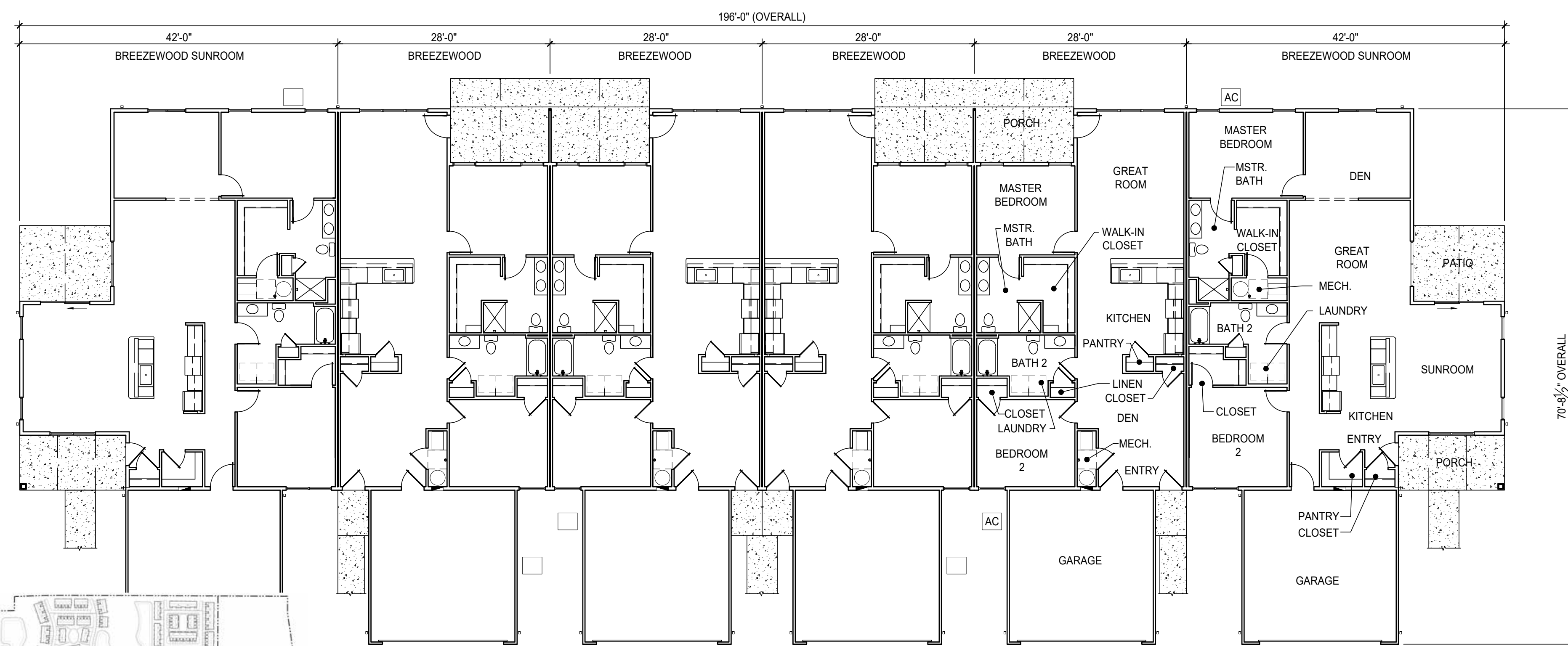
3 SIDE ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD SUNROOM



2 REAR ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD & BREEZEWOOD SUNROOM



1 FRONT ELEVATION  
SCALE: 3/32" = 1'-0" BREEZEWOOD & BREEZEWOOD SUNROOM



OVERALL FLOOR PLAN  
SCALE: 3/32" = 1'-0" BREEZEWOOD & BREEZEWOOD SUNROOM

SIDING COLORS - BY NORANDEX



EXTERIOR FINISH MATERIAL SELECTIONS

ITEM:	MATERIAL / STYLE:	COLOR:
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NOTE:  
ADDRESS FOR EACH UNIT TO BE PLACED IN SUCH A POSITION AS TO BE PLAINLY VISIBLE  
AND LEGIBLE FROM THE STREET OR ROAD.



PHASE 2 - OPTION 1

OAK GROVE NEIGHBORHOOD:  
BREEZEWOOD W/SUNROOM





OAK GROVE NEIGHBORHOOD - BREEZEWOOD W/ SUNROOM

GARAGE PERSPECTIVE

BREEZEWOOD & BREEZEWOOD SUNROOM

MAP KEY:



OAK GROVE NEIGHBORHOOD:

BREEZEWOOD W/SUNROOM



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ARCHITECTS

DATE: SEPTEMBER 08, 2023





# Redwood Home Road Apartment Neighborhood

## Powell, Ohio

DATE: September 08, 2023

### Final Development Plans Phase 1

PROJECT NO. 18067

#### SHEET INDEX

EX. G	OVERALL LANDSCAPE PLAN
EX. H-1	SITE ENTRY AND LEASING OFFICE ENLARGEMENT
EX. H-2	NORTH MAPLE GLEN NEIGHBORHOOD ENLARGEMENT
EX. H-3	NORTHWEST MAPLE GLEN COURTYARD ENLARGEMENT
EX. H-4	NORTHEAST MAPLE GLEN COURTYARD ENLARGEMENT
EX. H-5	CENTRAL OAK GROVE NEIGHBORHOOD ENLARGEMENT
EX. K	TYPICAL UNIT LANDSCAPE PLAN
EX. L	PLANTING AND SITE DETAILS

#### PREPARED FOR



Redwood Living  
7007 East Pleasant Valley Rd.  
Independence, OH 44131

#### PREPARED BY



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p 614.255.3399

**Cincinnati**  
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Cincinnati, Ohio 45246  
p 614.360.3066

**POD**design.net

#### VICINITY MAP



NOT TO SCALE







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**Cincinnati**  
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**Project Name**  
**Redwood  
Home Road  
Apartment  
Neighborhood**  
Home Road  
Powell, Ohio 43065

**Prepared For**  
  
Redwood Living  
7007 East Pleasant Valley Rd.  
Independence, OH 44131

Project Info	
Project #	18067
Date	09/08/2023
By	SO, TF
Scale	As Noted

**Revisions**

**Sheet Title**  
**OVERALL  
LANDSCAPE  
PLAN**

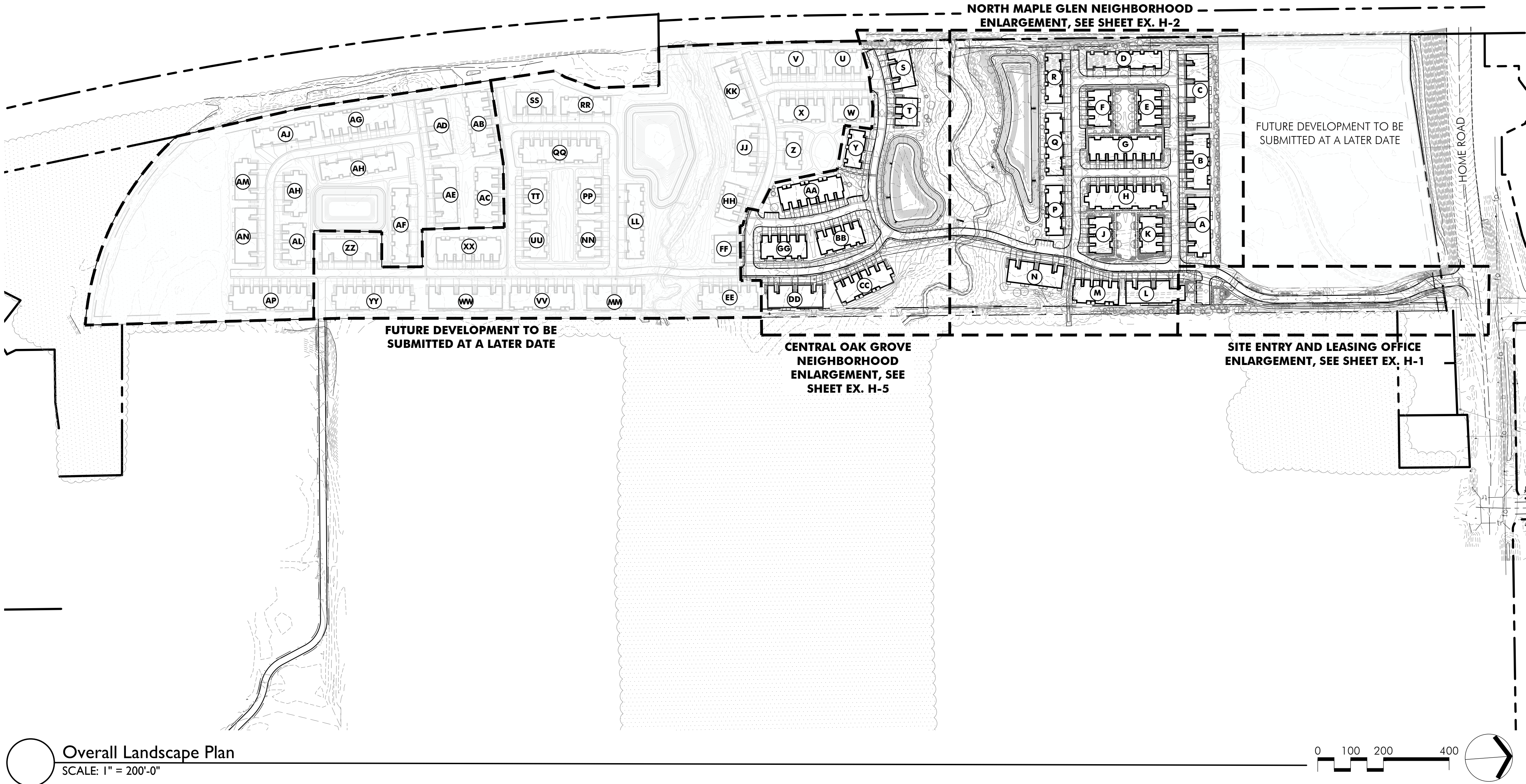
**Sheet #**  
**EX. G**

**PLANTING LEGEND**

EXISTING TREES TO REMAIN

**ZONING REQUIREMENTS - RESIDENTIAL AREA**

1145.30(A)(1) MINIMUM REQUIRED TREES - ALL RESIDENCES AND RESIDENTIAL LAND USES, PER DWELLING UNIT: 1/2" IN TRUNK DIAMETER FOR EVERY 150 SQUARE FEET OR FRACTION THEREOF OF BUILDING GROUND COVERAGE, WITH A MINIMUM OF 1 1/2" OF TOTAL TRUNK DIAMETER:  
REDWOOD UNITS: 232,539 SF = (232,539 SF/150 SF) \* 1/2" TRUNK DIAMETER = 776 OF TREE CAL. REQUIRED  
TOTAL TREES: (776 INCH CALIPER)/2 INCH CALIPER = 388 TWO INCH CALIPER TREES REQUIRED: (388) 2" CAL. TREES  
PROPOSED: 395 TREES (MIX OF DECIDUOUS AND EVERGREEN, MIN 2" CAL. AND 6' HT) IN ADDITION TO ±3.5 AC PRESERVED WOODLANDS + WETLANDS



**Overall Landscape Plan**  
SCALE: 1" = 200'-0"

**PLANT INSTALLATION NOTES**

- CONTRACTOR SHALL VERIFY WITH THE OWNER AND UTILITY COMPANIES THE LOCATIONS OF THE EXISTING UTILITIES PRIOR TO STARTING WORK. CALL THE OHIO UTILITIES PROTECTION SERVICE AT (800) 362-2764. CONTRACTOR TO REPAIR ALL DAMAGES TO EXISTING UTILITIES, CURBS, PAVEMENTS, ETC. RESULTING FROM LANDSCAPE INSTALLATIONS WHICH OCCUR DURING THE CONSTRUCTION OF THE PROJECT.
- PLANT MATERIAL SHALL BE FURNISHED IN THE QUANTITIES AND/OR SPACING AS SHOWN OR NOTED. IN CASE OF DISCREPANCIES BETWEEN THE PLAN AND THE PLANT LIST, THE PLAN SHALL DICTATE.
- CONTRACTOR SHALL VERIFY SIZES AND LOCATIONS OF ALL SITE ELEMENTS AND IMMEDIATELY INFORM THE OWNER AND DESIGN CONSULTANT OF ANY DISCREPANCY BETWEEN THE DRAWINGS AND/OR SPECIFICATIONS AND ACTUAL CONDITIONS. NO WORK SHALL BE DONE IN ANY AREA WHERE THERE IS A DISCREPANCY WITHOUT OWNERS APPROVAL.
- CONTACT THE OWNER TO REQUEST ELECTRONIC FILES FOR LAYOUT AND STAKING.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINISH GRADING IN THE PROJECT REQUIRED TO PROVIDE A PROPER SOD AND PLANTING BED.
- CONTRACTOR SHALL PROVIDE THE FOLLOWING SOIL AMENDMENTS:  
SOIL AMENDMENT:  
'COM-TIL' ORGANIC COMPOST (OR EQUAL)  
7000 STATE ROUTE 104  
SOUTH LOCKBOURNE, OHIO 43137  
(614) 645-3152  
  
PERENNIAL BED AREAS:  
SPREAD 3" OF ORGANIC COMPOST OVER NEW LANDSCAPE AREAS AND INCORPORATE INTO THE TOP 8" OF THE SOIL BY MECHANICAL TILLER.  
  
TREES AND SHRUBS:  
MIX 30% ORGANIC COMPOST TO 70% EXISTING SOIL FROM PLANT PIT EXCAVATION. IF EXCAVATED SOIL IS NOT SUITABLE, SUPPLEMENT WITH IMPORTED TOPSOIL.
- ALL PLANT MATERIAL TO MEET OR EXCEED AMERICAN STANDARD FOR NURSERY STOCK, 2014 EDITION, AS SET FORTH BY AMERICAN ASSOCIATION OF NURSERYMEN.
- ALL PLANT MATERIALS SUBJECT TO INSPECTION PRIOR, DURING AND AFTER INSTALLATION. ANY PLANT NOT MEETING THE REQUIREMENTS WILL BE CAUSE FOR REJECTION BY THE OWNER. ALL REJECTED PLANTS SHALL BE IMMEDIATELY REMOVED AND DISPOSED OF BY THE CONTRACTOR AND THE REPLACEMENT MATERIAL SHALL BE PROVIDED.
- ALL SUBSTITUTIONS AND PLANT CHANGES MUST BE APPROVED BY THE OWNER AND DESIGN CONSULTANT PRIOR TO ANY ACTION TAKEN. TREES SHALL BE PROTECTED AND HANDLED CAREFULLY AT ALL TIMES DURING TRANSPORT & HANDLING TO PREVENT DRYING OF TREE OR ROOT BALL BY WINDS AND TO PREVENT ANY DAMAGE OR BREAKAGE OF THE ROOT BALL. BARK SHALL BE PROTECTED FROM BRUISING OR ABRASION.
- WATER TREES IMMEDIATELY AFTER PLANTING AND CONTINUE TO WATER UNTIL FINAL ACCEPTANCE BY THE OWNER.
- PLANT LOCATIONS AND BEDS SHALL BE LOCATED BY CONTRACTOR AND APPROVED BY OWNER AND DESIGN CONSULTANT BY PRIOR TO PLANT INSTALLATION.
- BED LINE TO BE 18" FROM BASE OF PLANT MATERIAL UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
- ALL SHRUB AND BED AREAS, EXCEPT AT PROJECT ENTRY TO BE MULCHED WITH 3" DEPTH MIN. NO. 34 WASHED RIVERROCK OVER WEED BARRIER FABRIC. DECIDUOUS TREES IN LAWN AREAS SHALL BE MULCHED WITH A 3" DIAMETER TREE RING USING 3" SHREDDED HARDWOOD BARK MULCH. DO NOT MOUND MULCH AROUND TREE ROOT COLLAR. SUBMIT SAMPLE TO OWNER FOR APPROVAL.
- ALL AREAS OUTSIDE OF PLANTING BEDS SHALL BE SODDED AS SHOWN AND NOTED.
- ALL SEEDED AREAS TO BE INSTALLED WITH HYDROSEED MIXTURE PER SEED SUPPLIER AND MANUFACTURERS SPECIFICATIONS.
- ALL SLOPES IN EXCESS OF 3:1 (H:V) TO BE HYDROSEEDDED AND MATTED WITH NAG S75 MINIMUM WITH ROLLS ORIENTED DOWN SLOPE AND STAKED TO MANUFACTURERS RECOMMENDATIONS.
- FINISHED TURF (SOD) TO BE FLUSH WITH TOP OF ADJACENT CURB OR WALK. COORDINATE WITH OWNER IN FIELD AS REQUIRED.
- THE CONTRACTOR SHALL GUARANTEE ALL TREES, SHRUBS AND GROUND COVERS FOR A PERIOD OF ONE (1) YEAR FROM DATE OF FINAL ACCEPTANCE. REPLACE MATERIAL WITHIN SEVEN (7) DAYS OF NOTIFICATION OF THE OWNER.
- PERFORM CLEANING DURING INSTALLATION OF LANDSCAPE WORK AND UPON COMPLETION. REMOVE FROM SITE ALL EXCESS LANDSCAPE RELATED MATERIAL, SOIL DEBRIS AND EQUIPMENT. REPAIR DAMAGE RESULTING FROM LANDSCAPING OPERATIONS. SWEEP AND HOSE DOWN PAVED SURFACES AFFECTED BY LANDSCAPING OPERATIONS. ALL HARD SURFACES INCLUDING BUILDINGS, PAVEMENTS, SIGNS, A/C UNITS AND FENCES SHALL HAVE HYDROSEED OVERSPRAY REMOVED BY LANDSCAPE CONTRACTOR AS PART OF THEIR CLEANUP. COORDINATE WITH OWNER AND OTHER CONTRACTORS FOR FINAL CLEANUP PRIOR TO CLEANING.
- MAINTENANCE: THE LANDSCAPE CONTRACTOR SHALL MAINTAIN THE COMPLETED LANDSCAPE AND IRRIGATION SYSTEMS UNTIL THE DATE OF FINAL ACCEPTANCE.
  - MOWING - MINIMUM ONCE PER WEEK.
  - TRIMMING - SHRUBS, TREES, AND GROUND COVERS MINIMUM TWO TIMES PER YEAR OR AS REQUIRED.
  - FERTILIZING - APPLY FERTILIZER AT A RATE EQUAL TO 1 LB. OF ACTUAL NITROGEN/1000 S.F. IN THE SPRING AND FALL TO ALL TURF AND PLANTINGS.
  - BED EDGING - EDGE ALL BEDS BY HAND, SPADE AT LEAST TWO TIMES PER YEAR AND TOP-MULCH AS NEEDED WITH NO. 34 RIVER STONE IN FALL AND SPRING.





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**Project Name**

## Redwood Home Road Apartment Neighborhood

Home Road

Powell, Ohio 43065

**Prepared For**



Redwood Living  
7007 East Pleasant Valley Rd.  
Independence, OH 44131

**Project Info**

Project # 18067  
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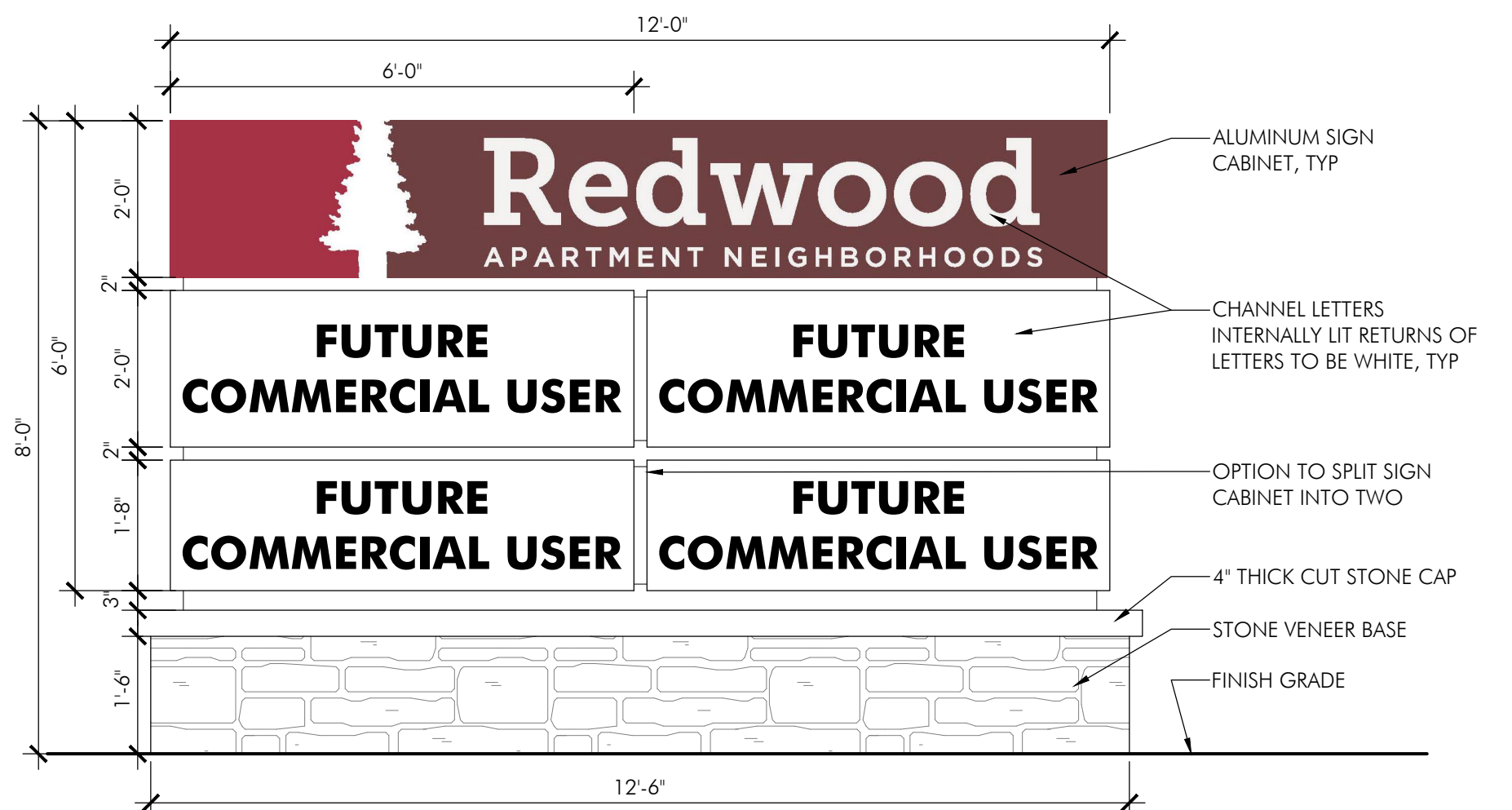
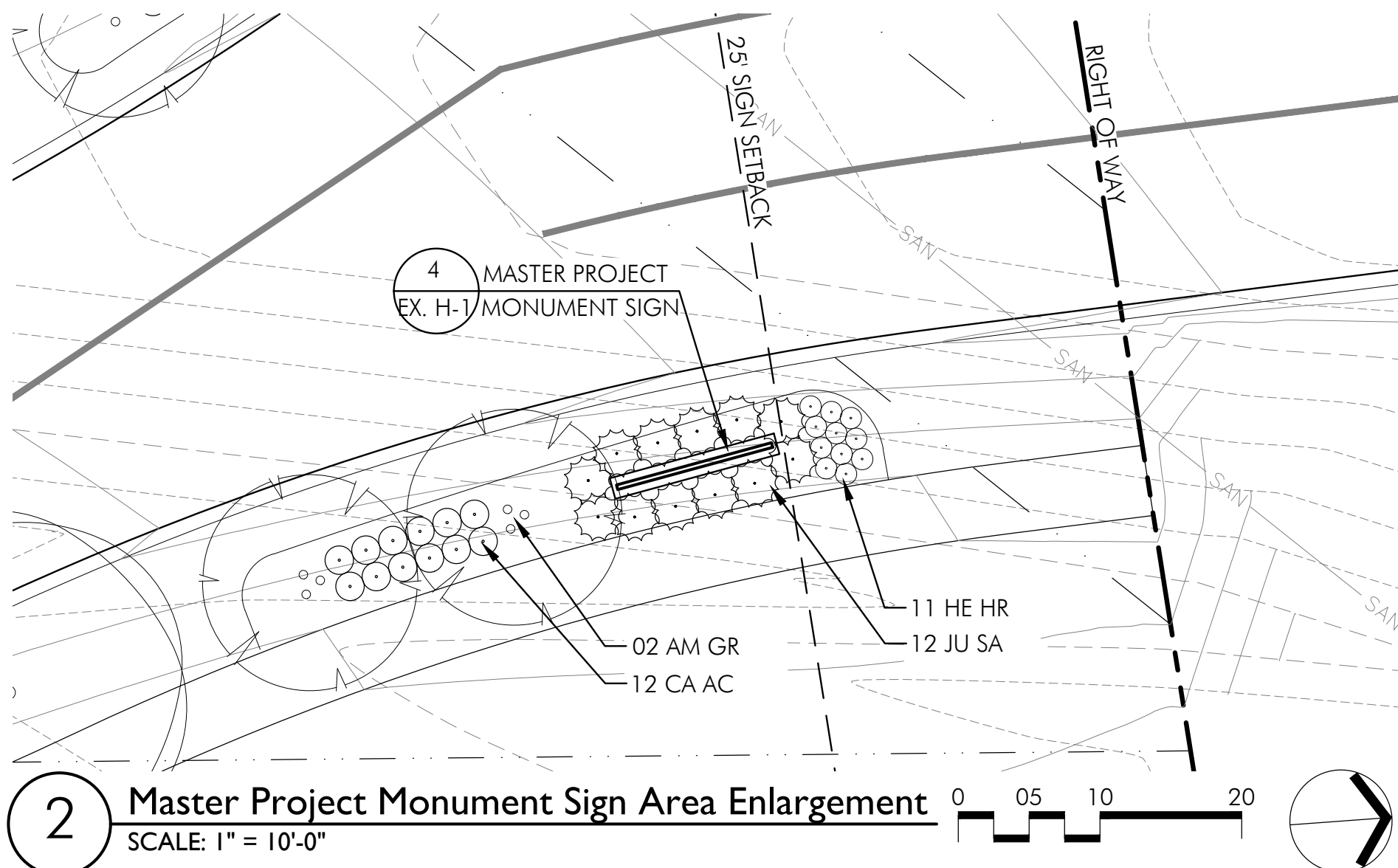
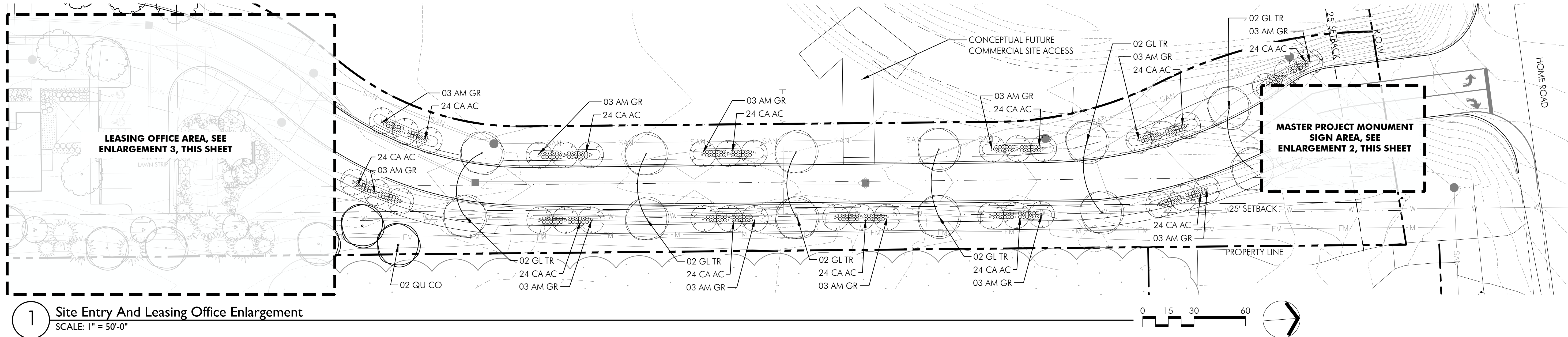
**Revisions**

**Sheet Title**

## SITE ENTRY AND LEASING OFFICE ENLARGEMENT

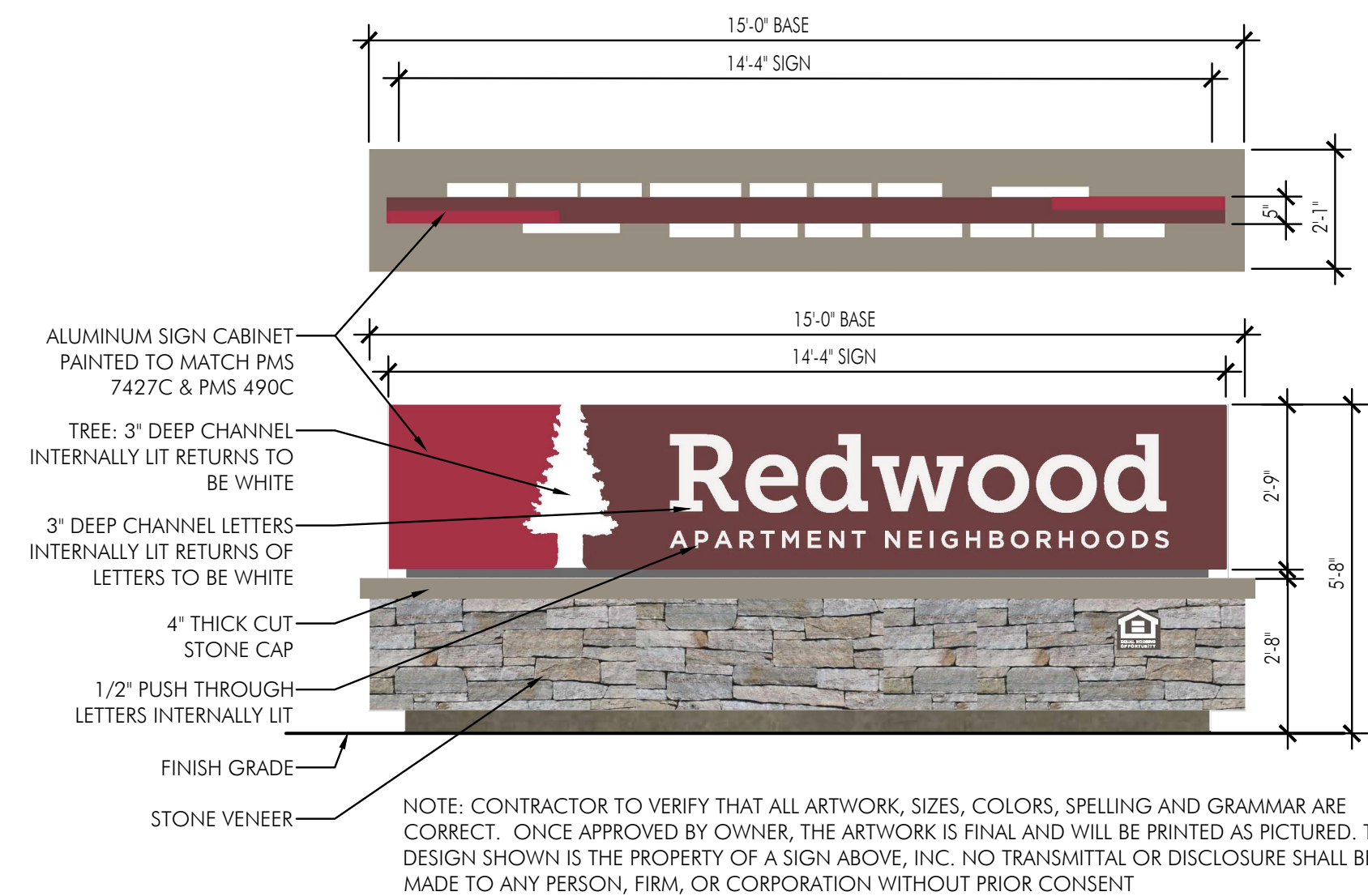
**Sheet #**

# EX. H-1



- NOTES:
- TOTAL SIGN FACE AREA NOT TO EXCEED 72 SQUARE FEET, OR 10' HEIGHT
  - SIGN BASE NOT TO EXCEED 2' HEIGHT AND SHALL BE COMPRISED OF BRICK, STONE, STUCCO OR OTHER PERMANENT MATERIAL

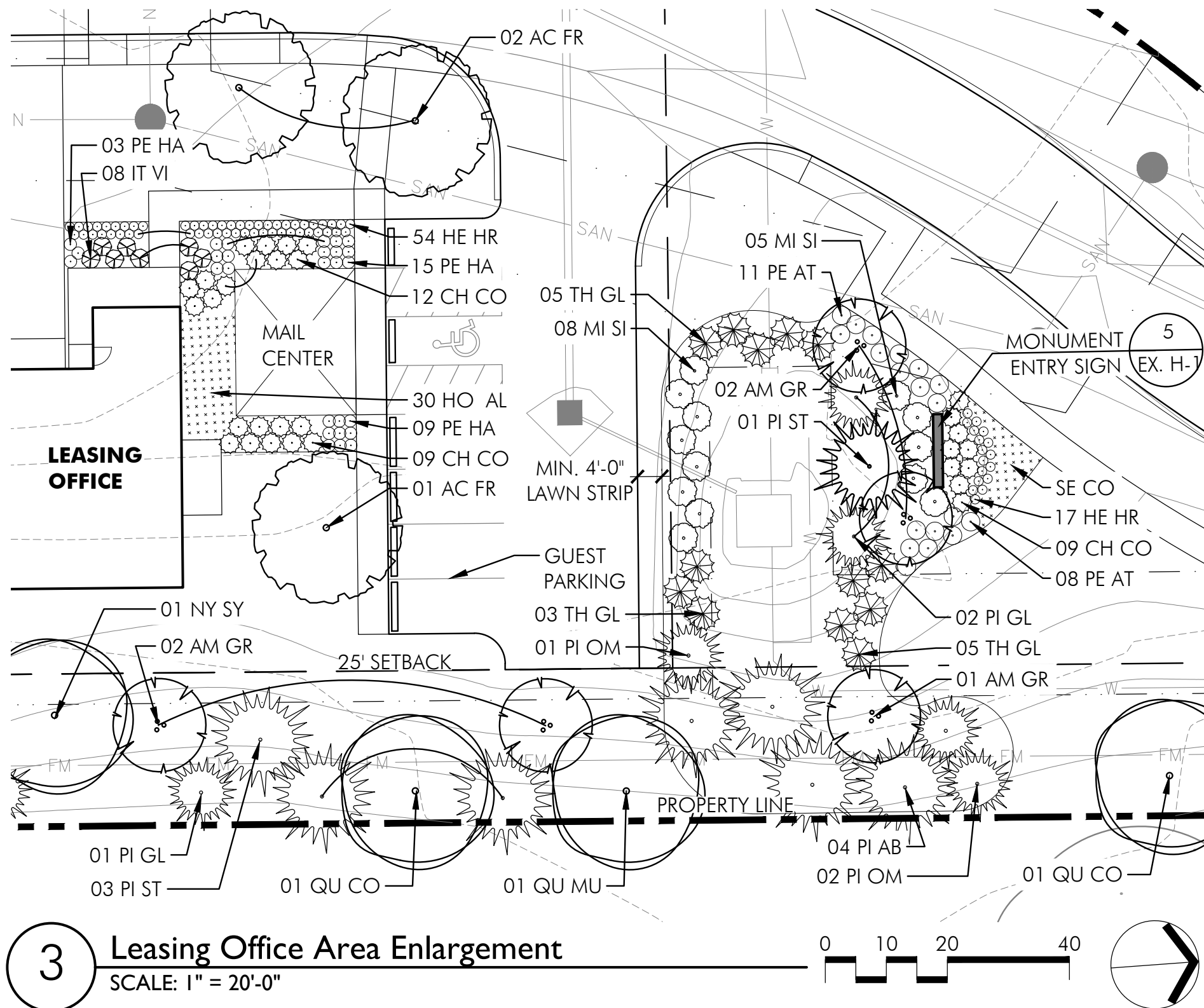
### 4 Master Project Monument Sign 1/2"=1'-0"



### 5 Monument Entry Sign (40SF) 3/8"=1'-0"

PLANT PALETTE					
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	COND.	COMMENTS
DECIDUOUS TREES					
AM GR	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	8' ht. multi-stem	B&B	As Shown
AC FR	Acer x. freemanii 'Autumn Blaze'	Autumn Blaze Maple	2" cal.	B&B	As Shown
GL TR	Gleditsia tricanthos f. inermis 'Skycole'	Skyline Honeylocust	2" cal.	B&B	As Shown
NY SY	Nyssa sylvatica	Black Gum	2" cal.	B&B	As Shown
QU CO	Quercus alba	White Oak	2" cal.	B&B	As Shown
QU MU	Quercus rubra	Red Oak	2" cal.	B&B	As Shown
EVERGREEN TREES					
PI AB	Picea abies	Norway Spruce	8' ht.	B&B	As Shown
PI GL	Picea glauca 'Densata'	Black Hills Spruce	6' ht.	B&B	As Shown
PI OM	Picea omorika	Serbian Spruce	6' ht.	B&B	As Shown
PI ST	Pinus strobus	Eastern White Pine	8' ht.	B&B	As Shown
SHRUBS					
CH CO	Chamaecyparis p. compacta variegata	Dwarf Variegated False Cypress	18" ht	Cont.	As Shown
IT VI	Itea virginica 'Little Henry'	Little Henry Sweetspire	#5	cont.	As Shown
JU SA	Juniperus sabina 'Buffalo'	Buffalo Juniper	18" ht.	cont.	As Shown
TH PL	Thuja plicata 'Gelderland'	Gelderland Western Arborvitae	4' ht.	B&B	As Shown
ORNAMENTAL GRASSES, PERENNIALS					
CA AC	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	#1	cont.	As Shown
HE HR	Hemerocallis 'Happy Returns'	Happy Returns Daylily	#1	cont.	As Shown
HO AL	Hosta 'Fortunei Albamarginata'	Variegate Hosta	#1	cont.	30" o.c.
MI SI	Miscanthus sinensis	Maiden Grass	#2	cont.	As Shown
PE HA	Pennisetum a. 'Hameln'	Dwarf Fountain Grass	#1	cont.	As Shown
PE AT	Perovskia atriplicifolia 'Denim 'n Lace'	Denim 'n Lace Russian Sage	#1	cont.	As Shown
SE CO	Seasonal Color				

\*\* Plant substitutions may be required, depending on plant availability. Any substitutions must be approved by landscape architect.







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**Cincinnati**  
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p 614.360.3066

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**Project Name**

## Redwood Home Road Apartment Neighborhood

Home Road

Powell, Ohio 43065

**Prepared For**



Redwood Living  
7007 East Pleasant Valley Rd.  
Independence, OH 44131

**Project Info**

Project # 18067  
Date 09/08/2023  
By SO, TF  
Scale As Noted

**Revisions**

**Sheet Title**

## NORTH MAPLE GLEN NEIGHBORHOOD ENLARGEMENT

**Sheet #**

# EX. H-2

PLANT PALETTE					
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	COND.	COMMENTS
DECIDUOUS TREES					
AM GR	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	8' ht. multi-stem	B&B	As Shown
AC FR	Acer x. freemanii 'Autumn Blaze'	Autumn Blaze Maple	2" cal.	B&B	As Shown
AC SA	Acer saccharum 'Flashfire'	Flashfire Sugar Maple	2" cal.	B&B	As Shown
AC RS	Acer rubrum 'Red Sunset'	Red Sunset Red Maple	2" cal.	B&B	As Shown
LI TU	Liriodendron tulipifera	Tulip Tree	2" cal.	B&B	As Shown
MA VI	Magnolia virginiana	Sweetbay Magnolia	8' ht.	B&B	As Shown
NY SY	Nyssa sylvatica	Black Gum	2" cal.	B&B	As Shown
QU CO	Quercus coccinea	Scarlet Oak	2" cal.	B&B	As Shown
QU MU	Quercus muehlenbergii	Chinkapin Oak	2" cal.	B&B	As Shown
EVERGREEN TREES					
PI AB	Picea abies	Norway Spruce	8' ht.	B&B	As Shown
PI GL	Picea glauca 'Densata'	Black Hills Spruce	6' ht.	B&B	As Shown
PI OM	Picea omorika	Serbian Spruce	6' ht.	B&B	As Shown
TH OC	Thuja occidentalis 'Green Giant'	Green Giant Arborvitae	6' ht.	B&B	As Shown
PI ST	Pinus strobus	Eastern White Pine	8' ht.	B&B	As Shown
** Plant substitutions may be required, depending on plant availability. Any substitutions must be approved by landscape architect.					

### MAPLE GLEN NEIGHBORHOOD

\*Not exclusive to these specific Maple species,  
for design intent only.



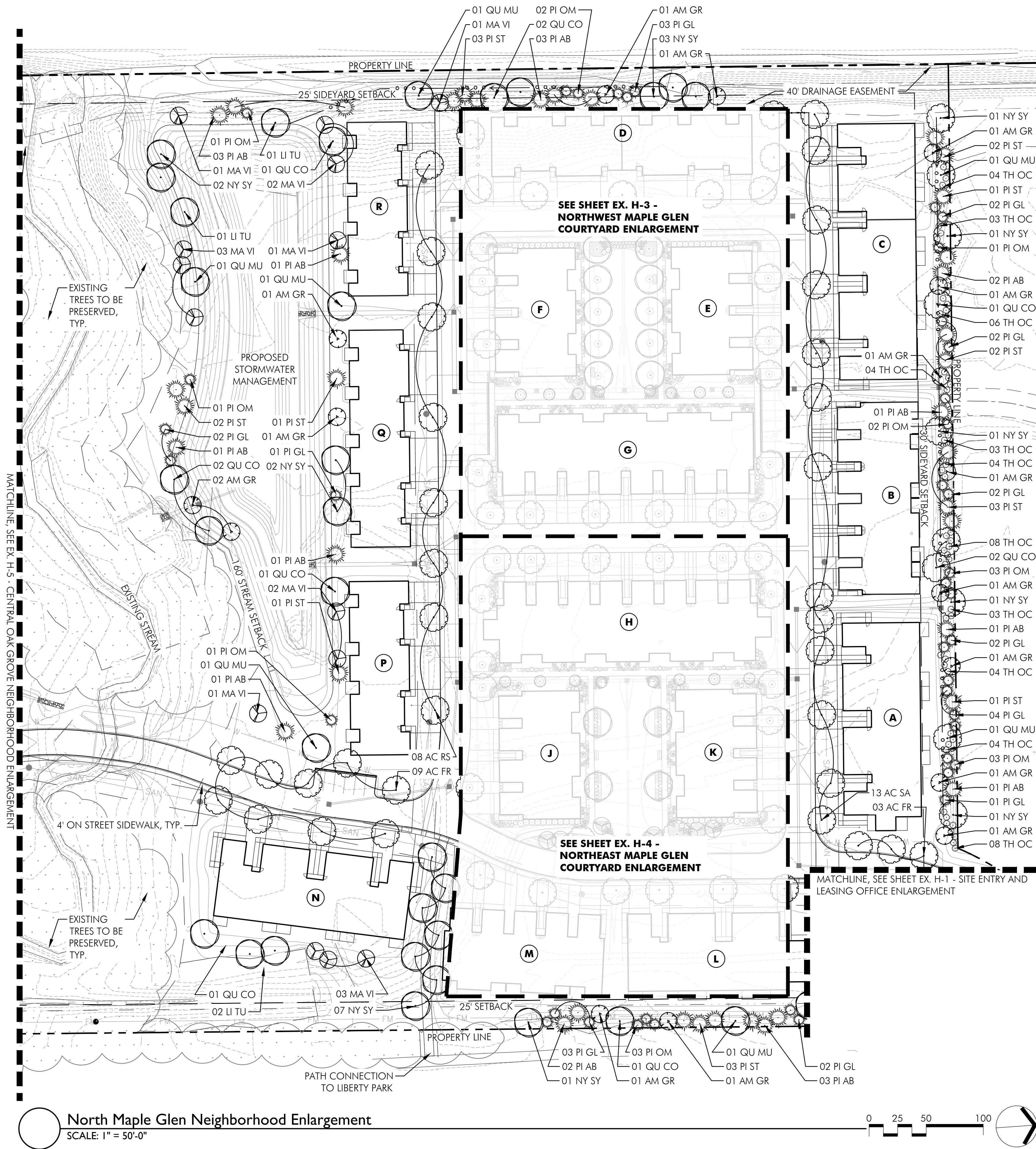
Acer rubrum  
Red Maple



Acer rubrum  
Red Maple



Acer saccharum  
Sugar Maple



North Maple Glen Neighborhood Enlargement  
SCALE: 1" = 50'-0"





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**Project Name**  
**Redwood  
Home Road  
Apartment  
Neighborhood**

Home Road  
Powell, Ohio 43065

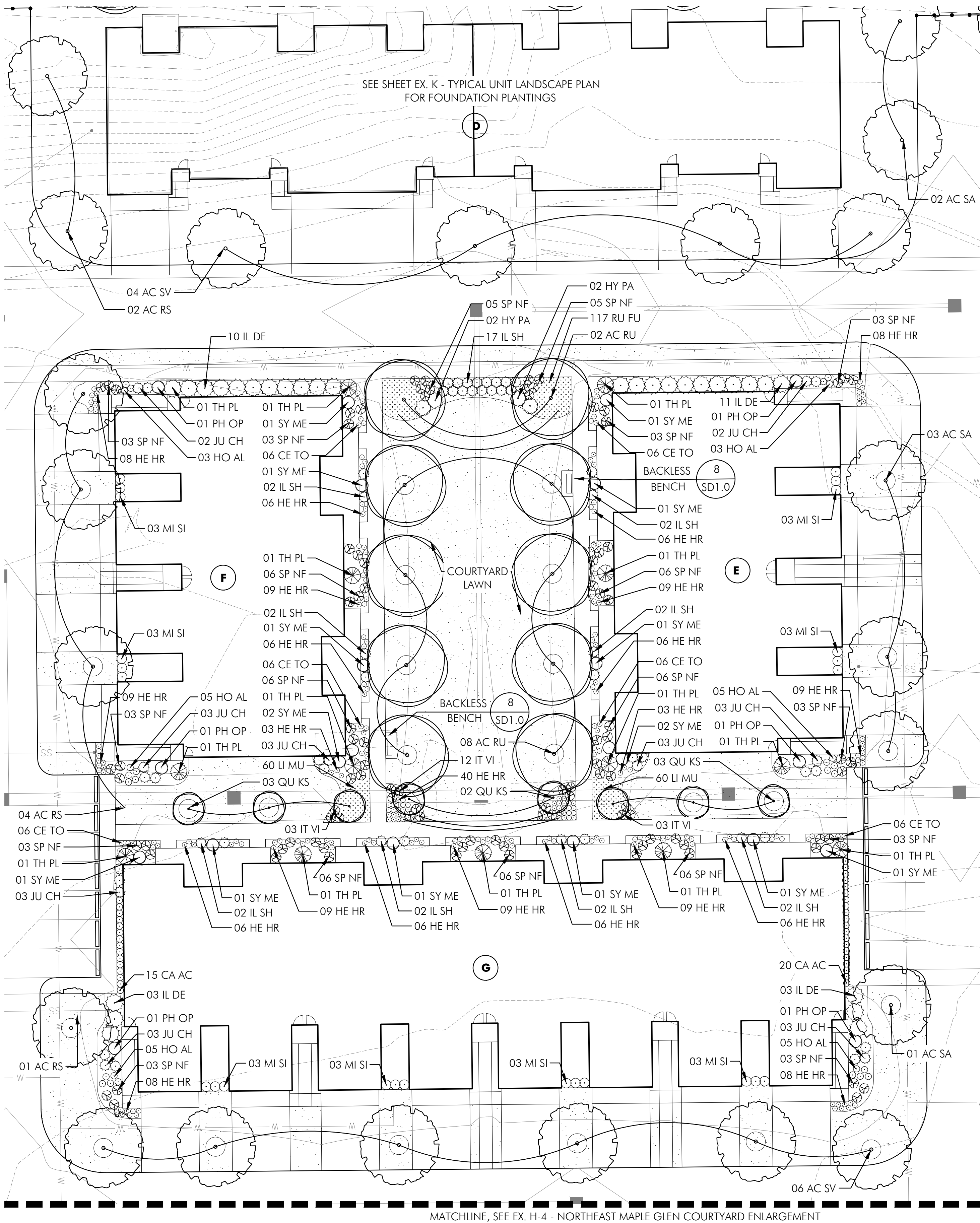
**Prepared For**  
**Redwood**  
APARTMENT NEIGHBORHOODS  
Redwood Living  
7007 East Pleasant Valley Rd.  
Independence, OH 44131

**Project Info**  
Project # 18067  
Date 09/08/2023  
By SO, TF  
Scale As Noted

**Revisions**

**Sheet Title**  
**NORTHWEST  
MAPLE GLEN  
COURTYARD  
ENLARGEMENT**

**Sheet #**  
**EX. H-3**



**Northwest Courtyard Enlargements**  
SCALE: 1" = 20'-0"

PLANT PALETTE					
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	COND.	COMMENTS
DECIDUOUS TREES					
AC SA	Acer saccharum 'Flashfire'	Flashfire Sugar Maple	2" cal.	B&B	As Shown
AC SV	Acer rubrum 'Sun Valley'	Sun Valley Maple	2" cal.	B&B	As Shown
AC RS	Acer rubrum 'Red Sunset'	Red Sunset Red Maple	2" cal.	B&B	As Shown
AC RU	Acer rubrum 'Bowhall'	Bowhall Maple	2" cal.	B&B	As Shown
QU KS	Quercus 'Kindred Spirit'	Kindred Spirit Oak	2" cal.	B&B	As Shown
SHRUBS					
HY PA	Hydrangea paniculata 'Little Lime'	Little Lime Hydrangea	24" ht.	cont.	As Shown
IL DE	Ilex glabra 'Densa'	Dense Compact Inkberry	24" ht.	cont.	As Shown
IL SH	Ilex glabra 'Shamrock'	Shamrock Inkberry	18" ht.	cont.	As Shown
IT VI	Itea virginica 'Little Henry'	Little Henry Sweetspire	#5	cont.	As Shown
JU CH	Juniperus chinensis 'Nicks Compact'	Nicks Compact Juniper	18" ht.	cont.	As Shown
PH OP	Physocarpus opulifolius 'Tiny Wine'	Tiny Wine Ninebark	24" ht.	cont.	As Shown
SP NF	Spiraea japonica 'Neon Flash'	Neon Flash Spirea	18" ht.	cont.	As Shown
SY ME	Syringa Meyeri	Palabin Lilac	30" ht.	cont.	As Shown
TH PL	Thuja plicata 'Gelderland'	Gelderland Western Arborvitae	4' ht.	B&B	As Shown
ORNAMENTAL GRASSES, PERENNIALS					
CA AC	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	#2	cont.	As Shown
CE TO	Cerastium tomentosum	Snow in the Summer	#1	cont.	As Shown
HE HR	Hemerocallis 'Happy Returns'	Happy Returns Daylily	#1	cont.	As Shown
HO AL	Hosta 'Fortunei Albamarginata'	Variegate Hosta	#1	cont.	As Shown
LI MU	Liriope muscari 'Big Blue'	Big Blue Liriope	#1	cont.	18" O.C.
MI SI	Miscanthus sinensis 'Gracillimus'	Maiden Grass	#1	cont.	As Shown
RU FU	Rudbeckia fulgida 'Goldsturm'	Goldsturm Black Eyed Susan	#1	cont.	18" O.C.
** Plant substitutions may be required, depending on plant availability. Any substitutions must be approved by landscape architect.					









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**Project Name**

**Redwood  
Home Road  
Apartment  
Neighborhood**

Home Road  
Powell, Ohio 43065

**Prepared For**



Redwood Living  
7007 East Pleasant Valley Rd.  
Independence, OH 44131

**Project Info**

Project # 18067  
Date 09/08/2023  
By SO, TF  
Scale As Noted

**Revisions**

**Sheet Title**

**CENTRAL  
OAK GROVE  
NEIGHBORHOOD  
ENLARGEMENT**

**Sheet #**

**EX. H-5**

CONCEPTUAL PLANT PALETTE					
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	COND.	COMMENTS
DECIDUOUS TREES					
AM GR	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	8' ht. multi-stem	B&B	As Shown
LI TU	Liriodendron tulipifera	Tulip Tree	2" cal.	B&B	As Shown
MA VI	Magnolia virginiana	Sweetbay Magnolia	8' ht.	B&B	As Shown
NY SY	Nyssa sylvatica	Black Gum	2" cal.	B&B	As Shown
QU BE	Quercus bicolor 'Beacon'	Beacon Oak	2" cal.	B&B	As Shown
QU CO	Quercus coccinea	Scarlet Oak	2" cal.	B&B	As Shown
QU IM	Quercus imbricaria	Shingle Oak	2" cal.	B&B	As Shown
QU MU	Quercus muehlenbergii	Chinkapin Oak	2" cal.	B&B	As Shown
QU PA	Quercus palustris	Pin Oak	2" cal.	B&B	As Shown
QU RU	Quercus rubra	Red Oak	2" cal.	B&B	As Shown
EVERGREEN TREES					
PI AB	Picea abies	Norway Spruce	8' ht.	B&B	As Shown
PI GL	Picea glauca	White Spruce	6' ht.	B&B	As Shown
PI OM	Picea omorika	Serbian Spruce	6' ht.	B&B	As Shown
PI ST	Pinus strobus	Eastern White Pine	8' ht.	B&B	As Shown
** Plant substitutions may be required, depending on plant availability. Any substitutions must be approved by landscape architect.					

**OAK GROVE NEIGHBORHOOD**

\*Not exclusive to these specific Oak species, for design intent only.



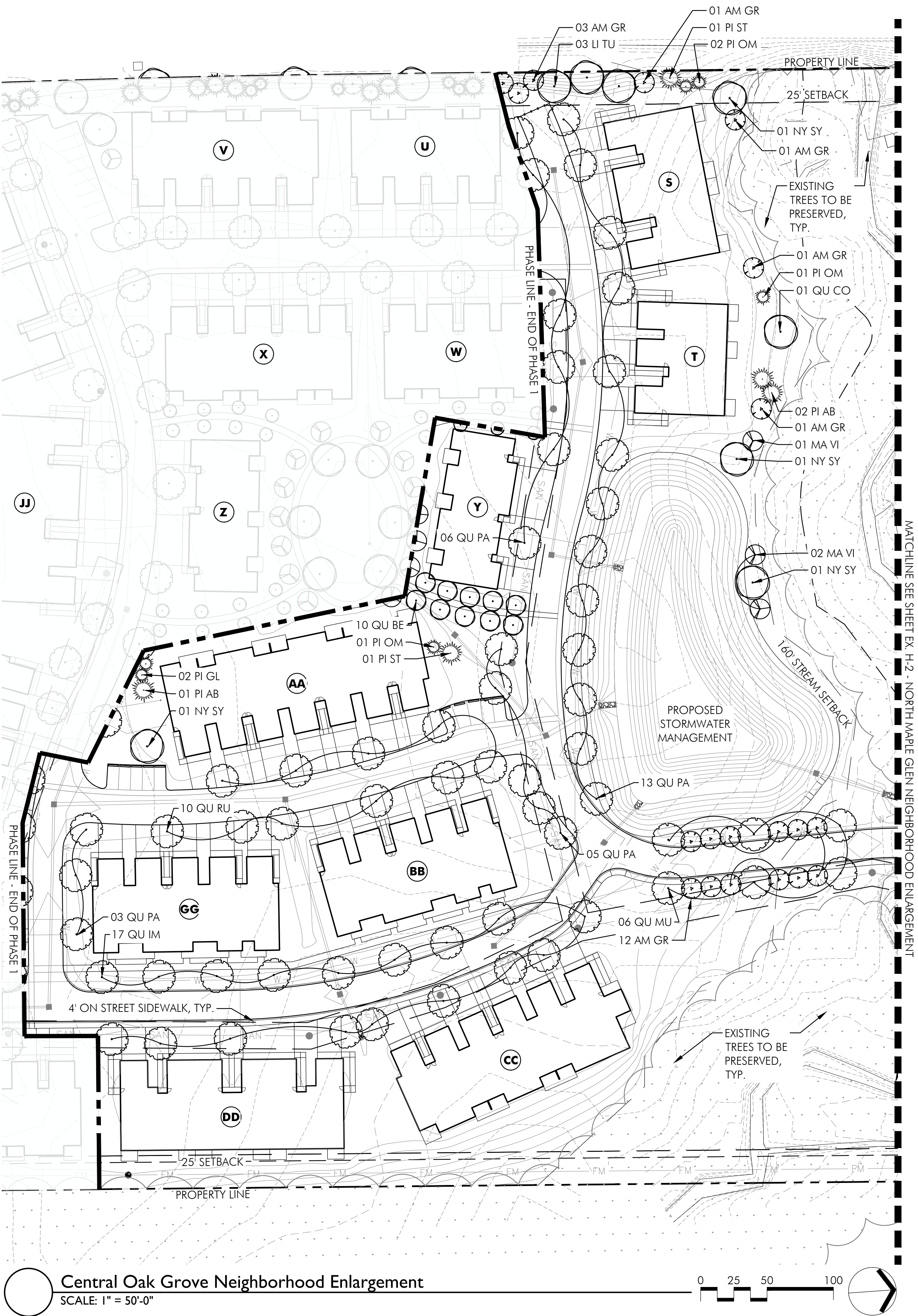
Quercus rubrum  
Red Oak



Quercus rubrum  
Red Oak



Quercus alba  
White Oak



Central Oak Grove Neighborhood Enlargement  
SCALE: 1" = 50'-0"





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**Project Name**  
**Redwood  
Home Road  
Apartment  
Neighborhood**

Home Road  
Powell, Ohio 43065

**Prepared For**  
**Redwood**  
APARTMENT NEIGHBORHOODS  
Redwood Living  
7007 East Pleasant Valley Rd.  
Independence, OH 44131

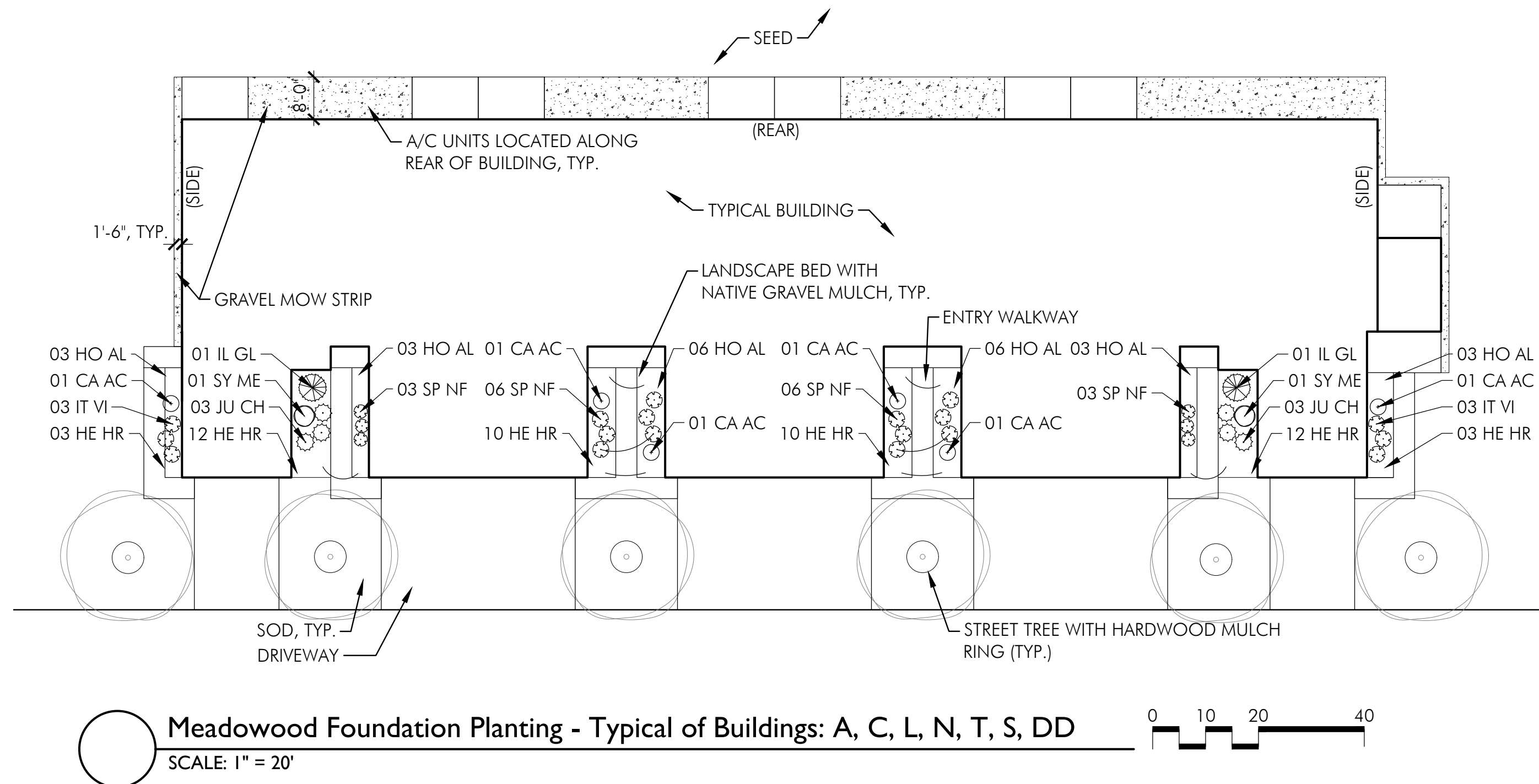
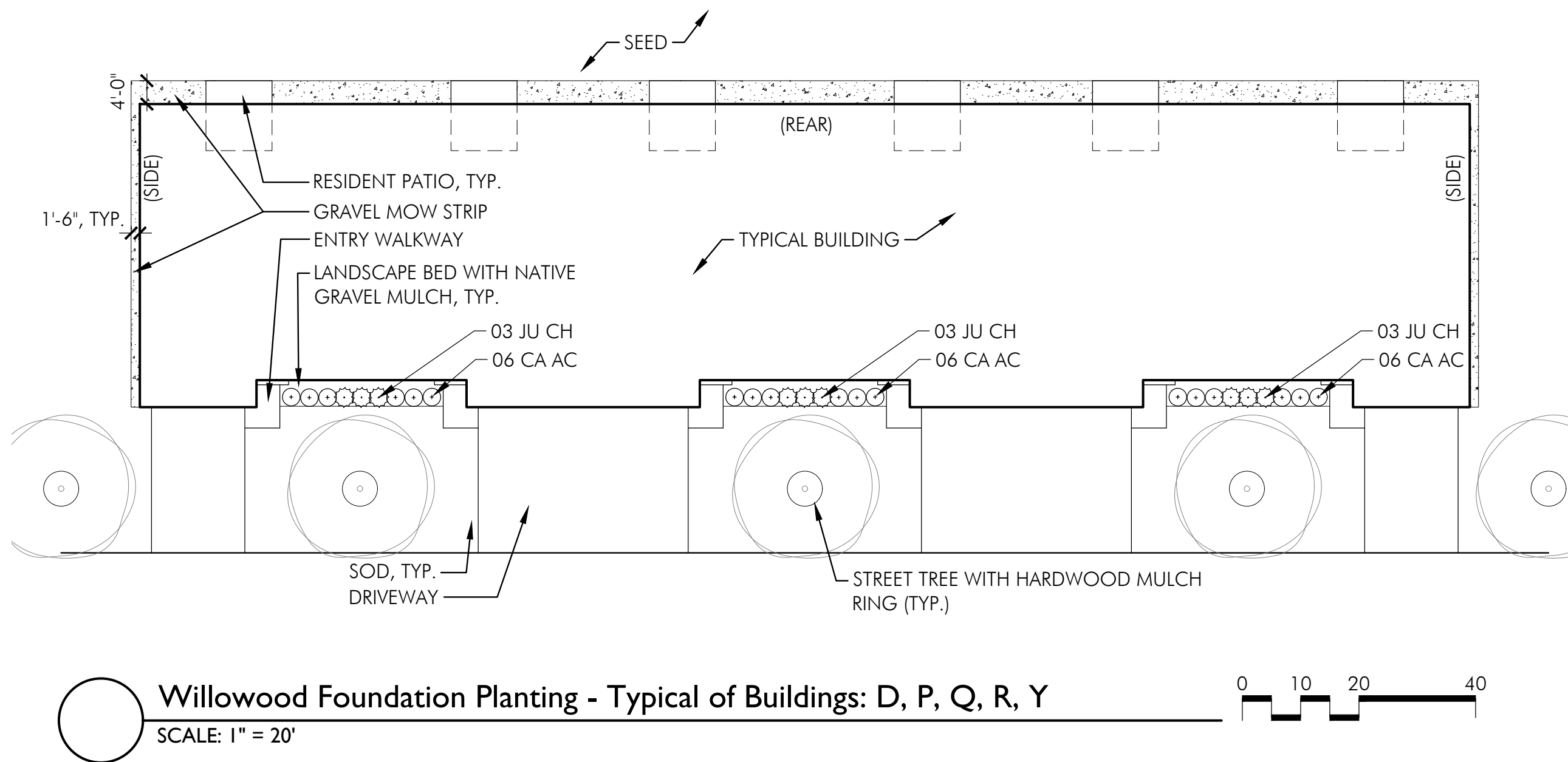
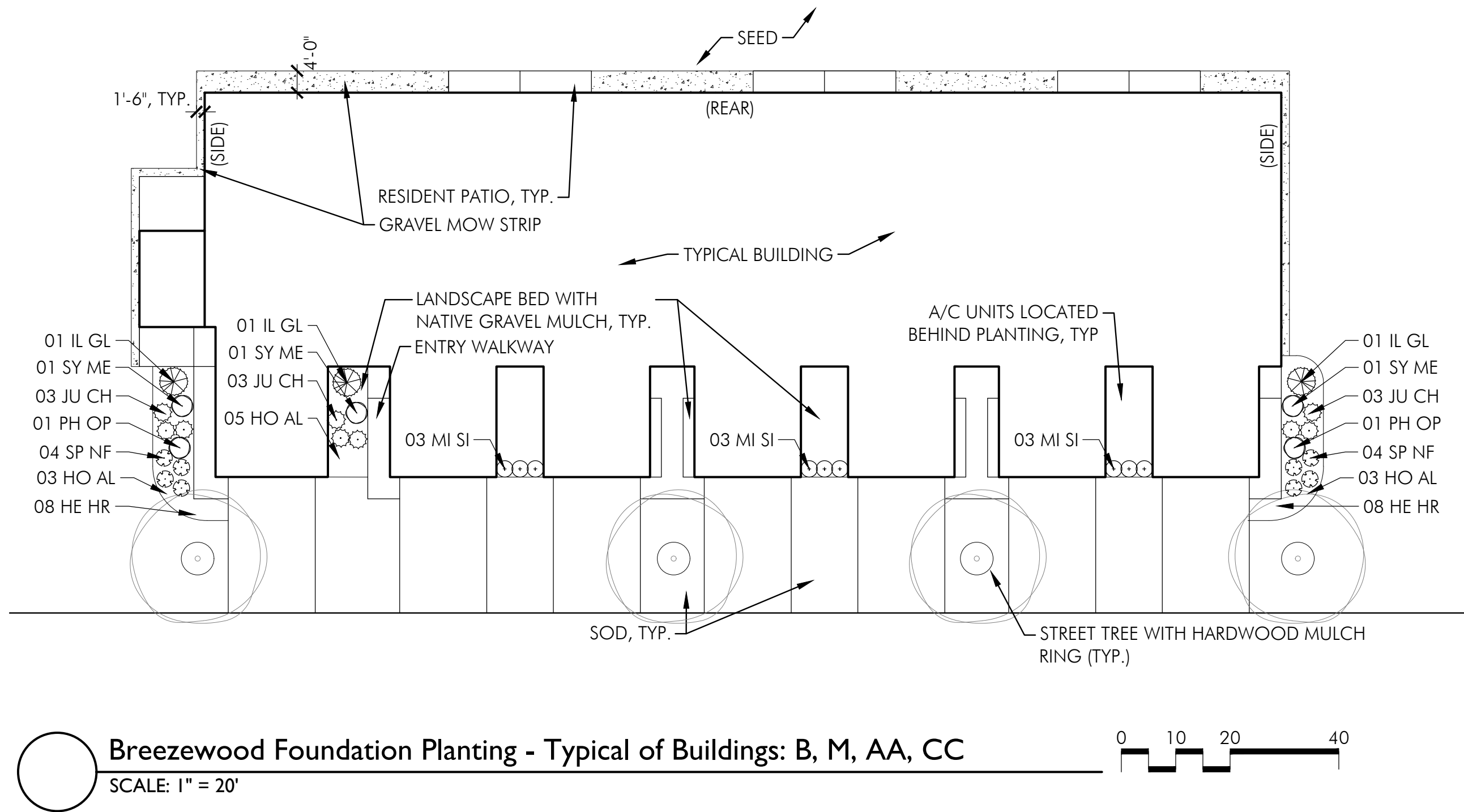
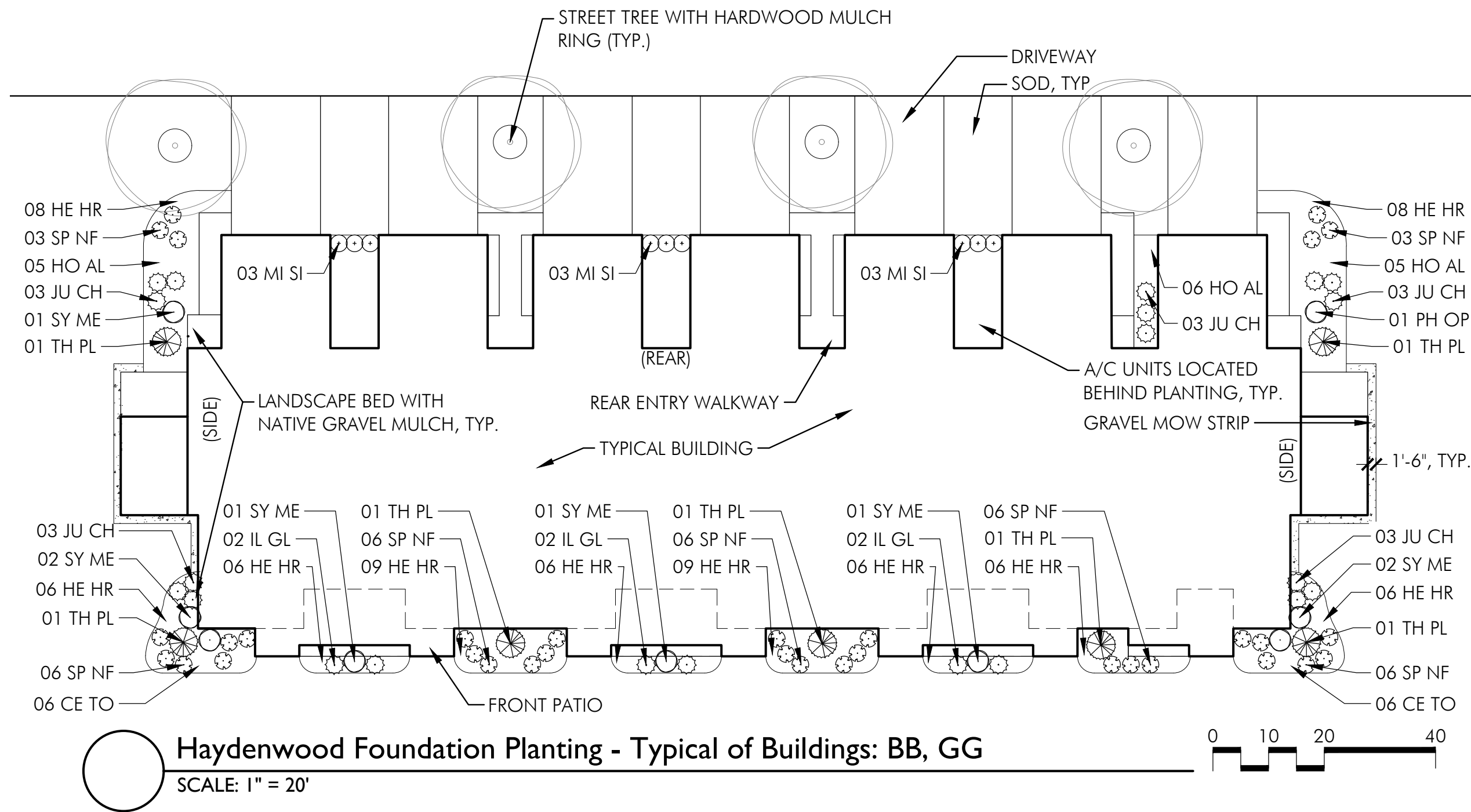
**Project Info**  
Project # 18067  
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Scale As Noted

**Revisions**

**Sheet Title**  
**TYPICAL UNIT  
LANDSCAPE  
PLAN**

**Sheet #**

**EX. K**



**PLANT LIST**

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	COND.	SPACING
SHRUBS					
IL GL	Ilex glabra 'Densa'	Densa Compact Inkberry	18" hgt.	Cont.	As Shown
IT VI	Itea virginiana	Virginia Sweetspire	18" hgt.	Cont.	As Shown
JU CH	Juniperus chinensis 'Nicks Compact'	Nicks Compact Juniper	18" hgt.	Cont.	As Shown
PH OP	Physocarpus opulifolius 'Little Devil'	Little Devil Ninebark	18" hgt.	Cont.	As Shown
SP NF	Spiraea x 'Neon Flash'	Neon Flash Spirea	18" hgt.	Cont.	As Shown
SY ME	Syringa meyeri	Palabin Lilac	30" hgt.	Cont.	As Shown
TH PL	Thuja plicata 'Gelderland'	Gelderland Western Arborvitae	4" hgt.	Cont.	As Shown
PERENNIALS & ORNAMENTAL GRASSES					
CA AC	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	2 gal.	Cont.	As Shown
CE TO	Cerastium tomentosum	Snow in the Summer	1 gal.	Cont.	As Shown
HE HR	Hemerocallis 'Happy Returns'	Happy Returns Daylily	1 gal.	Cont.	As Shown
HO AL	Hosta 'Fortunei Albamarginata'	Variegated Hosta	1 gal.	Cont.	As Shown
MI SI	Miscanthus sinensis 'Gracillimus'	Maiden Grass	1 gal.	Cont.	As Shown

\*\*Plant substitutions may be required depending on plant availability. Any substitutions must be approved by landscape architect and Redwood.





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**Project Name**

## Redwood Home Road Apartment Neighborhood

Home Road

Powell, Ohio 43065

**Prepared For**



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Independence, OH 44131

**Project Info**

Project # 18067  
Date 09/08/2023  
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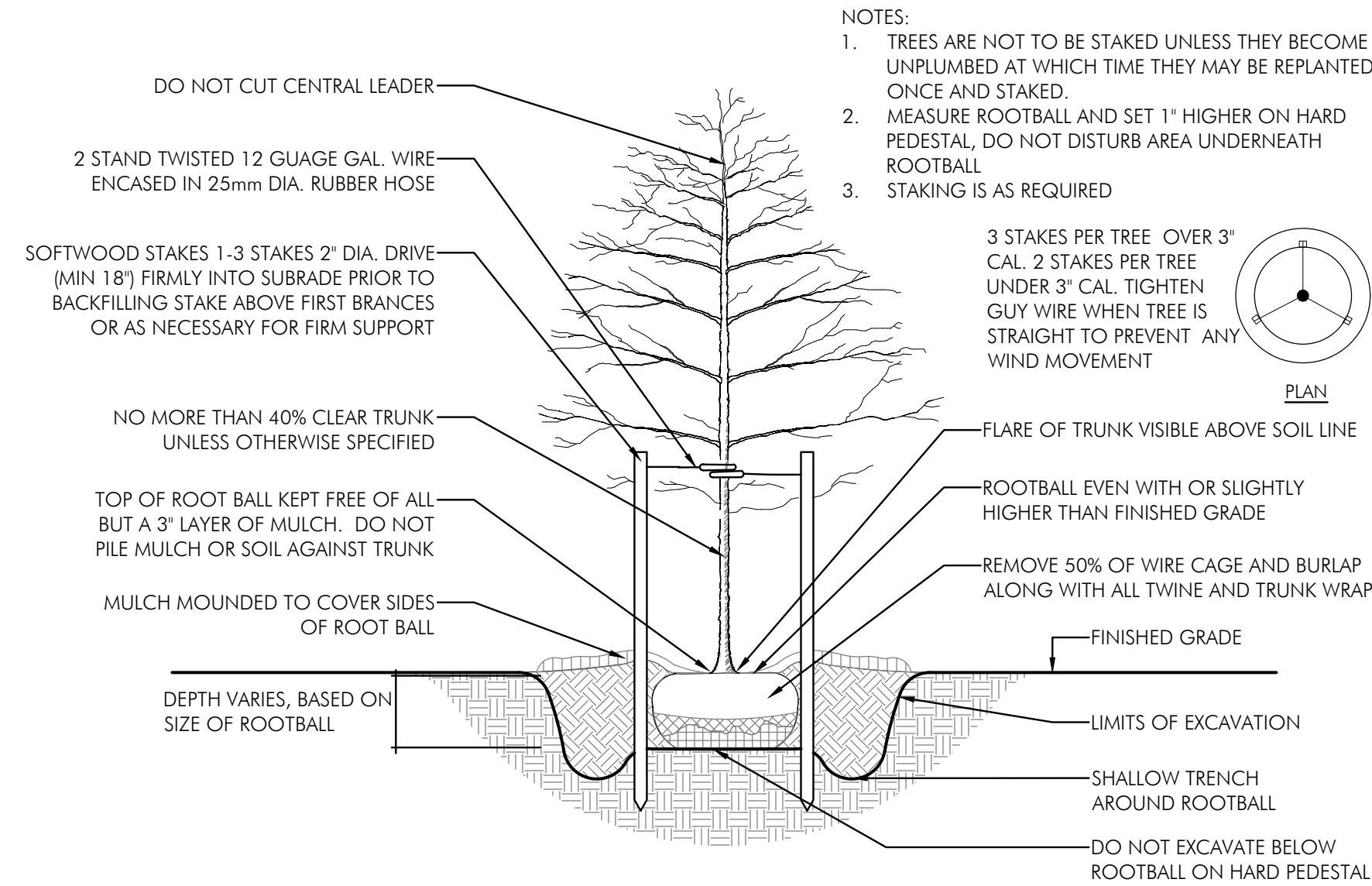
**Revisions**

**Sheet Title**

## PLANTING AND SITE DETAILS

**Sheet #**

# EX. L

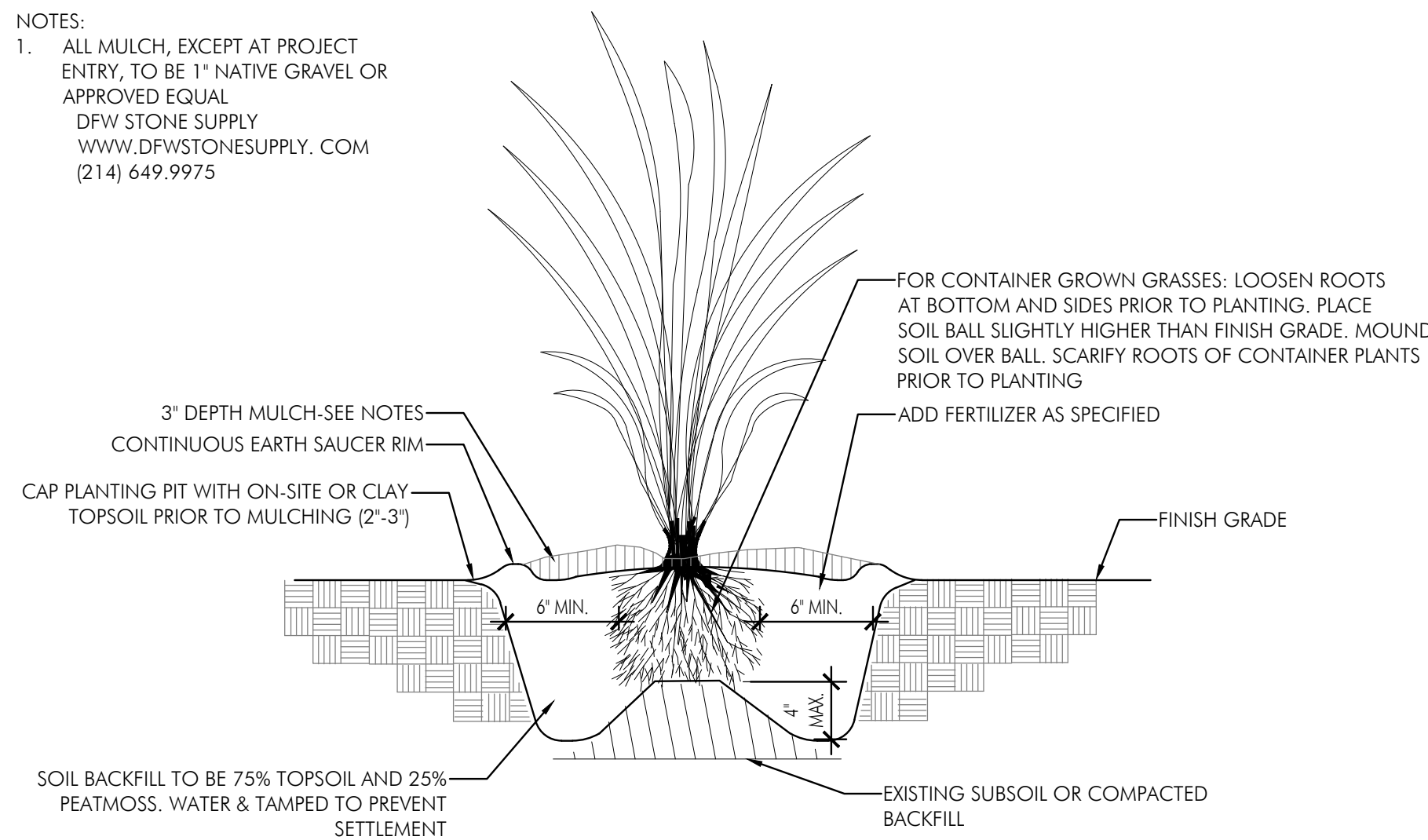


### 1 Tree Planting

N.T.S.

NOTES:

1. ALL MULCH, EXCEPT AT PROJECT ENTRY, TO BE 1" NATIVE GRAVEL OR APPROVED EQUAL  
DFW STONE SUPPLY  
WWW.DFWSTONESUPPLY.COM  
(214) 649.9975



### 2 Evergreen Planting

1"= 1'-0"

NOTE:

1. ALL MULCH, EXCEPT AT PROJECT ENTRY, TO BE 1" NATIVE GRAVEL OR APPROVED EQUAL  
DFW STONE SUPPLY  
WWW.DFWSTONESUPPLY.COM  
(214) 649.9975

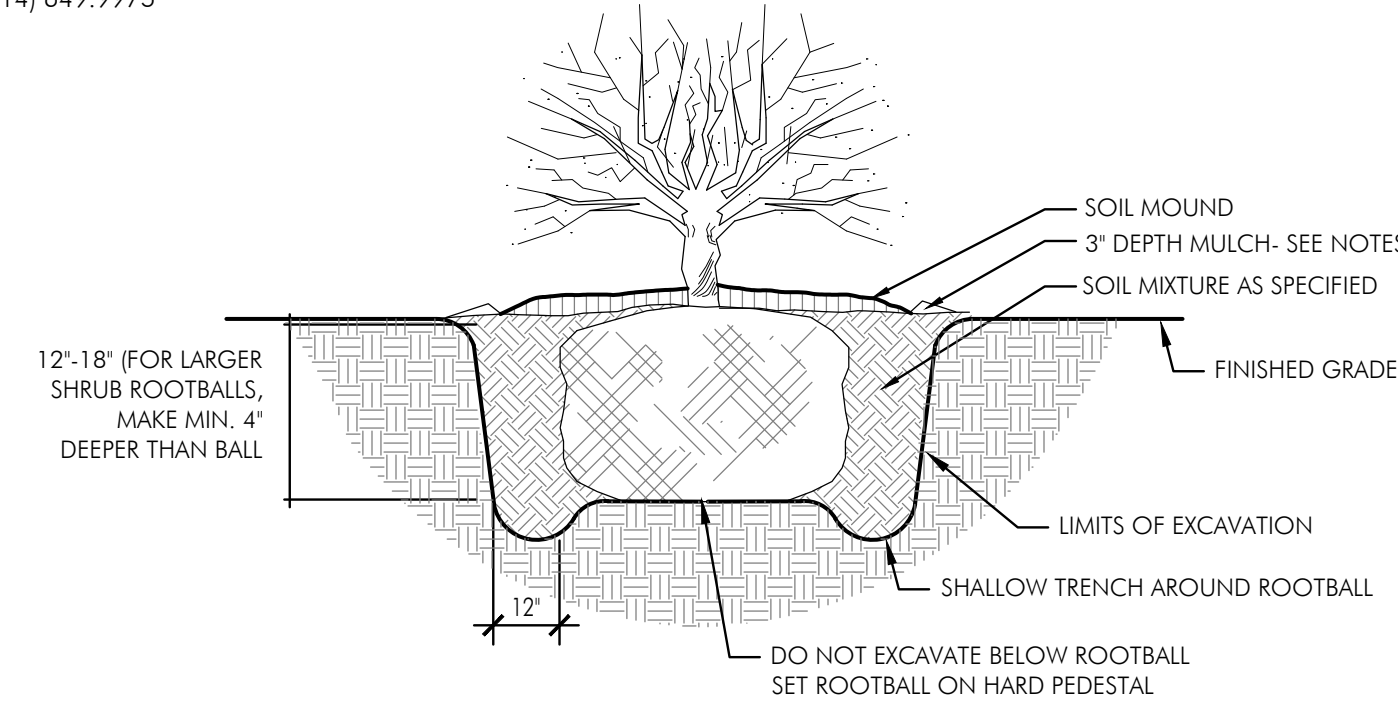
### 3 Shrub Planting

N.T.S.

NOTES:

1. DO NOT PRUNE SHRUBS DURING INSTALLATION
2. MEASURE ROOTBALL AND SET 1" HIGHER ON HARD PEDESTAL, DO NOT DISTURB AREA UNDERNEATH ROOTBALL
3. ALL MULCH, EXCEPT AT PROJECT ENTRY, TO BE 1" NATIVE GRAVEL OR APPROVED EQUAL  
DFW STONE SUPPLY  
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THE AMOUNT OF PRUNING SHALL BE LIMITED TO 1/3 OF THE BRANCHES TO COMPENSATE FOR LOSS OF ROOTS FROM TRANSPLANTING. REMOVE DEAD AND INJURED LIMBS. REMOVE BURLAP AND WIRE OR TWINE FROM TOP AND SIDES OF BALL. CENTER SHRUB IN HOLE. SET TOP OF BALL 1-3" ABOVE FINISH GRADE.

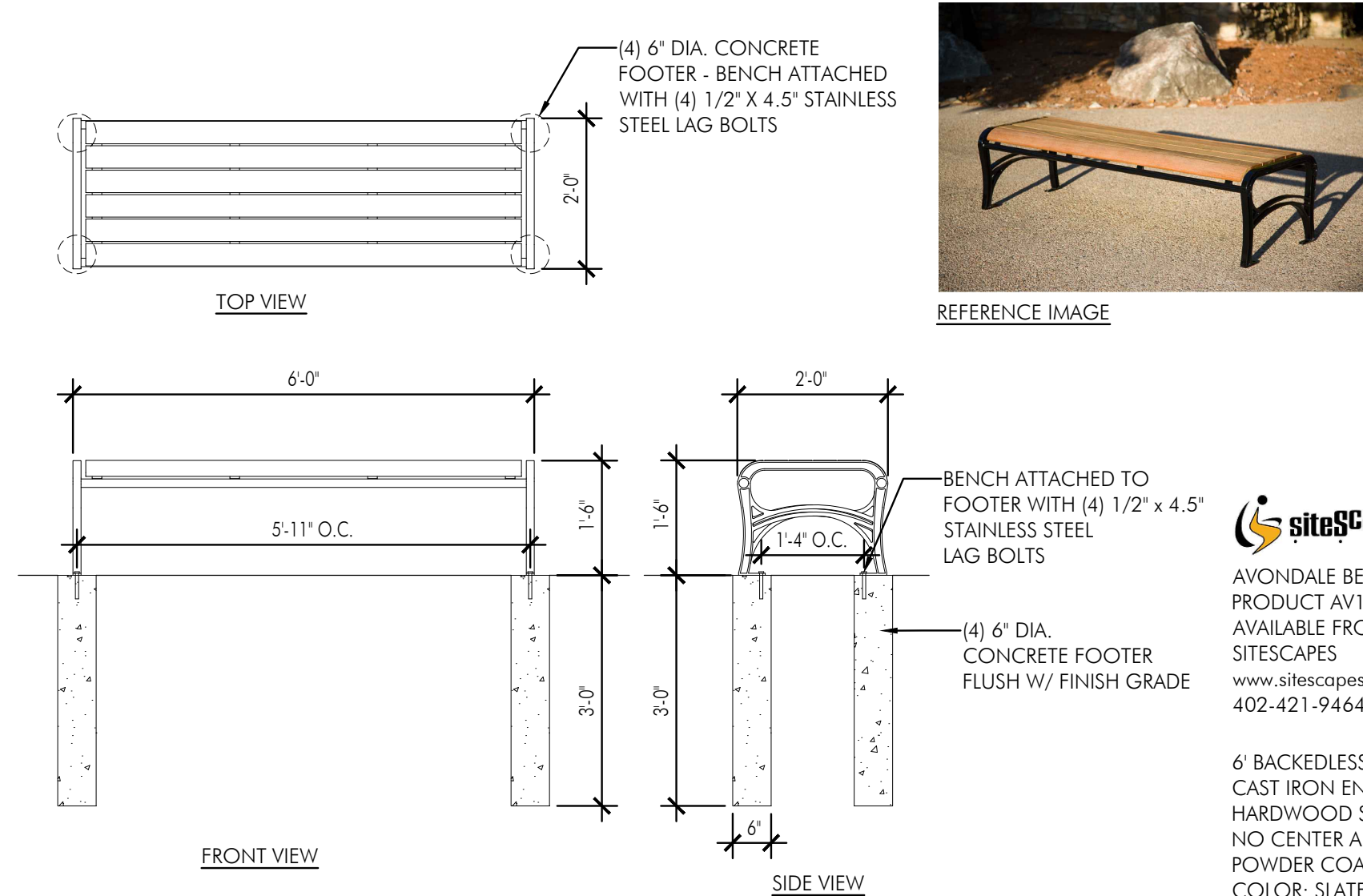


### 4 Grass Planting

1 1/2"= 1'-0"

### 5 Perennial Planting

N.T.S.

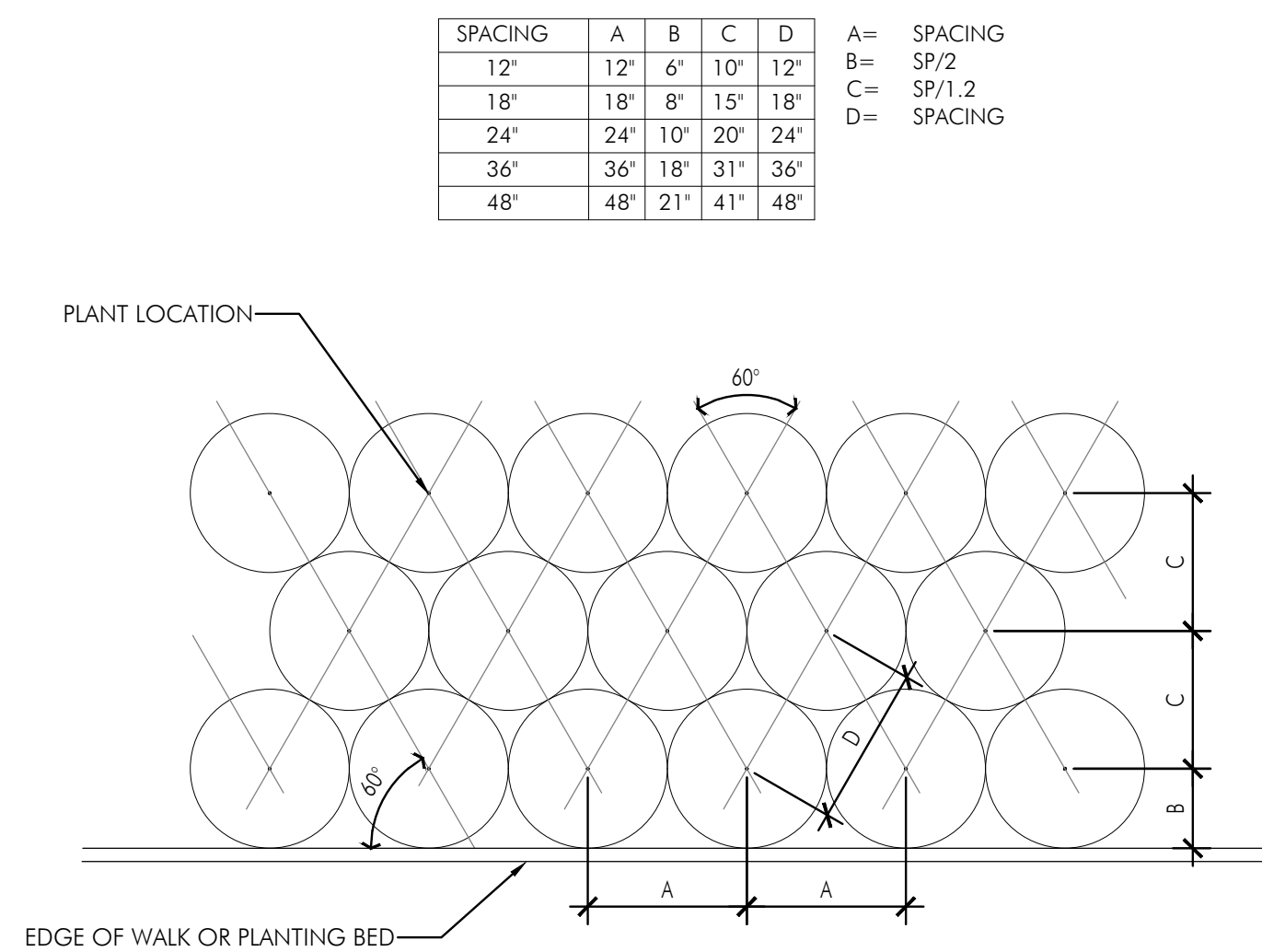


### 8 Avondale Backless Bench

1/2"= 1'-0"

### 7 Perennial Spacing

N.T.S.



SPACING	A	B	C	D	A=	SPACING
12"	12"	6"	10"	12"	B=	SP/2
18"	18"	8"	15"	18"	C=	SP/1.2
24"	24"	10"	20"	24"	D=	SPACING
36"	36"	18"	31"	36"		
48"	48"	21"	41"	48"		



SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
C100	TITLE SHEET
C101	GENERAL NOTES
C102	GENERAL DETAILS
C200 - C202	EXISTING CONDITIONS & DEMOLITION PLAN
C300	OVERALL SITE PLAN
C301 - C302	SITE PLAN
C400	OVERALL UTILITY PLAN
C401 - C408	GRADING & UTILITY PLAN
C500	WATERMAIN PLAN & PROFILE
C600 - C602	STORM PROFILES
C700 - C701	BASIN A DETAILS
C800	EROSION CONTROL - INITIAL GRADING
C801 - C802	EROSION CONTROL PLAN
C803	EROSION CONTROL NOTES
C804	EROSION CONTROL DETAILS
C900 - C902	CULVERT DESIGN

SITE DATA	
ZONING:	
PROPERTY OWNER:	REDWOOD POWELL HOME ROAD OH P1 LLC
PARCEL ID:	319-240-01-004-000; 319-240-01-005-000; 319-240-01-005-001; 319-240-01-068-004
TOTAL SITE ACREAGE:	70.16 AC
PROP. MULTI-FAMILY ACREAGE:	59.47 AC
PROP. COMMERCIAL ACREAGE:	10.69 AC
FEMA FLOODPLAIN:	39041C0229K (04/16/2009), ZONE X AND ZONE AE
SITE LAYOUT DATA:	
MINIMUM DRIVE AISLE WIDTH:	26'
STANDARD PARKING STALL:	18'x9'
ADA PARKING STALL:	18'x8'
SETBACK/BUFFER:	20'
DATA:	
PHASE 1 ACREAGE:	25.70 AC
PHASE 2 ACREAGE:	19.78 AC
PHASE 3 ACREAGE:	13.99 AC
PHASE 1 UNITS	126 UNITS
PHASE 2 UNITS	125 UNITS
PHASE 3 UNITS	76 UNITS
TOTAL UNITS:	327 UNITS
PARKING DATA:	
REQUIRED PARKING:	981 SPACES (3 SPACES/ UNIT)
REDWOOD OFF-STREET REQUIRED:	82 SPACES (0.25 SPACES/UNIT)
REQUIRED ADA SPACES:	3 SPACES (1 ADA/ 25 SPACES)
OFF-STREET SPACES PROVIDED:	66 SPACES
ADA SPACES PROVIDED:	3 SPACES
GARAGE SPACES PROVIDED:	654 SPACES (2 SPACES/UNIT)
DRIVEWAY SPACES PROVIDED:	654 SPACES (2 SPACES/UNIT)
TOTAL PROVIDED:	1,377 SPACES
LANDSCAPE DATA:	
EXISTING IMPERVIOUS AREA:	2.03 AC
PROPOSED IMPERVIOUS AREA:	38.65 AC
GREENSPACE:	20.81 AC
LOT COVERAGE:	65%

BASIS OF BEARING

BEARINGS SHOWN HEREON ARE BASED S 86°21'27" E FOR THE CENTERLINE OF RIGHT-OF-WAY LINE FOR HOME ROAD, MEASURED FROM GRID NORTH, REFERENCED TO THE OHIO STATE PLANE COORDINATE SYSTEM (NORTH ZONE) AND THE NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT), AS ESTABLISHED UTILIZING A GPS SURVEY AND AN NGS OPUS SOLUTION.

VERTICAL CONTROL				
ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, AS ESTABLISHED UTILIZING A LEVEL CIRCUIT ORIGINATING ON CP 900				
B.M.	DESCRIPTION	NORTHING (GROUND)	EASTING (GROUND)	ELEVATION
900	IRON PIN SET, LOCATED AT THE EDGE OF SOCCOR FIELD 125' NORTHWEST OF THE "THANK YOU ROCK", 95' NORTHEAST OF THE NORTHWEST PARKING LOT CORNER	191660.201	1805794.142	916.01
TBM 50	MAG SPIKE IN NORTH SIDE OF POWER POLE #366-5 AEP #18360637.98518 (1' ABOVE GROUND) LOCATED @ THE S.E. CORNER OF THE OPEN AREA NEAR THE PARK. POLE IS THE ANGLE POINT FOR SHARP TURN WEST IN POWER LINE GOING TO INTERIOR OF PARCEL	N/A	N/A	922.95
TBM 51	MAG SPIKE IN WEST SIDE OF POWER POLE #1836149800.018 LOCATED SOUTH OF HOME ROAD EAST OF PAVED DRIVE TO SUBJECT PROPERTY	N/A	N/A	927.19
TBM 52	CHISLED "SQUARE" SET ON TOP NORTHWEST CORNER OF BRIDGE PARAPET WALL NEAR BEGINNING OF GUARDRAIL @ S.E. CORNER OF BRIDGE NEAR RAILROAD & WEST PROPERTY LINE	N/A	N/A	964.38
TBM 53	CHISLED "SQUARE" SET ON S.E. CORNER OF WEST 24" CONCRETE WALL THAT IS PART 9.33'X80' BOX CULVERT UNDER RAILROAD FOR WILD CAT RUN ON WEST SIDE OF TRACKS, FIRST CULVERT FROM HOME ROAD	N/A	N/A	928.83
TBM 54	S. BOLT ON FIRE HYDRANT LOCATED ON NORTH SIDE OF WINDING WOODS WAY +/- 2' BEHIND CURB BETWEEN ADDRESSES #3756 & #3276 ALSO 10.4' WEST OF A CURB INLET CATCH BASIN AND 60 +/- WEST OF C.P. #914	N/A	N/A	931.11
TBM 55	CHISLED "SQUARE" SET ON N.E. CORNER OF EAST 24" CONCH HEADWALL WITH 60" CORRUGATED METAL PIPE (2ND SINCE HOME ROAD) UNDER RAILROAD. CREEK RUNS EAST BENCHMARK IS 25' EAST OF SPUR TRACK (1 OF THREE SETS IN AREA)	N/A	N/A	926.24

HORIZONTAL CONTROL				
COORDINATES ARE BASED ON OHIO STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT), AS ESTABLISHED UTILIZING A GPS SURVEY AND AN NGS OPUS SOLUTION. A PROJECT ADJUSTMENT FACTOR OF 1.00001668 WAS APPLIED ABOUT C.P. 900 TO OBTAIN GROUND COORDINATES.				
C.P.	DESCRIPTION	NORTHING (GROUND)	EASTING (GROUND)	ELEVATION
900	IRON PIN SET, LOCATED AT THE EDGE OF SOCCOR FIELD 125' NORTHWEST OF THE "THANK YOU ROCK", 95' NORTHEAST OF THE NORTHWEST PARKING LOT CORNER	191660.201	1805794.142	916.01
901	MAG NAIL SET, LOCATED ON SOUTH SIDE OF HOME ROAD EAST OF CONCRETE BRIDGE OVER THE RAILROAD TRACKS, 33.75' EAST OF SOUTH GUARD RAIL AND 78' AT A SOUTHEAST ANGLE FROM THE NORTHERN GUARD RAIL	193141.815	1803909.633	961.35
902	MAG NAIL SET, LOCATED ON THE SOUTH SIDE OF HOME ROAD NEAR INTERSECTION OF SUBJECT PROPERTY, 67.5' NORTHEAST OF UTILITY POLE, 90' NORTHWEST OF STOP SIGN AND 76' AT A SOUTHEAST ANGLE FROM GUARD RAIL	193141.691	1804560.375	936.10
903	MAG NAIL SET, LOCATED ALONG NORTH EDGE OF PARKING LOT 100' NORTHEAST OF THE NORTHEAST CORNER OF THE BLOCK BUILDING, 121.5' NORTHEAST OF THE NORTHWEST BUILDING CORNER AND 146' NORTHEAST FROM THE SOUTHEAST BUILDING CORNER	192226.039	1804176.427	923.08
904	MAG NAIL SET, IN GRAVEL AREA BETWEEN LARGE EXISTING BUILDING AND THE BLOCK BUILDING, 16' FROM UTILITY POLE AT SOUTHWEST CORNER OF BLOCK BUILDING, 17' FROM ENTRANCE DOOR TO MAIN EXISTING BUILDING AND 90' NORTHEAST OF CORNER SOUTH OF ENTRY DOOR	192074.206	1804080.936	924.15
905	IRON PIN SET, LOCATED SOUTH OF GRAVEL DRIVE 84' NORTHEAST OF PUMP AREA FENCE, 85' SOUTHEAST OF DUMPSTER PAD AND 107' SOUTHEAST OF SOUTHEAST MAIN EXISTING BUILDING CORNER	191796.625	1804121.674	923.98
906	IRON PIN SET, LOCATED WEST OF THE RAILROAD TRACKS 14' WEST OF THE WESTERNMOST RAIL, 15.50 FEET SOUTHWEST OF WEST SIDE SIGN AND 48.50' SOUTHWEST OF EAST SIDE SIGN	191765.663	1803718.698	927.75
907	IRON PIN SET, LOCATED WEST OF MAIN EXISTING BUILDING, 54' SOUTHWEST OF THE NORTHWEST CORNER OF THE SMALL BLOCK BUILDING, 59.50' SOUTHWEST OF THE NORTHWEST CORNER OF SMALL BLOCK BUILDING AND 84' SOUTHWEST OF MOST WESTERLY SOUTHWEST CORNER OF MAIN EXISTING BUILDING	191913.003	1803718.698	923.80
908	IRON PIN SET, LOCATED EAST OF FENCED AREA IN EAST PORTION OF PROPERTY, 10' SOUTHEAST OF SOUTHEAST FENCE CORNER 246' EAST OF ELECTRIC POLE WEST OF BLOCK BUILDING AND 12' WEST OF ELECTRIC POLE EAST OF FENCE	191727.878	1804554.162	921.43
909	MAG NAIL SET, LOCATED NORTH OF WINDING WOODS DRIVE ALONG NORTH EDGE OF WALKING PATH, 90' EAST OF TEE, 1.5' SOUTH OF EDGE OF PAVEMENT AND 33' NORTH OF RAILROAD TIE POST	188896.648	1804444.455	929.25
910	MAG NAIL SET, LOCATED NORTH OF WINDING WOODS DRIVE ALONG NORTH EDGE OF WALKING PATH, 190' WEST OF TEE 1' FROM EDGE OF PAVEMENT	188720.105	1804207.864	931.63
911	MAG NAIL SET, IN SOUTHWEST CORNER OF BLEACHER PAD SOUTH OF BASEBALL DIAMOND, 5.7' WEST OF SOUTHWEST BLEACHER CORNER, 12' SOUTHWEST OF NORTHWEST BLEACHER CORNER	189188.812	1804540.643	924.24
913	IRON PIN SET, LOCATED EAST OF WINDING WOODS DRIVE, 80' WEST OF RAILROAD TRACKS, 164' SOUTHEAST OF THE SOUTHEAST BUILDING CORNER AT #3249 AND 170' NORTHEAST OF THE NORTHEAST BUILDING CORNER AT #3259	189360.101	1803666.443	939.79
914	MAG NAIL SET, LOCATED IN THE EAST EDGE OF PAVEMENT OF WINDING WOODS DRIVE 9.6' SOUTHWEST OF MAILBOX AT #3249, 69.3' NORTHWEST OF MAILBOX AT #3259 AND 54' EAST OF MAILBOX AT #3256	189412.884	1803410.813	929.24

**OWNER/ DEVELOPER**  
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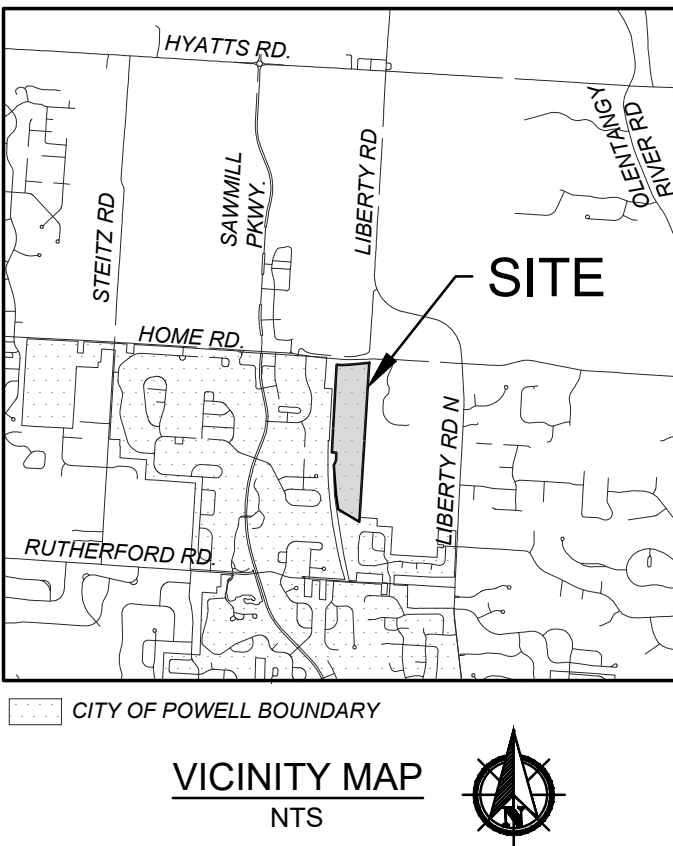
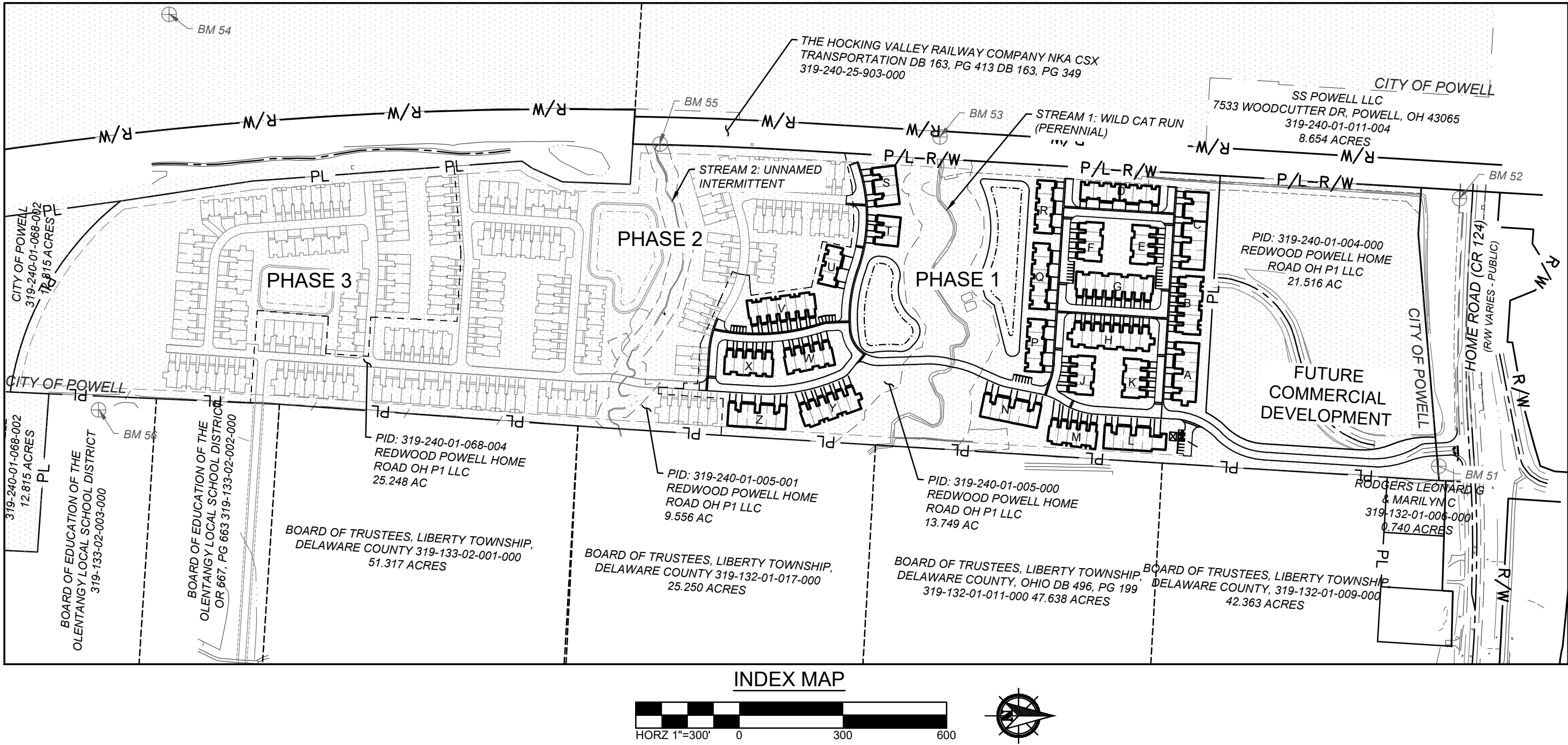
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FINAL DEVELOPMENT PLAN FOR

# REDWOOD POWELL HOME ROAD - PHASE 1

HOME ROAD, POWELL, DELAWARE COUNTY, OHIO



STANDARD DRAWINGS	
MUNICIPALITY THE STANDARD CONSTRUCTION DRAWINGS LISTED ON THESE PLANS SHALL BE CONSIDERED A PART THEREOF.	
CITY OF COLUMBUS 1441 (7/1/22) 1500 (9/15/15) AA-S133A AA-S133B AA-S134B AA-S139 AA-S141 AA-S149 AA-S150 AA-S151 AA-S153 AA-S168 AA-S169	DELAWARE COUNTY S176 S440B S441A S441B  R2135A R2190

CITY OF POWELL APPROVAL	
THE CITY OF POWELL ENGINEER'S SIGNATURE ON THIS PLAN SIGNIFIES ONLY CONCURRENCE WITH THE GENERAL PURPOSE AND LOCATION OF THE PROPOSED IMPROVEMENTS WITH RESPECT TO IMPROVEMENTS WITHIN THE RIGHT-OF-WAY. STORM WATER MANAGEMENT, EROSION AND SEDIMENT CONTROL. ALL TECHNICAL DETAILS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL ENGINEER WHO PREPARED AND CERTIFIED THESE PLANS.	
MAYOR CITY OF POWELL	DATE
CITY ENGINEER CITY OF POWELL	DATE
ZONING ADMINISTRATOR CITY OF POWELL	DATE
DEPUTY GENERAL MANAGER DEL-CO WATER	DATE
THIS IS TO CERTIFY THAT GOOD ENGINEERING PRACTICES HAVE BEEN UTILIZED IN THE DESIGN OF THIS PROJECT AND THAT ALL OF THE MINIMUM STANDARDS AS DELINEATED IN THE DELAWARE COUNTY DESIGN, CONSTRUCTION AND SURVEYING STANDARDS MANUAL HAVE BEEN MET, INCLUDING THOSE STANDARDS GREATER THAN MINIMUM WHERE, IN MY OPINION, THEY ARE NEEDED TO PROTECT THE SAFETY OF THE PUBLIC. ANY VARIANCES TO THE ABOVE STANDARDS ARE CONSISTENT WITH SOUND ENGINEERING PRACTICE AND ARE NOT DETRIMENTAL TO THE PUBLIC SAFETY AND CONVENIENCE. THESE VARIANCES HAVE BEEN LISTED HEREIN AND HAVE BEEN APPROVED BY THE DELAWARE COUNTY ENGINEER.	
REGISTERED ENGINEER BENJAMIN D. SCHILLING, E-86196, P.E.	DATE





AMERICAN  
**STRUCTUREPOINT**  
INC.



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FINAL DEVELOPMENT PLAN FOR  
**REDWOOD POWELL HOME RD - PHASE 1**  
POWELL, DELAWARE COUNTY, OHIO

**TITLE SHEET**

REVISIONS	DATE	SHEET NO.	DESCRIPTION

**APPROVAL PENDING NOT FOR CONSTRUCTION**  
IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE:	09/08/2023
DRAWN BY:	APA
CHECKED BY:	BDS
JOB NUMBER:	2018.01836

C100



PLOT SCALE: 1"=10' DATE: 9/23/23 3:01 PM EDITED BY: AALDIS DRAWING FILE: O:\2018\01638.DWG DRAWINGS\CIVIL\CONSTRUCTION DOCUMENTS\FIG16\01638.CE.T5.DWG

GENERAL NOTES

1. THE CONTRACTOR SHALL VISIT THE SITE, REVIEW ALL CONSTRUCTION DOCUMENTS, AND FIELD VERIFY THE EXISTING CONDITIONS PRIOR TO BIDDING. NO ADDITIONAL COMPENSATION WILL BE GIVEN FOR WORK THAT COULD HAVE BEEN IDENTIFIED BY A SITE VISIT OR CONSTRUCTION DOCUMENT REVIEW.
2. SPECIFICATIONS - PERFORM ALL WORK IN ACCORDANCE WITH CITY AND OHIO DEPARTMENT OF TRANSPORTATION (ODOT) MATERIAL SPECIFICATIONS AND STANDARD CONSTRUCTION DRAWINGS, INCLUDING ALL SUPPLEMENTS THERETO. IN CASE OF DISCREPANCY BETWEEN CITY AND ODOT REQUIREMENTS AND PROJECT SPECIFICATIONS, THE MORE STRICT SPECIFICATION SHALL APPLY. WHEREVER THE WORDS "STATE," "DEPARTMENT," OR "DEPUTY DIRECTOR" OCCUR, IT IS TO MEAN THE OWNER. WHEREVER THE WORD "ENGINEER" OCCURS, IT IS TO MEAN AMERICAN STRUCTUREPOINT, INC.  
  
THIS PROJECT IS TO BE BID AND ADMINISTERED AS A LUMP SUM PROJECT. ALL REFERENCES TO UNIT PRICES AND METHODS OF MEASUREMENT FOR THE PURPOSE OF PAYMENT SHALL BE DISREGARDED.
3. IT IS THE CONTRACTORS RESPONSIBILITY TO ASCERTAIN THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY THE LOCATION, ELEVATION AND MARK ALL EXISTING UTILITIES 48 HOURS BEFORE CONSTRUCTION STARTS. CONTACT OUPS UTILITY LOCATING SERVICE TO FIELD LOCATE EXISTING UTILITIES. CONTACT UTILITY OWNER IF DAMAGE OCCURS DUE TO CONSTRUCTION.
4. PROTECT ALL EXISTING STRUCTURES AND UTILITIES WHICH ARE NOT SCHEDULED FOR REMOVAL.
5. BENCHMARKS - THE CONTRACTOR SHALL CAREFULLY PRESERVE BENCHMARKS, SURVEY MONUMENTS, PROPERTY CORNERS, REFERENCE POINTS, AND STAKES. ANY BENCHMARK, PROPERTY CORNER, OR SURVEY MARKER DAMAGED OR DISTURBED BY THE CONTRACTOR SHALL BE RESET BY AN OHIO REGISTERED SURVEYOR AT THE CONTRACTOR'S EXPENSE.
6. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH ALL FEDERAL AND LOCAL SAFETY REQUIREMENTS INCLUDING THE OCCUPATIONAL SAFETY AND HEALTH ACT (OSHA) OF 1970. THE CONTRACTOR SHALL EXERCISE PRECAUTION ALWAYS FOR THE PROTECTION OF PERSONS (INCLUDING EMPLOYEES) AND PROPERTY. IT SHALL ALSO BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INITIATE, MAINTAIN AND SUPERVISE ALL SAFETY REQUIREMENTS, PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, INCLUDING THE REQUIREMENTS FOR CONFINED SPACES PER 29 CFR 1910.146.
7. PERMITS & LICENSES - THE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL NECESSARY PERMITS AND LICENSES NEEDED FOR THE CONSTRUCTION OF THIS PROJECT.
8. EXISTING SEWERS & STRUCTURES - THE CONTRACTOR SHALL REPLACE, TO THE SATISFACTION OF THE ENGINEER, ALL EXISTING MANHOLES, CATCH BASINS, DRAINS, SEWERS, AND APPURTENANCES REMOVED OR DAMAGED DURING CONSTRUCTION. THE CONTRACTOR SHALL REMOVE DEBRIS, SILT, ETC. FROM THE EXISTING MANHOLES AND CATCH BASINS WHICH HAVE BEEN AFFECTED BY CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL MAINTAIN SERVICE IN EXISTING SEWERS DURING CONSTRUCTION.
9. SAW-CUT - ALL EXISTING PAVEMENTS, WALKWAYS, CURBS, ETC. SHALL BE SAW-CUT BEFORE REMOVAL. IF DURING CONSTRUCTION, THE PAVEMENT, WALKWAY, CURB, ETC. IS DAMAGED BEYOND THE ORIGINAL SAW-CUT, THE DAMAGED AREA SHALL BE RE-CUT TO NEAT LINES, AS DIRECTED BY THE ENGINEER. SAW-CUT SHALL BE PERFORMED ALONG EXISTING JOINTS WHERE POSSIBLE. WHENEVER PORTIONS OF EXISTING PAVEMENT OR CURB ARE TO BE REMOVED ALLOWING PORTIONS OF THE PAVEMENT TO REMAIN, THE CONTRACTOR SHALL SAW-CUT THE ASPHALT OR CONCRETE PRIOR TO REMOVAL.
10. NON-RUBBER TIRED VEHICLES - NO NON-RUBBER TIRED VEHICLES SHALL BE MOVED ON EXISTING PAVEMENT TO REMAIN. EXCEPTIONS MAY BE GRANTED BY THE OWNER WHERE SHORT DISTANCES AND SPECIAL CIRCUMSTANCES ARE INVOLVED. GRANTING OF EXCEPTIONS MUST BE IN WRITING AND ANY RESULTING DAMAGE MUST BE REPAIRED TO THE SATISFACTION OF THE OWNER.
11. CLEAN-UP - IT IS THE INTENT OF THE OWNER TO KEEP INCONVENIENCE TO THE SURROUNDING PROPERTIES TO AN ABSOLUTE MINIMUM. ALL WORK PRESCRIBED AND DESCRIBED IN THESE PLANS AND SPECIFICATIONS IS SITUATED IN IMPROVEMENT AREAS. ALL WORK IS TO CONTINUE ON A UNIFORM BASIS AND ON SCHEDULE, PARTICULARLY THE RESTORATION AND CLEANUP OF DISTURBED AREAS AFTER CONSTRUCTION. ALL DEBRIS, RUBBLE, UNSUITABLE MATERIALS, AND ITEMS NOT SALVAGED BY THE OWNER SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR AND DISPOSED OF PROPERLY ACCORDING TO LOCAL CODES. THE CONTRACTOR SHALL RESTORE DISTURBED AREAS TO THEIR ORIGINAL CONDITION AND ELEVATION. ANY DIRT, SEDIMENT OR MUD DEPOSITED ON CITY STREETS ON OR OFF THE PROJECT SITE SHALL IMMEDIATELY BE CLEANED BY THE CONTRACTOR. THE CONTRACTOR IS REQUIRED TO PERFORM WEEKLY STREET CLEANING THROUGHOUT THE DURATION OF THE PROJECT. THIS MAY INCLUDE REMOVAL BY SWEEPING, POWER CLEANING, OR MANUAL METHODS. THE CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS TO EQUAL OR BETTER CONDITION THAN EXISTED BEFORE CONSTRUCTION. DRAINAGE DITCHES OR WATERCOURSES THAT ARE DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO THE GRADES AND CROSS-SECTIONS THAT EXISTED BEFORE CONSTRUCTION.
12. ADDITIONAL COMPENSATION - THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, SERVICES, AND RELATED ACCESSORIES FOR A COMPLETE PROJECT AS SHOWN AND DESCRIBED IN THE PLANS AND SPECIFICATIONS. SUBMISSIONS OF A BID SHALL BE CONSIDERED EVIDENCE THAT THE BIDDER IS SATISFIED WITH THE PLANS AND CONDITIONS AS SHOWN. NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR COMPLIANCE WITH THE PLANS, SPECIFICATIONS, OR SPECIAL PROVISIONS.
13. SANITARY FACILITIES - THE CONTRACTOR SHALL FURNISH AND MAINTAIN SANITARY CONVENIENCE FACILITIES FOR THE WORKERS AND INSPECTORS FOR THE DURATION OF THE WORK.
14. STORAGE OF EQUIPMENT AND MATERIALS - ALL MATERIALS, INCLUDING PIPE, SHALL BE STORED IN AREAS TO MINIMIZE INCONVENIENCE AND LOSS OF USE TO OWNER PROPERTY. STORAGE EQUIPMENT, DURING NON-WORKING HOURS, SHALL ALSO COMPLY WITH THIS REQUIREMENT. COMPLIANCE WITH THIS REQUIREMENT ALONG WITH ADDITIONAL PROVISIONS OF THE CONTRACT SPECIFICATIONS SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF THIS LEGAL RESPONSIBILITIES OR LIABILITIES FOR THE SAFETY OF THE PUBLIC. THE CONTRACTOR SHALL RECEIVE OWNER APPROVAL OF STORAGE AREAS PRIOR TO CONSTRUCTION.
15. CONTRACTOR LAYDOWN ARES - CONTRACTOR STAGING, LAYDOWN, AND TRAILER AREAS WILL BE PROVIDED AT THE PROJECT SITE. COORDINATE EXACT LOCATION WITH THE OWNER. PROTECTION OF LAYDOWN AREAS AND STAGING AREAS ARE AS DEEMED NECESSARY BY THE CONTRACTOR. PROVIDE ORANGE CONSTRUCTION FENCE AROUND ALL LAYDOWN AREAS. ALL LAYDOWN AREAS AND STAGING AREAS SHALL BE RESTORED TO ORIGINAL CONDITION PRIOR TO ACCEPTANCE BY THE OWNER.
16. CONSTRUCTION PRACTICES - BEST CONSTRUCTION PRACTICES ARE TO BE IMPLEMENTED TO MINIMIZE WATER QUALITY IMPACTS. A SPILL CONTAINMENT KIT IS TO BE MAINTAINED ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. SPILLS OF FUELS, OILS, CHEMICALS, OR OTHER MATERIALS WHICH COULD POSE A THREAT TO GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY. IF THE SPILL IS A REPORTABLE AMOUNT (25 GALLONS OR MORE) THE LOCAL FIRE DEPARTMENT IS TO BE CONTACTED. PROVIDE SECONDARY CONTAINMENT OF ANY TEMPORARY FUEL STORAGE TANK AND/OR EQUIPMENT THAT HAS POTENTIAL FOR CAUSING A SPILL.
17. TESTING - REFER TO PROJECT MANUAL FOR TESTING AND INSPECTION REQUIREMENTS.

18. UTILITY PROTECTION - THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLAN ARE OBTAINED FROM A TOPOGRAPHIC SURVEY. THE CONTRACTOR IS RESPONSIBLE FOR THE INVESTIGATION, LOCATION, SUPPORT, PROTECTION AND RESTORATION OF ALL EXISTING UTILITIES AND APPURTENANCES SHOWN. THE CONTRACTOR SHALL EXPOSE UTILITIES AND STRUCTURES PRIOR TO THE CONSTRUCTION TO VERIFY THE VERTICAL AND HORIZONTAL EFFECT ON THE PROPOSED CONSTRUCTION. ANY DEVIATIONS FROM THE PLANS SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY, SUCH THAT, ANY MODIFICATIONS TO THE PROPOSED DESIGN CAN BE MADE. POTHOLES AND/OR EXCAVATIONS SHALL BE USED WHERE NECESSARY AND AS APPROVED BY THE OWNER. ITEMS SHALL BE EXPOSED SUFFICIENTLY IN ADVANCE TO MAINTAIN THE PROJECT SCHEDULE.  
  
THE CONTRACTOR SHALL CALL, TOLL FREE, THE OHIO UTILITIES PROTECTION SERVICE (1-800-362-2764) 72 HOURS PRIOR TO CONSTRUCTION AND SHALL NOTIFY ALL UTILITY COMPANIES AT LEAST 48 HOURS PRIOR TO WORK IN THE VICINITY OF THEIR UNDERGROUND LINES.  
  
MECHANICAL DIGGING EQUIPMENT SHALL NOT BE USED FOR EXPOSING ANY UNDERGROUND UTILITY. ONLY HAND TOOLS MAY BE USED TO UNCOVER THE UTILITY AND THE UTILITY COMPANY SHALL BE NOTIFIED AND HAVE A REPRESENTATIVE PRESENT WHEN THE UTILITY IS EXPOSED.  
  
LOCATE EXISTING UNDERGROUND UTILITIES IN THE AREAS OF THE WORK. IF UTILITIES ARE TO REMAIN IN PLACE, PROVIDE ADEQUATE MEANS OF PROTECTING DURING EXCAVATION OPERATIONS. SHOULD UNCHARTED OR INCORRECTLY CHARTED PIPING OR OTHER UTILITIES BE ENCOUNTERED DURING EXCAVATION, CONSULT THE ENGINEER IMMEDIATELY FOR DIRECTIONS.  
  
CONTRACTOR SHALL SUPPORT ALL EXISTING UTILITIES TRAVERSING THROUGH THE EXCAVATION. DO NOT INTERRUPT EXISTING UTILITIES SERVING FACILITIES OCCUPIED AND USED OUTSIDE OF THE PROJECT AREA, EXCEPT WHEN PERMITTED IN WRITING BY THE AFFECTED PARTY AND THEN ONLY AFTER ACCEPTABLE TEMPORARY UTILITY SERVICES HAVE BEEN PROVIDED.  
  
COOPERATE WITH THE OWNER AND THE PUBLIC UTILITY COMPANIES IN KEEPING THEIR RESPECTIVE SERVICES AND FACILITIES IN OPERATION. REPAIR DAMAGED UTILITIES TO THE SATISFACTION OF THE UTILITY OWNER.
19. CONTRACTOR SHALL INSTALL A CONSTRUCTION FENCE, AS NECESSARY, TO KEEP ALL PEDESTRIANS SAFELY AWAY FROM WORK. FENCE SHALL BE 6" HIGH CHAIN LINK FENCE WITH GROUND MOUNTED POSTS OR TEMPORARY POSTS SECURELY ANCHORED.
20. ALL EXCAVATION, CONSTRUCTION, AND BACKFILL TO BE CONSTRUCTED UNDER THIS CONTRACT SHALL BE CONSTRUCTED UNDER DRY CONDITIONS. THE CONTRACTOR SHALL MAINTAIN ALL EXCAVATIONS IN A DE-WATERED, WORKABLE CONDITION, AND PROPER DE-WATERING MEASURES SHALL BE TAKEN AS DICTATED BY FIELD CONDITIONS. THE DISCHARGE OF SEDIMENT LADEN WATERS INTO ANY PUBLIC WATERCOURSE IS STRICTLY PROHIBITED. ALL SEDIMENTS MUST BE REMOVED PRIOR TO DISCHARGE.
21. HAZARDOUS MATERIALS - THE CONTRACTOR SHALL BRING TO THE ATTENTION OF THE ENGINEER AND THE OWNER'S REPRESENTATIVE, ANY MATERIAL ENCOUNTERED DURING EXECUTION OF THE WORK THAT THE CONTRACTOR SUSPECTS IS HAZARDOUS.
22. REPLACEMENT OF DRAIN TILE AND STORM SEWER - ALL DRAIN TILE AND STORM SEWERS DAMAGED, DISTURBED, OR REMOVED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED WITH THE SAME QUALITY PIPE OR BETTER, MAINTAINING THE SAME GRADIENT AS THE EXISTING. THE DRAIN TILE AND/OR STORM SEWER SHALL BE CONNECTED TO THE CURB SUB-DRAIN, STORM SEWER SYSTEM, OR PROVIDED WITH AN OUTLET INTO THE ROADWAY DITCH AS APPLICABLE. REPLACEMENT DRAIN TILE/STORM SEWER SHALL BE LAID ON COMPACTED BEDDING EQUAL IN DENSITY TO SURROUNDING STRATUM. REPLACEMENT WORK SHALL BE DONE AT THE TIME OF THE BACKFILL OPERATION.
23. SUBGRADE - REFER TO PROJECT GEOTECHNICAL REPORT REGARDING SUBGRADE RECOMMENDATIONS FOR THE PROJECT SITE.
24. OPEN TRENCH EXCAVATION - SLOUGHING AND CAVING OF EXCAVATIONS SHOULD BE ANTICIPATED WHERE SATURATED WEAK SOILS ARE ENCOUNTERED OR WHERE GRANULAR SEAMS AND LAYERS ARE PRESENT. ALL EXCAVATIONS MUST BE PERFORMED WITHOUT ENDANGERING THE CONSTRUCTION WORKERS. THEREFORE, IN ACCORDANCE WITH THE OSHA TRENCH/EXCAVATION REGULATIONS (OSHA 29 CFR PART 1926), FOR ANY EXCAVATIONS EXCEEDING A DEPTH OF 5 FEET IN WHICH WORKERS WILL BE ENTERING THE EXCAVATION/TRENCH, THE EXCAVATION SIDES MUST BE BRACED OR SLOPED TO THE REQUIRED MAXIMUM INCLINATION OR FLATTER (BASED ON THE SOIL TYPE AND STRENGTH).  
  
ANY EXCAVATION INSTALLED USING AN OPEN TRENCH CONSTRUCTION METHOD COULD POTENTIALLY CAUSE DAMAGE TO EXISTING UNDERGROUND UTILITIES, STRUCTURES, OR PAVEMENT CURRENTLY LOCATED IN THE VICINITY OF THE PROPOSED UTILITY ALIGNMENT AND POSITIONED AT HIGHER ELEVATIONS THAN THE PLANNED EXCAVATION DEPTH. THIS WOULD APPLY TO EITHER THE TYPICAL OPEN CUT TRENCH THAT HAS NEAR VERTICAL SIDES OR A TRENCH BOX. THEREFORE, THE LATERAL DISTANCE, DEPTH OF THE EXISTING UTILITY, AND THE PLANNED EXCAVATION DEPTH MUST BE KNOWN TO DETERMINE WHETHER ADJACENT UNDERGROUND UTILITIES COULD BE AFFECTED BY THE EXCAVATION. THE RISK OF LATERAL MOVEMENT WITHIN THE INFLUENCE ZONE INCREASES WITH BOTH THE LENGTH OF THE EXCAVATION AND THE TIME THE TRENCH REMAINS OPEN.  
  
WHERE BRACED EXCAVATIONS ARE REQUIRED, TRENCH EXCAVATIONS SHALL BE DIRECTLY BRACED AT THE TIME OF THE EXCAVATION. THE BRACING MUST BE DESIGNED AS A RIGID SYSTEM WITHOUT DEFLECTION ALONG ITS ENTIRETY, CONSTRUCTED "TIGHT" AGAINST THE RETAINED SOIL. THE BRACING SYSTEM CANNOT BE INSTALLED AFTER THE EXCAVATION IS MADE.
25. TRENCH BACKFILL - TRENCH COMPACTED BACKFILL SHALL BE PER ODOT ITEM 611 & 638.08. COMPACTED GRANULAR MATERIAL IS REQUIRED IN ALL TRENCHES UNDER PAVEMENT AREAS (DRIVEWAYS, STREETS, SIDEWALKS, ETC.) OR WHERE THE FRONT FACE OF TRENCHES PARALLELING THE PAVEMENT, ARE WITHIN 36" OF THE FACE OF CURB OR EDGE OF PAVEMENT. UNLESS SHOWN OTHERWISE ON THE PLANS, THE MATERIAL WILL EXTEND Laterally 36" BEYOND THE FACE OF CURB OR EDGE OF PAVEMENT FROM TRENCHES WHICH CROSS THE PAVEMENT. AT ALL POINTS OF CROSSING WATER MAINS OR OTHER SEWERS, THE BACKFILL SHALL BE OF GRANULAR MATERIAL BETWEEN THE DEEPER AND SHALLOWER PIPES.
26. PLAN CHANGES - GRADES AND ELEVATIONS SHOWN ON THE PLANS SHALL NOT BE REVISED UNDER ANY CIRCUMSTANCES WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM THE ENGINEER. INVERT ELEVATIONS SHALL NOT DEVIATE FROM PLAN ELEVATION BY MORE THAN 0.05 FOOT. FAILING TO MEET THE ABOVE REQUIREMENTS ARE CAUSE FOR REJECTION OF THE AFFECTED SECTION OF SEWER.
- DEMOLITION NOTES:
1. CONFIRM EXISTING CONDITIONS PRIOR TO BEGINNING WORK.
2. ALL CLEARING, GRUBBING, AND RELATED ACTIVITIES SHALL CONFORM TO ODOT ITEM 201. DISPOSE OF TREES OFF SITE.
3. ALL TREES, SAPLINGS, CROPS, GRASS, OR MONUMENTS LOCATED WITHIN THE WORK AREA WHETHER SHOWN OR NOT SHOWN ON THE DRAWINGS ARE TO BE PRESERVED, UNLESS NOTED TO BE REMOVED OR UNLESS APPROVAL TO REMOVE IS GIVEN IN WRITING BY THE ENGINEER. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY CLAIM FROM DAMAGE TO TREES, SAPLINGS, CROPS, OR GRASSES WHICH MAY OCCUR AS THE RESULT OF THE CONSTRUCTION OPERATIONS, DAMAGE TO SIGNS, FENCES, LAWN AREAS, HEDGES, FLOWERS, SHRUBBERY, ETC. AS A RESULT OF THE CONSTRUCTION SHALL BE RESTORED IN LIKE KIND AND CHARACTER TO THE SATISFACTION OF THE ENGINEER.

4. REMOVE ALL ON-GRADE SITE FEATURES WITHIN THE AREA OF WORK INCLUDING: SIDEWALKS, CURBS, CONCRETE FOUNDATIONS, CONCRETE AND ASPHALT PAVEMENT.
5. SAW-CUT, FULL DEPTH, EXISTING ASPHALT PAVEMENT AND CONCRETE CURB WHERE NEW WORK ABUTS EXISTING CONSTRUCTION. USE CARE TO SAW-CUT NEAT STRAIGHT LINES. WHEN SAW-CUTTING EXISTING CONCRETE, CUT ALONG EXISTING JOINT LINES WHEREVER POSSIBLE.
6. CONTRACTOR SHALL USE CAUTION TO PROTECT EXISTING SITE FEATURES TO REMAIN. REPLACE ANY DAMAGE AT NO COST TO THE OWNER.
7. LEGALLY DISPOSE OF ALL CONSTRUCTION DEBRIS OFF-SITE IN ACCORDANCE WITH LOCAL CODES. NO ON-SITE BURNING.
8. USE ALL MEANS NECESSARY TO CONTROL DUST ON-SITE AND PREVENT TRACKING SOIL OFF-SITE.
9. REFER TO ARCHITECTURAL DRAWINGS AND SPECIFICATIONS FOR EXISTING BUILDING AND/OR STRUCTURES DEMOLITION AND PROTECTION.

EARTHWORK & GRADING NOTES:

1. NO CONSTRUCTION WORK WILL BE PERMITTED WITHOUT APPROVED PLANS AND INSPECTION.
2. ALL PAVEMENT ELEVATIONS REFER TO FINISHED PAVEMENT ELEVATION AT FACE OF CURB UNLESS OTHERWISE NOTED. ALL DIMENSIONS AND COORDINATES ARE TO FACE OF CURB OR FACE OF BUILDING, UNLESS OTHERWISE NOTED.
3. THE CONTRACTOR SHALL LIMIT THE DISTURBED AREA AS MUCH AS POSSIBLE.
4. ALL GRADING OPERATIONS SHALL BE CONDUCTED IN A MANNER TO MINIMIZE THE POTENTIAL FOR SITE EROSION. EROSION CONTROL SHALL BE INSTALLED TO PREVENT SEDIMENT FROM RUNNING OFF ONTO ADJACENT PROPERTIES. ANY DAMAGE TO ADJACENT PROPERTIES MUST BE CORRECTED AND RESTORED, AT NO COST TO THE OWNER, AS SOON AS PERMISSION IS GRANTED FROM THE ADJACENT PROPERTY OWNER(S).
5. SOIL EROSION AND SEDIMENTATION BMP MEASURES SHALL BE INSTALLED PRIOR TO START OF ANY CONSTRUCTION AND SHALL BE MAINTAINED AT ALL TIMES UNTIL CONSTRUCTION HAS BEEN COMPLETED, INCLUDING ALL GRASS BEING WELL ESTABLISHED AND/OR PERMANENT EROSION AND SEDIMENTATION BMP MEASURES IN PLACE. ALL BMP MEASURES SHALL BE TO THE SATISFACTION OF THE LOCAL AUTHORITY AND OHIO EPA.
6. USE ALL MEANS NECESSARY TO CONTROL DUST ON THE SITE AND PREVENT TRACKING SOIL OFF-SITE. CONTRACTOR SHALL, AT THE END OF EACH WORKING DAY, CLEAN ALL DIRT AND SEDIMENT TRACKED ONTO THE STREETS.
7. REMOVE SEDIMENT FROM DETENTION AREAS, OUTLET STRUCTURES, AND ALL UNDERDRAINS ONCE FINAL SEED HAS BEEN ESTABLISHED.
8. CONTRACTOR SHALL STRIP AND STOCKPILE EXISTING TOPSOIL THROUGHOUT THE SITE PRIOR TO EXCAVATION. UPON COMPLETION OF FINAL GRADING, PROVIDE MINIMUM 6" OF TOPSOIL AND SEED ALL AREAS DISTURBED BY CONSTRUCTION, INCLUDING LAYDOWN AREAS AND TRAILER LOCATIONS, IF LOCATED OUTSIDE THE GRADING/SEEDING LIMITS.
9. EXCAVATION AND EMBANKMENT SHALL COMPLY WITH ODOT ITEM 203 AND LOCAL AUTHORITY REQUIREMENTS.
10. THE CONTRACTOR'S BID SHALL BE COMPREHENSIVE AND INCLUDE ALL LABOR AND EQUIPMENT TO COMPLETE ALL EXCAVATION, FILL AND GRADING IN ACCORDANCE WITH THE APPROVED ENGINEERING PLANS AND SPECIFICATIONS.
11. EXCAVATION AND EMBANKMENT QUANTITIES DO NOT INCLUDE ANY PROVISION FOR UNDERCUTTING, FOOTINGS, OR UNSUITABLE MATERIAL.
12. ALL FIELD TILE BROKEN OR ENCOUNTERED DURING EXCAVATION SHALL BE REPLACED OR REPAIRED AND CONNECTED TO THE PUBLIC STORM SEWER SYSTEM AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
13. THE INTENT IS TO STRIP AND SALVAGE TOPSOIL FOR POTENTIAL RE-SPREADING ON THE SITE, IF APPROVED BY THE LANDSCAPE ARCHITECT AND/OR SPECIFICATIONS. TOPSOIL - AFTER COMPACTION - SHALL BE RE-SPREAD PRIOR TO SEEDING AND MULCHING. EXCESS TOPSOIL MAY BE REMOVED FROM THE SITE PROVIDING THERE IS ADEQUATE TOPSOIL REMAINING TO PROPERLY FINISH THE SITE, AS NOTED ABOVE. THE CONTRACTOR SHALL REFER TO THE LANDSCAPE DRAWINGS AND SPECIFICATIONS FOR ANY SPECIAL TOPSOIL OR PLANTING REQUIREMENTS.
14. AFTER THE TOPSOIL IS REMOVED, PROOFROLL THE PAVEMENT AND BUILDING AREA SUBGRADES TO BE FILLED PER ODOT ITEM 204. SOFT AREAS SHOULD BE UNDERCUT AND STABILIZED PRIOR TO FILLING OPERATIONS. RELATIVE DEPTH OF UNDERCUT WILL BE DETERMINED WHEN SOFT AREAS ARE DISCOVERED. THE TESTING AGENCY SHALL DETERMINE THE DEPTH AND EXTENT OF THE UNDERCUT.
15. TOPSOIL MIX AND DEPTHS SHALL BE PER LANDSCAPE DRAWINGS.
16. THE EARTHWORK FOR ALL BUILDING FOUNDATIONS AND SLABS SHALL BE IN ACCORDANCE WITH ARCHITECTURAL BUILDING PLANS AND SPECIFICATIONS AND GEOTECHNICAL REPORT.
17. BACKFILL WITHIN A 1:1 INFLUENCE LINE OF EXISTING STRUCTURES (HOUSES, GARAGES, ETC.) OR PUBLIC INFRASTRUCTURE (PAVEMENT, CURBS, SIDEWALKS, BIKE PATHS, ETC.) SHALL BE COMPACTED GRANULAR BACKFILL OF THE STANDARD SPECIFICATIONS OR FLOWABLE CDF, TYPE II ACCORDING TO ODOT ITEM 613. ITEM 911 OF THE STANDARD SPECIFICATIONS SHALL BE USED ELSEWHERE.
18. ALL WET OR OTHERWISE UNSUITABLE SOILS MUST BE STABILIZED PRIOR TO PAVEMENT CONSTRUCTION. THIS MAY BE ACCOMPLISHED BY DRYING, REMOVAL & REPLACEMENT, DRYING & RE-COMPACTION, OR SOIL TREATMENT (LIME/CEMENT). MEANS AND METHODS SHALL BE DETERMINED BY OWNER'S TESTING AGENCY.
19. EXPOSE UTILITIES PRIOR TO BEGINNING WORK ON THAT UTILITY TO DETERMINE EFFECTS ON THE PROPOSED ALIGNMENT AND PROFILE. REPORT ELEVATION AND LOCATION TO THE ENGINEER IN ORDER THAT ANY CORRECTIONS TO THE ELEVATION AND LOCATION CAN BE MADE.
20. CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
21. ALL CONCRETE ADJACENT TO BUILDING SHALL BE SLOPED AWAY FROM BUILDING AT 2.0% UNLESS OTHERWISE NOTED ON THE PLANS.
22. PROVIDE POSITIVE DRAINAGE FROM BUILDINGS AT ALL TIMES.
23. HANDICAP PARKING AREAS SHALL NOT HAVE SLOPES IN ANY DIRECTION THAT EXCEED 2%.
24. ROOF DRAINS, FOUNDATION DRAINS, AND OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER ARE PROHIBITED.
25. ALL INLETS SHALL BE CHANNELIZED.
26. PROVIDE 10' UNDERDRAINS IN FOUR DIRECTIONS AT ALL CATCH BASINS IN PAVEMENT AREAS, UNLESS OTHERWISE NOTED ON THE PLANS. UNDERDRAINS SHALL BE PLACED AT EACH STRUCTURE FACE EXTENDING IN A PERPENDICULAR DIRECTION.

27. OUTLET CURB UNDERDRAINS TO ADJACENT EXISTING UNDERDRAINS OR STORM SEWER SYSTEM.
28. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH PAVEMENT AND SHALL HAVE TRAFFIC BEARING RINGS & COVERS.
29. ALL EXISTING VALVES, MANHOLES, AND OTHER APPURTENANCES TO REMAIN LOCATED WITHIN THE WORK LIMITS SHALL BE ADJUSTED TO FINISHED GRADE.
30. MAXIMUM FINISH SLOPES SHALL BE 4:1, UNLESS OTHERWISE NOTED. FOR SLOPES 3:1 OR GREATER PROVIDE EROSION CONTROL MATTING PER ODOT ITEM 671 OR AS OTHERWISE PROVIDED ON THE PLANS.
31. ALL DOWNSPOUT LEADER STORM SEWER CONNECTION SHALL BE MINIMUM 6" WITH A MINIMUM SLOPE OF 1.20% OR AS OTHERWISE NOTED.

EARTHWORK NOTES (STANDARD):



- EXCAVATE AND REMOVE UNSUITABLE MATERIAL AS DEFINED IN THE GEOTECHNICAL ENGINEERING REPORT, OF WHICH SHALL BE CONSIDERED A PART OF THESE CONTRACT DOCUMENTS:
- A. STRIP AND STOCKPILE EXISTING TOPSOIL WITHIN GRADING/SEEDING LIMITS. FINAL STOCKPILE LOCATION TO BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE OWNER. SEED STOCKPILES IN ACCORDANCE WITH SPECIFICATIONS ON EROSION CONTROL PLAN, SEE SHEET C801. REFER TO GEOTECHNICAL REPORT FOR EXISTING TOPSOIL DEPTHS.
- B. SUBSEQUENT TO TOPSOIL REMOVAL, BENEATH PAVEMENT AREAS AND PROPOSED BUILDING PAD, PROOF-ROLL EXPOSED SUBGRADE WITH A FULLY-LOADED, TANDEM-AXLE DUMP TRUCK (OR EQUIVALENT) TO IDENTIFY POTENTIAL UNSUITABLE AND UNSTABLE SUBGRADE AREAS. IN LOCATIONS WHERE PROOF-ROLLING HAS FAILED, SOILS SHALL BE DISKED, DRIED AND RECOMPACTED, OR UNDERCUT AND REPLACED WITH COMPACTED ENGINEERED FILL, OR OTHERWISE IMPROVED AS DETERMINED BY THE TESTING AGENCY. IN AREAS WHERE OVER EXCAVATION HAS BEEN CHOSEN TO IMPROVE SUBGRADE, STOCKPILE OVER EXCAVATED SOILS FOR REUSE AS ENGINEERED FILL OR AS GENERAL SITE FILL IN LANDSCAPING AREAS.
- C. ESTABLISHING THE GRADES SHOWN ON THIS PLAN WILL REQUIRE IMPORT/EXPORT OF MATERIAL. CONTRACTOR SHALL CONFIRM QUANTITIES.

CITY OF POWELL

IN ADDITION TO THE REQUIREMENTS ESTABLISHED HEREIN, ALL REQUIRED WORK SHALL BE PERFORMED IN THE MANNER REQUIRED AND TO THE MINIMUMS ESTABLISHED BY CHAPTER 1113, CITY OF POWELL - SUBDIVISION AND DEVELOPMENT REGULATIONS.

REDWOOD SITEWORK SCOPE FOR EXCAVATION/ UTILITIES – GENERAL NOTES

1. CONDUCT PRE-CONSTRUCTION MEETING WITH CORRESPONDING MUNICIPALITY AND UTILITY COMPANY AUTHORITIES REGARDING PROPOSED SITE WORK.
2. LIST OF UTILITY COMPANIES IS SHOWN ON TITLE PAGE OF CIVIL DRAWINGS. SITE CONTRACTOR IS RESPONSIBLE FOR CALLING THE LOCAL UTILITY PROTECTION SERVICES WHEN DIGGING AS REQUIRED.
3. SITE CONTRACTOR SHOULD PROVIDE FOR SURVEYOR TO LAYOUT ALL LOCATIONS INCLUDING UTILITY TRENCHES, STRUCTURES AND ROAD BED. VERIFY EXISTING CONDITIONS. IF SURVEYING IS NOT INCLUDED IN THIS SCOPE, CONTRACTOR MUST STATE SO PRIOR TO EXECUTION OF BID SUBMITTAL.
4. SITE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING GRADES SET BY CIVIL ENGINEER.
5. INSTALL SILT FENCES AND PROPER DRAINAGE REQUIREMENTS AS SHOWN PER PLAN. IMPLEMENT ANY EROSION CONTROL MEASURES SHOWN AS PER PLAN AND MAINTAIN DURING THE COURSE OF THE PROJECT.
6. INSTALL STONE DRIVEWAY AT MAIN ENTRY AREA; PROVIDE FOR EMPLOYEE PARKING IN A DESIGNATED AREA. FURNISH, INSTALL AND MAINTAIN ANY OFFICE OR STORAGE CONTAINERS AS NECESSARY FOR COMPLETION OF THIS CONTRACTOR'S WORK. PROVIDE FOR ANY TRAFFIC CONTROL DEVICES AS NEEDED FOR THE SITE IN ORDER TO COMPLETE SCOPE OF WORK.
7. DESIGNATE APPROPRIATE AREAS FOR UNLOADING AND STORAGE OF MATERIALS FOR SUBCONTRACTORS AND PROVIDE FOR SAME. DO NOT STORE MATERIALS IN UNAPPROVED LOCATIONS.
8. PROVIDE FOR ONSITE DISTRIBUTION OF SPOILS FROM TRENCHES, FOOTERS AND PLUMBING TRENCHES OR ARRANGE TO HAUL OUT FROM SITE IF NOT NEEDED. TYPICALLY, THE CIVIL ENGINEER WILL LEAVE THE REAR OF THE BUILDING LOW, ALLOWING SPOILS TO BE PUSHED THERE DURING THE BUILDING CONSTRUCTION. PLEASE CONFIRM THAT THE ENGINEER HAS DONE SO BEFORE PUSHING DIRT THERE.
9. STOCKPILE ALL TOPSOIL IN PRE-DESIGNATED AREA. INCLUDE COST BREAKDOWN FOR ESTIMATED LOADING AND HAULING FROM SITE OR STATE A TIME AND MATERIAL (T & M) COST FOR THE SAME.
10. PROVIDE LABOR AND MATERIAL INCLUDING, BUT NOT LIMITED TO, PIPING, VALVES, TRACER LINES, STONE BACKFILL MATERIAL AS PER LOCAL CODES, AND PLAN FOR PROPER INSTALLATION OF WATER AND SEWER LINES. COORDINATE TIE-IN LOCATIONS WITH PLUMBERS AND/OR TO LOCATIONS AND ELEVATIONS PER PLAN. PROVIDE ALL EQUIPMENT TO COMPLETE THESE INSTALLATIONS AND MARK TIE-IN LOCATIONS VIA FLAGS OR POSTS FOR OTHERS TO SEE.
11. ALL WATER MAINS TO BE CLEANED AND FLUSHED AND SUBJECTED TO TESTING BY QUALIFIED TESTING SERVICES FOR HYDROSTATIC AND CHLORINATION TESTING. COORDINATE TESTING WITH ALL AUTHORITIES.
12. SITE CONTRACTOR'S SURVEYOR IS RESPONSIBLE FOR STAKING OUT ALL ROADS, RIGHTS-OF-WAY AND SETBACKS IN ORDER FOR THE SITE CONTRACTOR TO CUT AND FILL TO GRADE. SITE CONTRACTOR IS RESPONSIBLE FOR COMPACTION TESTING TO THE PROPER CONSISTENCY AS NOTED ON PLANS. PROVIDE ALL LABOR AND EQUIPMENT FOR ROAD INSTALLATION AND INSTALL TO SUB BASE GRADES ESTABLISHED PER PLANS.
13. SITE CONTRACTOR'S SURVEYOR TO STAKE OUT LOCATIONS AND ELEVATIONS FOR ALL STRUCTURES IN ORDER TO ESTABLISH BUILDING PADS AND DRIVEWAYS. CUT AND FILL WITH APPROPRIATE ON-SITE MATERIAL FOLLOWED BY COMPACTION OF MATERIALS TO PROPER SUBGRADE. PROVIDE ALL LABOR AND EQUIPMENT TO COMPLETE THE SUBGRADE WORK AS DESCRIBED.
14. PERFORM FINAL GRADE WORK (INCLUDE BACKFILLING OF CURBS/ROAD) ON ENTIRE SITE FOR LANDSCAPE WORK (BY OTHERS). CLEAN UP ALL DEBRIS; HAUL OFF SITE ANY UNUSABLE MATERIAL AND/OR DISPOSE OF SAME IN JOBSITE DUMPSTER.
15. PROVIDE AS-BUILT DRAWINGS FOR ALL UTILITY WORK INCLUDING LOCATIONS OF UNDERGROUND LINES INSTALLED BY THIS CONTRACTOR, TIE-IN LOCATIONS AND VERIFY GRADE ELEVATIONS.



2550 Corporate Exchange Dr., Ste 300 | Columbus, Ohio 43231  
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FINAL DEVELOPMENT PLAN FOR  
**REDWOOD POWELL  
HOME RD - PHASE 1**  
POWELL, DELAWARE COUNTY, OHIO

**GENERAL NOTES**

REVISIONS	DATE	SHEET NO.	DESCRIPTION						

**APPROVAL PENDING NOT FOR CONSTRUCTION**  
IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE: 09/08/2023

DRAWN BY: APA

CHECKED BY: BDS

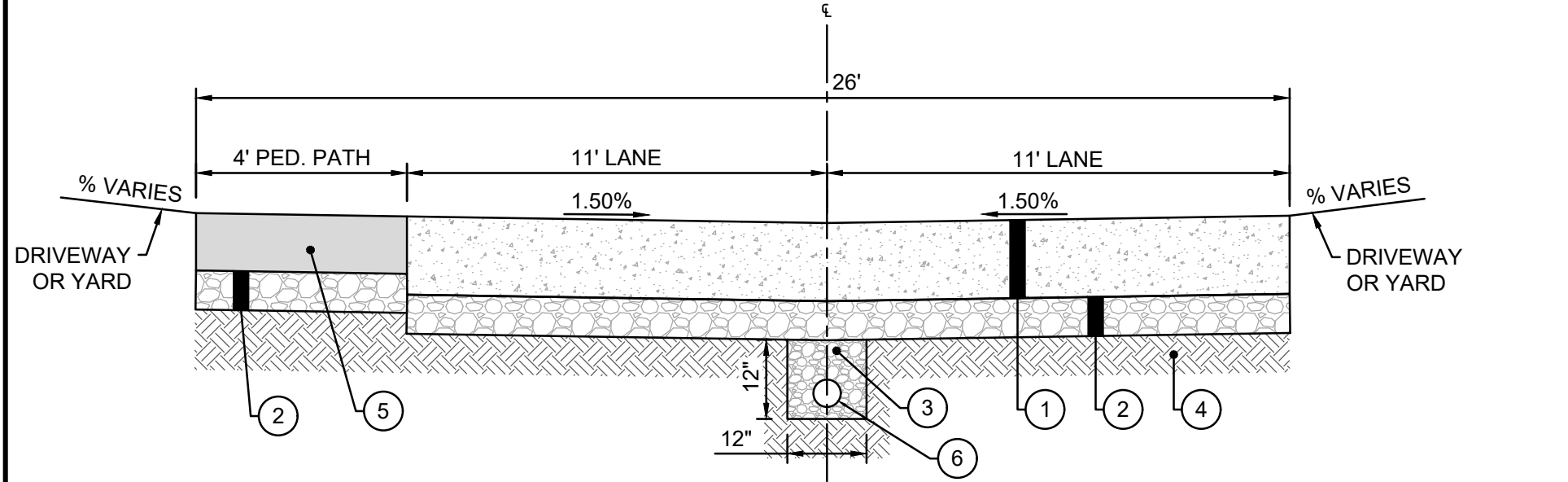
JOB NUMBER: 2018.01836

**C101**

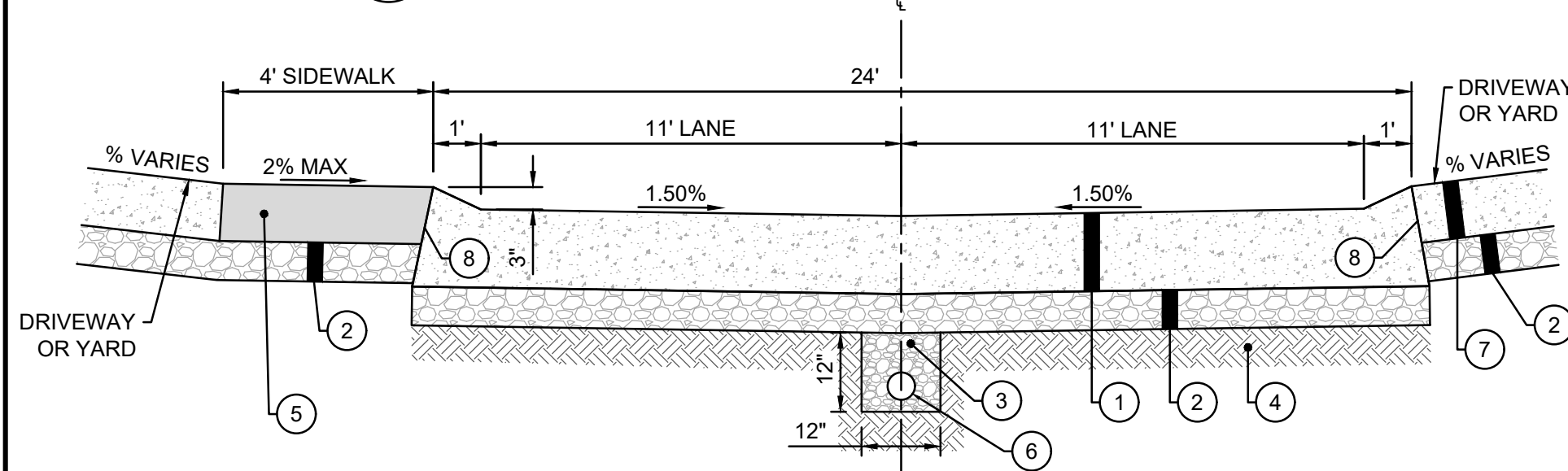
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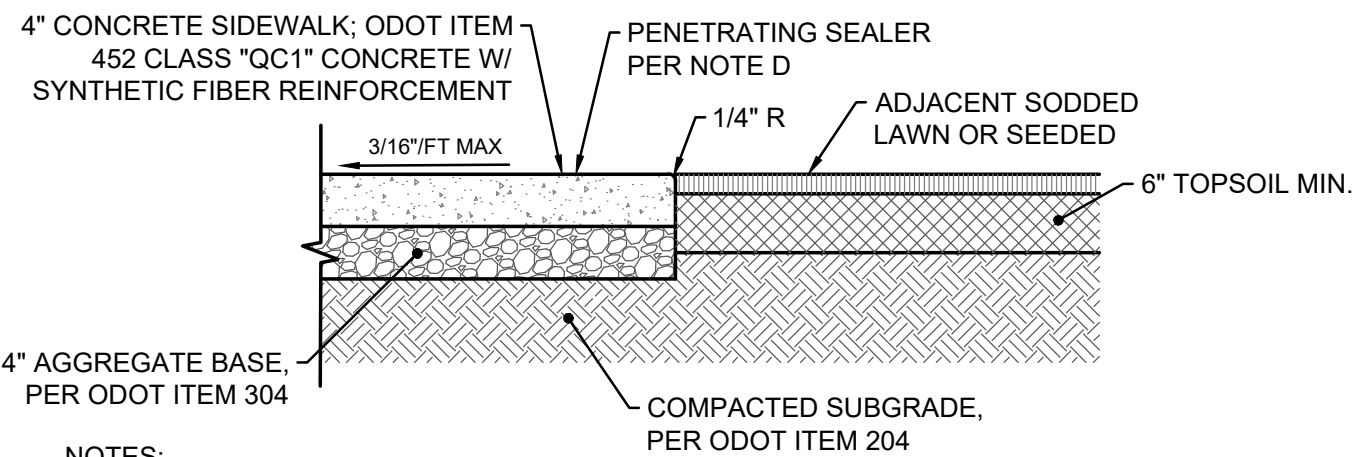
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**A** TYPICAL PAVEMENT SECTION W/OUT CURB  
NOT TO SCALE



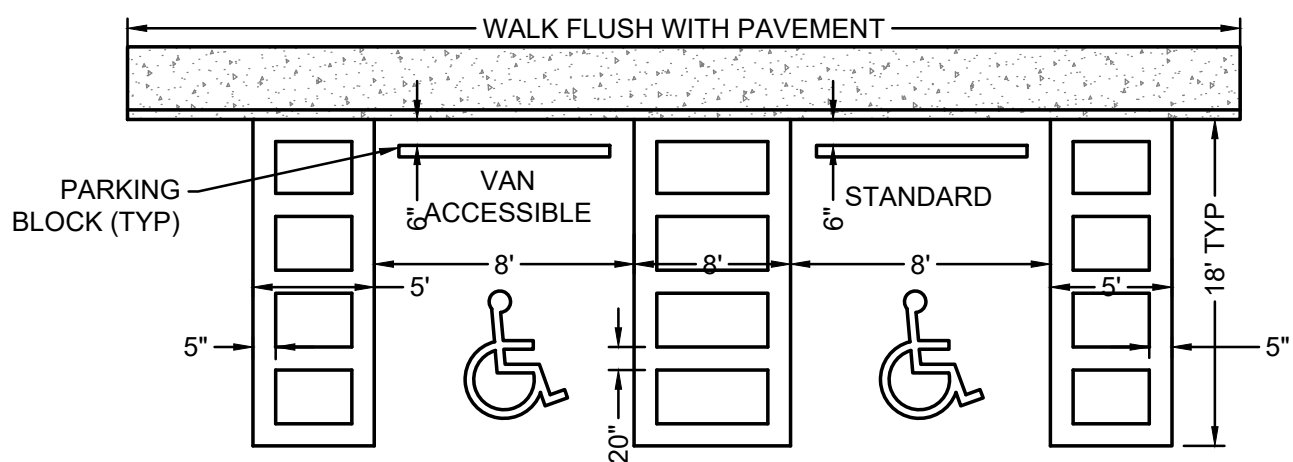
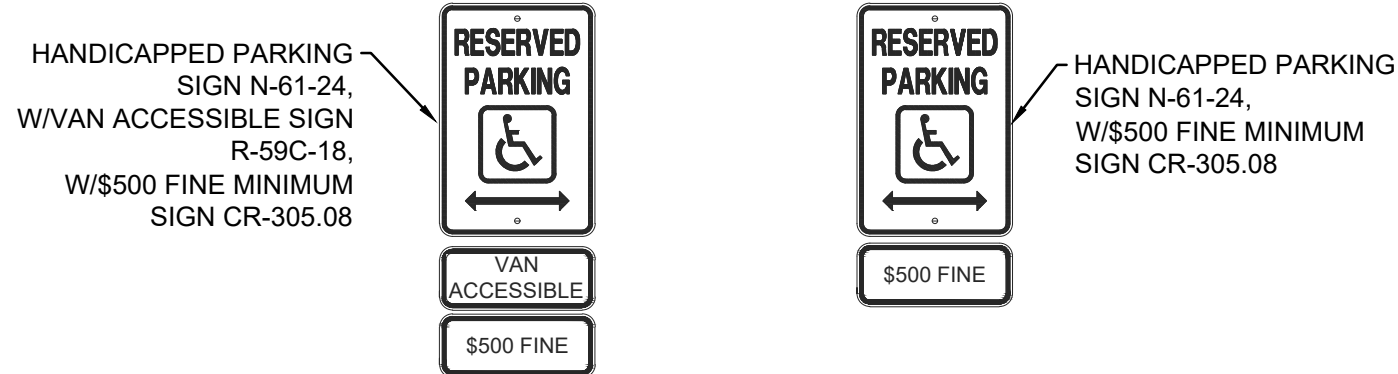
**B** TYPICAL PAVEMENT SECTION W/ CURB  
NOT TO SCALE



**NOTES:**

- PROVIDE PROPORTIONING REQUIREMENTS FOR PORTLAND CEMENT CONCRETE MIX DESIGNS, MIXING, AND CONTROLS PER ODOT ITEM 499.
  - SYNTHETIC FIBER REINFORCEMENT: ASTM C1116. ACCEPTABLE PRODUCTS INCLUDE, BUT ARE NOT LIMITED TO:
    - NYCON NYLON FIBERS
    - FORTA NYLO-MONO NYLON FIBERS
    - FIBERMESH FIBERMIX STEALTH POLYPROPYLENE FIBERS
    - GRACE POLYPROPYLENE FIBERS
    - TUFF STRAND OR APPROVED EQUAL
- SYNTHETIC FIBER REINFORCEMENT SHALL BE USED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. DOSAGE RATE SHALL BE AS RECOMMENDED BY THE MANUFACTURER, BUT NOT LESS THAN 1 POUND PER CUBIC YARD.
- DISSIPATING CURING COMPOUND: COMPLY WITH ASTM C309, TYPE 1, CLASS A OR B (CLEAR), EXCEPT MOISTURE LOSS NOT TO EXCEED 0.40 KG/SQ M. IN 72 HOURS. COMPOUND SHALL COMPLY WITH EPA'S VOC REQUIREMENTS. APPLY AT THE MANUFACTURER'S WRITTEN RECOMMENDED APPLICATION RATE. COMPLETELY REMOVE CURING COMPOUND PRIOR TO THE APPLICATION OF PENETRATIONS SEALER.
  - PENETRATING SEALER: ACCEPTABLE PRODUCTS INCLUDE, BUT ARE NOT LIMITED TO:
    - L&M CONSTRUCTION CHEMICALS - AQUAPEL PLUS
    - PROSOCO - SALTGUARD WB
    - PROTECTOSIL - CHEM-TRETE 40 VOC
    - LYMTAL INTERNATIONAL - ISO-FLEX 618-50 WB
    - BASF - MASTER PROTECT H 400
    - TEX-COTE - RAINSTOPPER RS1500

**C** CONCRETE SIDEWALK  
NOT TO SCALE

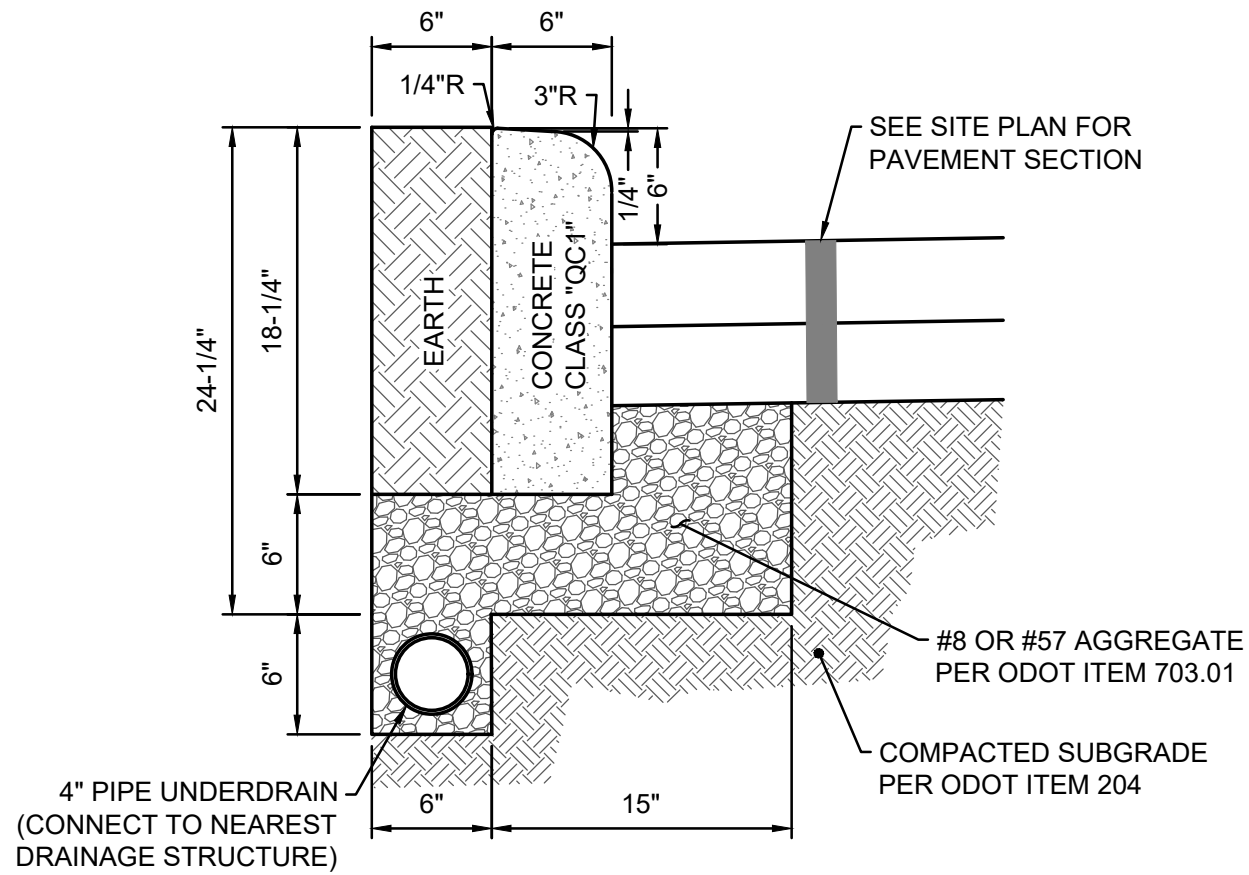


**D** STANDARD AND VAN ACCESSIBLE PARKING STRIPING  
NOT TO SCALE

- ITEM 452, 6" 4,000 PSI FIBER-REINFORCED CONCRETE PAVEMENT, BROOM FINISH
- ITEM 304, 5" AGGREGATE BASE
- NO. 8 OR NO. 57 AGGREGATE
- ITEM 204, COMPACTED SUBGRADE PER GEOTECHNICAL ENGINEER'S SPECIFICATIONS
- 4" INTEGRALLY COLORED CONCRETE PEDESTRIAN PATH, COLOR "ONYX" (DARK GREY/BLACK)
- ITEM 605, 4" PIPE UNDERDRAIN
- ITEM 452, 4" FIBER-REINFORCED CONCRETE PAVEMENT
- 1" PRE-MOLDED EXPANSION JOINTS PLACED BETWEEN CONCRETE APRON AND BACK OF CURB

**NOTES:**

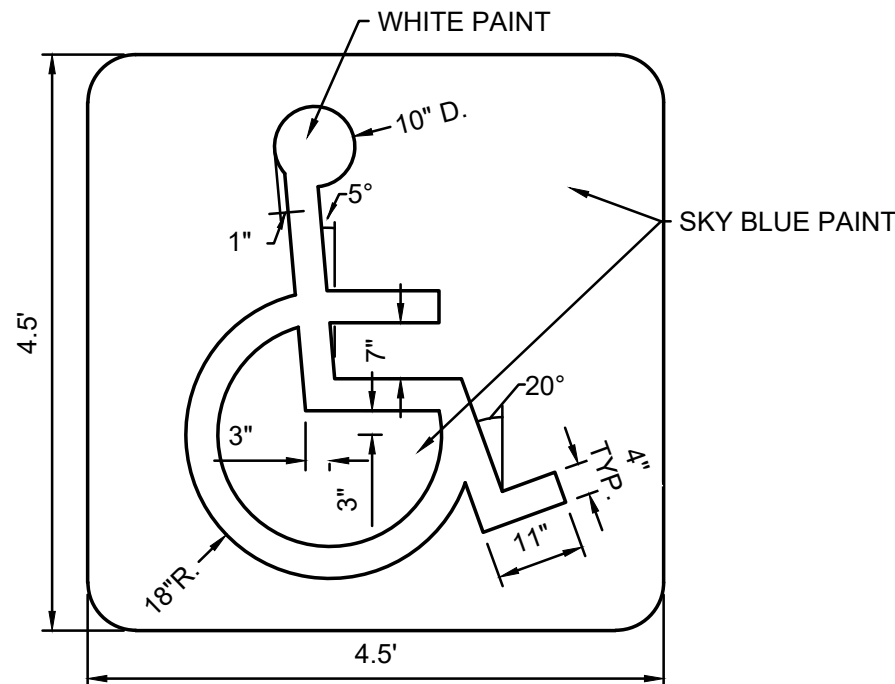
- PAVEMENT SECTIONS ARE NOT BASED ON A GEOTECHNICAL ENGINEER'S RECOMMENDATION. AMERICAN STRUCTUREPOINT IS NOT RESPONSIBLE FOR PAVEMENT DESIGN.
- EXPANSION JOINTS REQUIRED AT BUILDINGS, BETWEEN DRIVEWAYS, OR UTILITY STRUCTURES.
- CONTROL JOINT SPACING AT 10'.



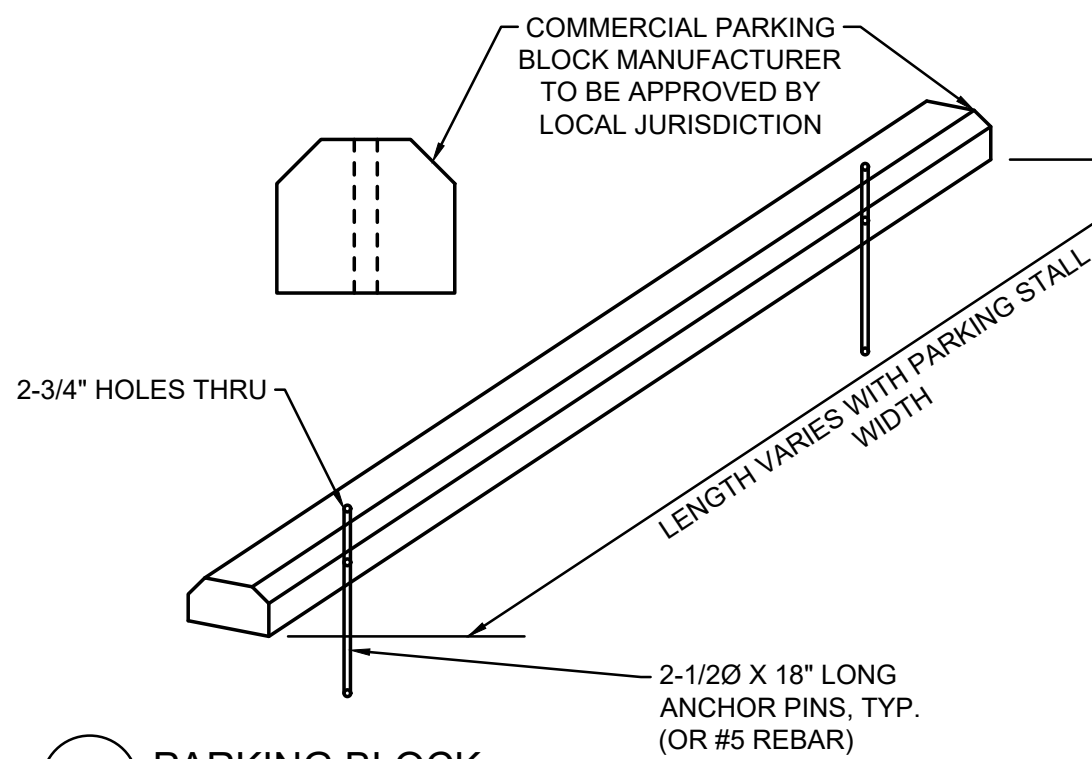
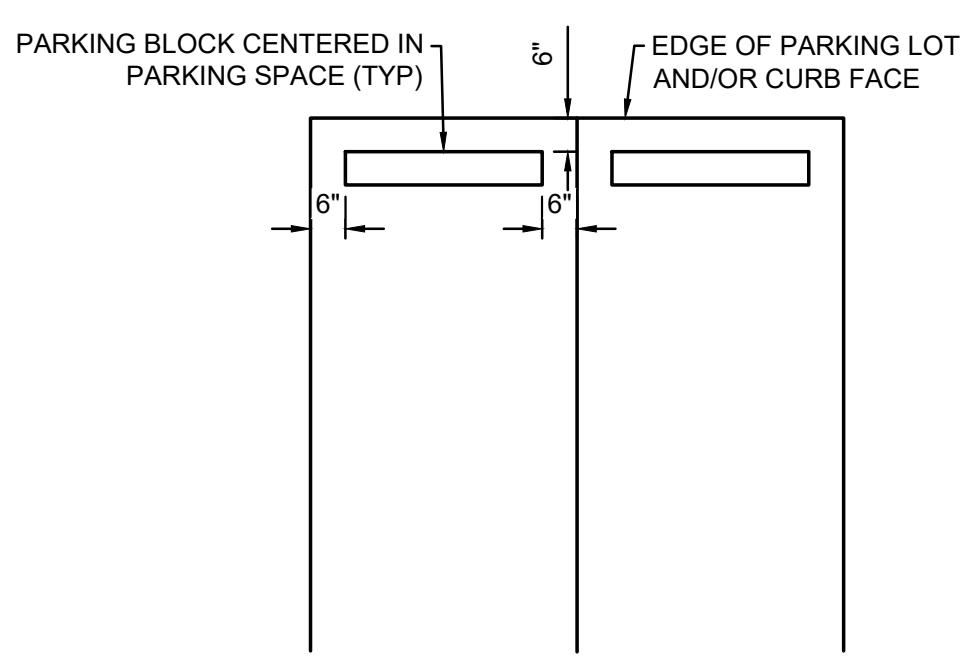
**NOTES:**

- ALL EXPOSED SURFACES OF CONCRETE CURB TO BE FLOATED AND BRUSH FINISHED, UNLESS PLACED BY A CURB MACHINE.

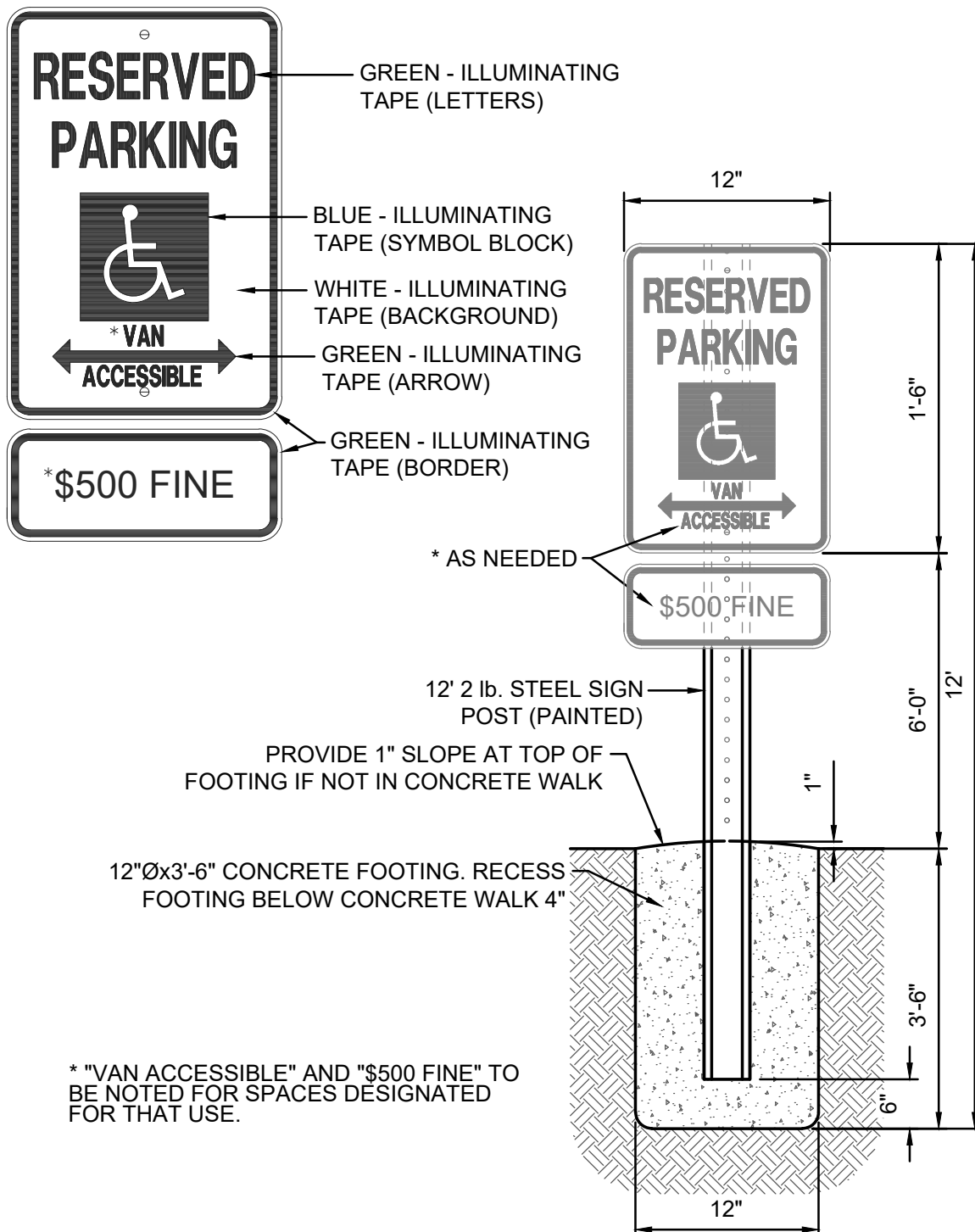
**E** STRAIGHT 18 IN CONCRETE CURB WITH UNDERDRAIN  
NOT TO SCALE



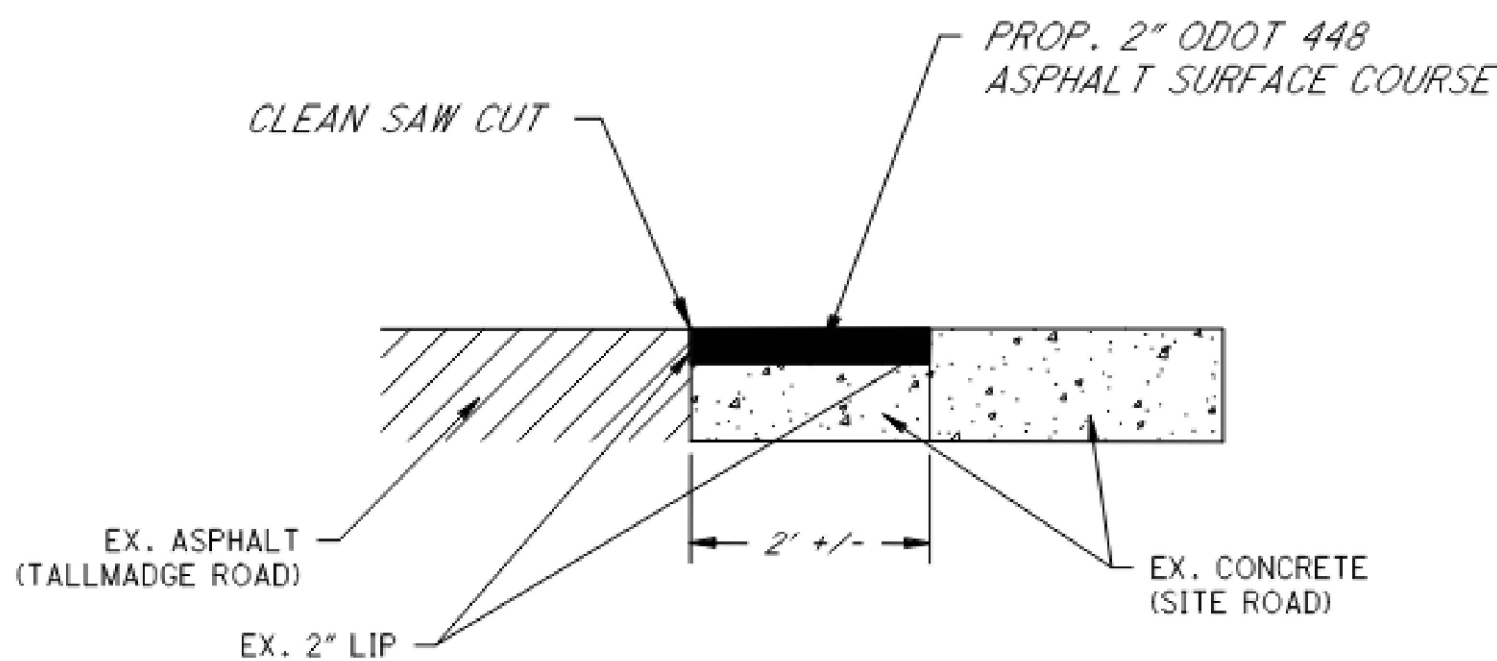
**F** ADA ACCESSIBLE PARKING SYMBOL  
NOT TO SCALE



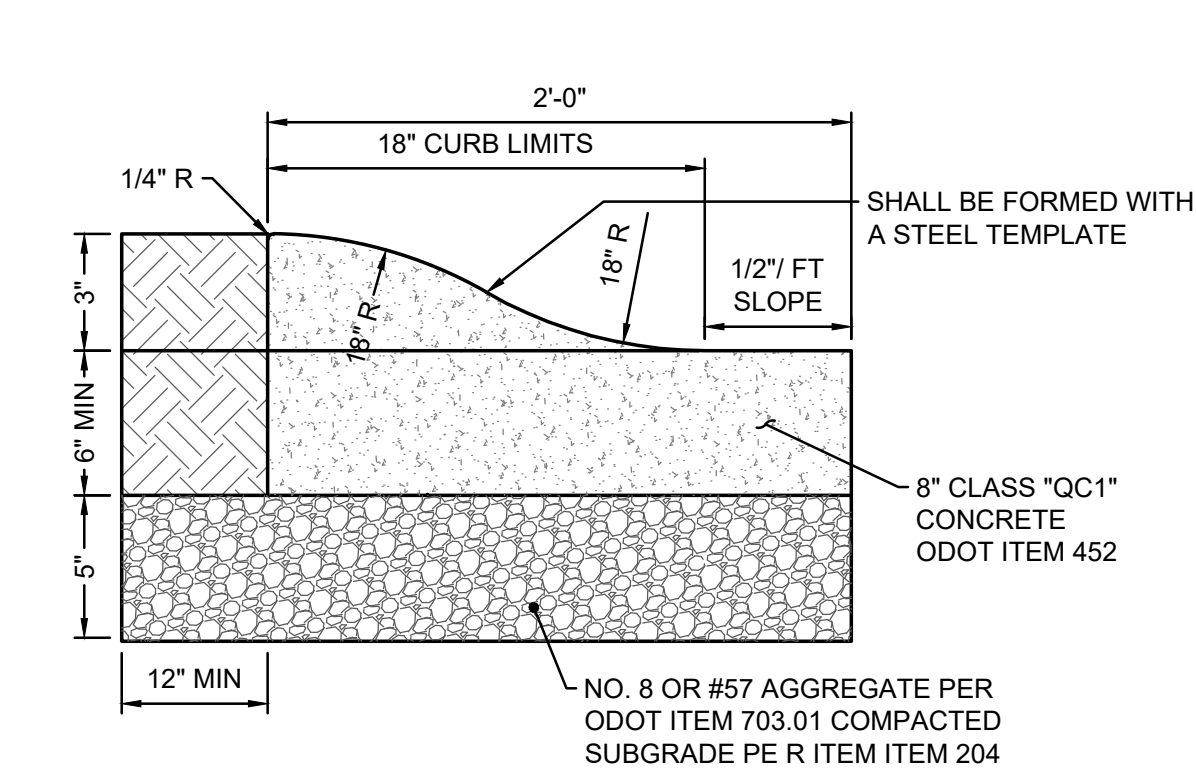
**G** PARKING BLOCK  
NOT TO SCALE



**H** ADA ACCESSIBLE PARKING SIGN  
NOT TO SCALE



**J** PAVEMENT TRANSITION DETAIL  
NOT TO SCALE



**K** MOUNTABLE INTEGRAL CURB AND GUTTER  
NOT TO SCALE

REVISIONS	DATE	SHEET NO.	DESCRIPTION

**APPROVAL PENDING NOT FOR CONSTRUCTION**

IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE: 09/08/2023  
DRAWN BY: APA  
CHECKED BY: BDS  
JOB NUMBER: 2018.01836

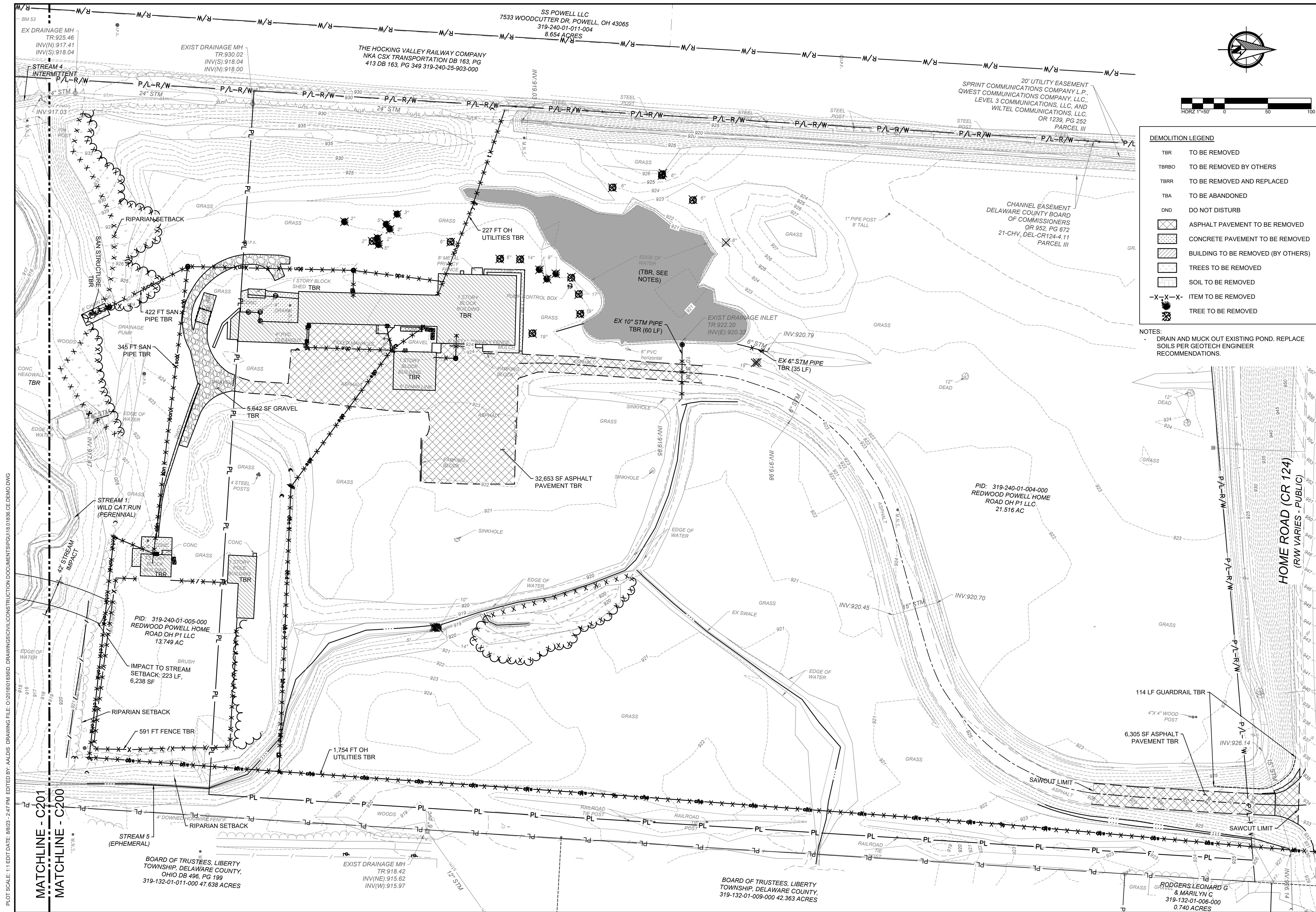


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DATE:	09/08/2023
DRAWN BY:	APA
CHECKED BY:	BDS
JOB NUMBER:	2018.01836

# C200





PLOT SCALE: 1"=100' DATE: 8/23/2018 EDITED BY: AALDIS DRAWING FILE: 0-2018-01-01-0000.DWG

MATCHLINE - C202  
MATCHLINE - C201

**DEMOLITION LEGEND**

TBRBO TO BE REMOVED BY OTHERS

TBRR TO BE REMOVED AND REPLACED

TBA TO BE ABANDONED

DND DO NOT DISTURB

ASPHALT PAVEMENT TO BE REMOVED

CONCRETE PAVEMENT TO BE REMOVED

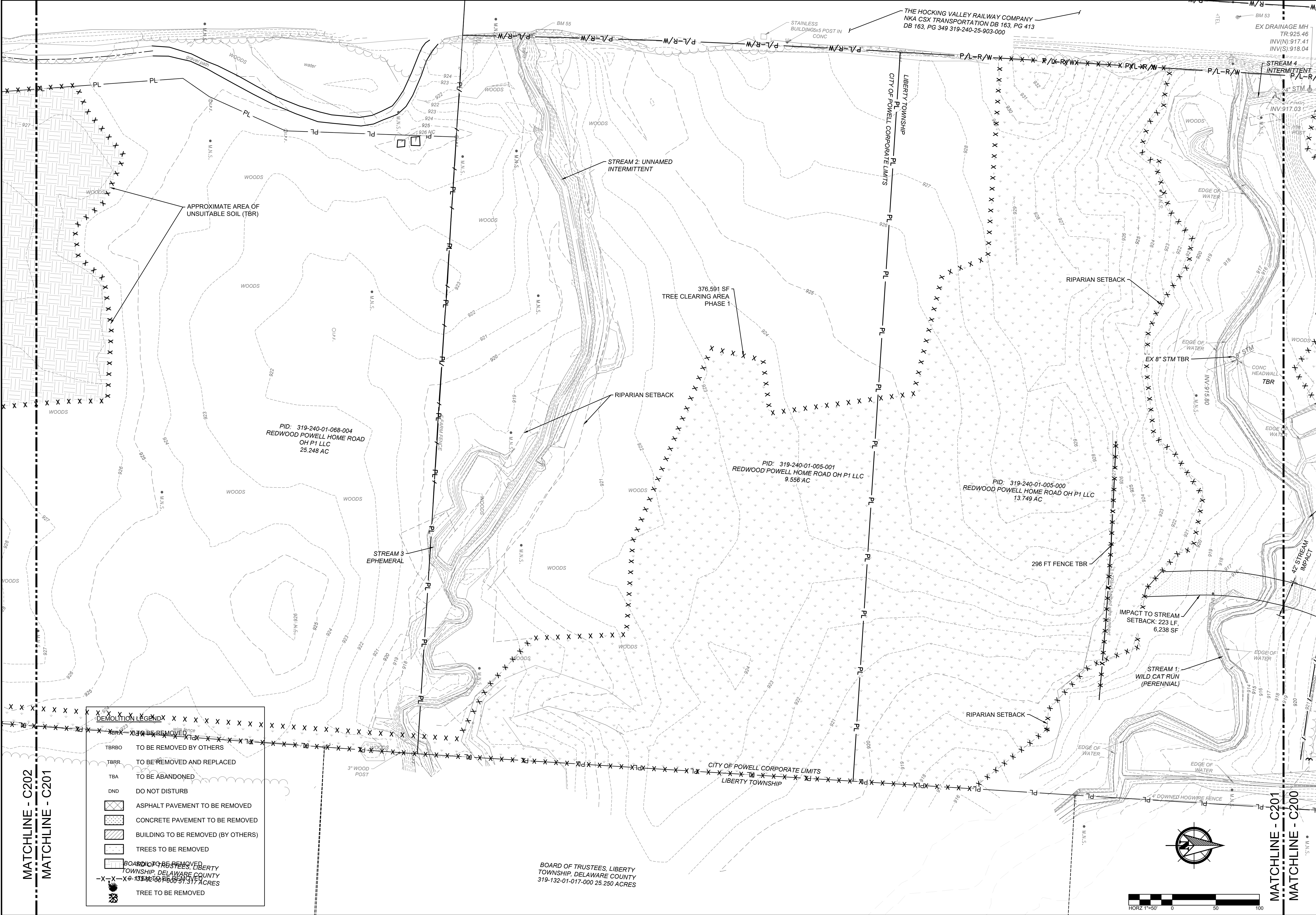
BUILDING TO BE REMOVED (BY OTHERS)

TREES TO BE REMOVED

BOARD OF TRUSTEES, LIBERTY TOWNSHIP, DELAWARE COUNTY

319-132-01-017-000 25.250 ACRES

TREE TO BE REMOVED



REVISIONS	DATE	SHEET NO.	DESCRIPTION

**APPROVAL PENDING NOT FOR CONSTRUCTION**

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DATE:	
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JOB NUMBER:	2018.01836

C201

FINAL DEVELOPMENT PLAN FOR  
**REDWOOD POWELL HOME RD - PHASE 1**  
POWELL, DELAWARE COUNTY, OHIO

**EXISTING CONDITIONS & DEMOLITION PLAN**

**AMERICAN STRUCTUREPOINT INC.**

2550 Corporate Exchange Dr, Ste 300 | Columbus, Ohio 43221  
TEL: 614.444.1226  
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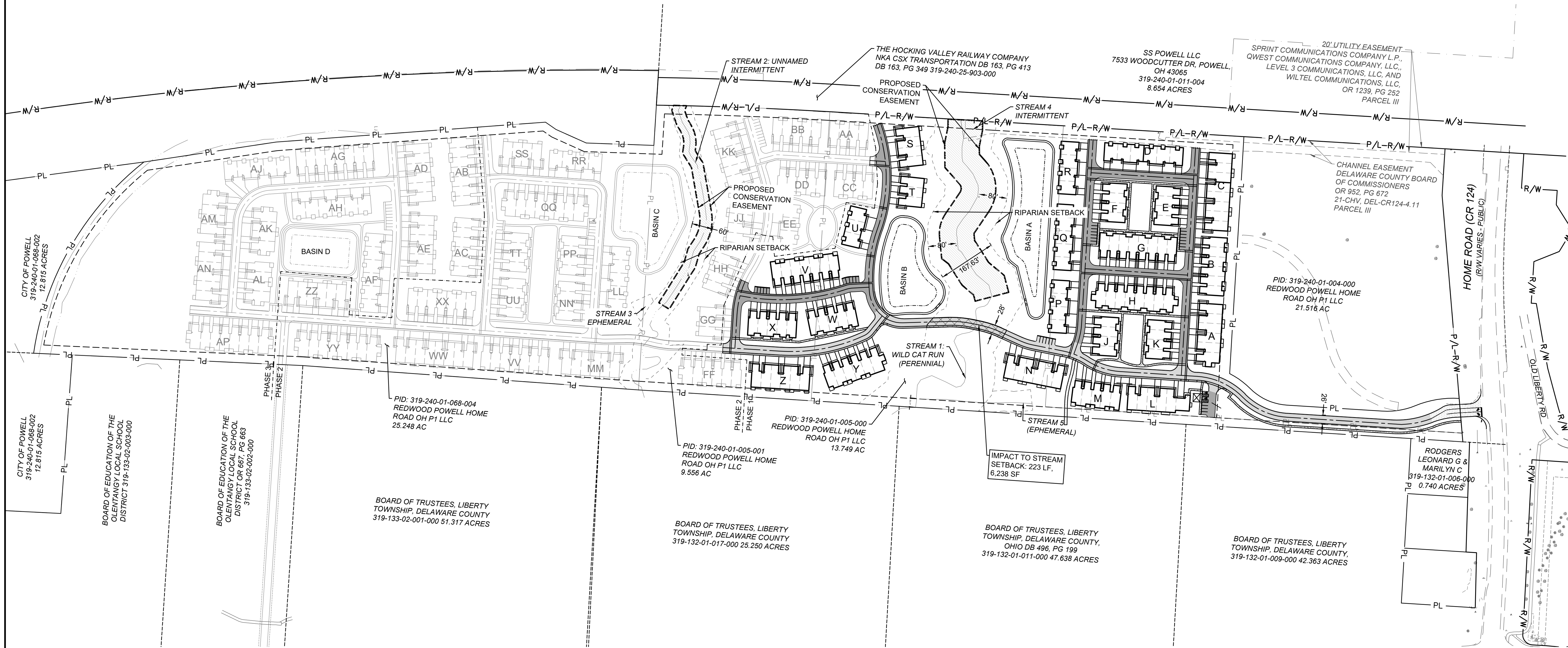
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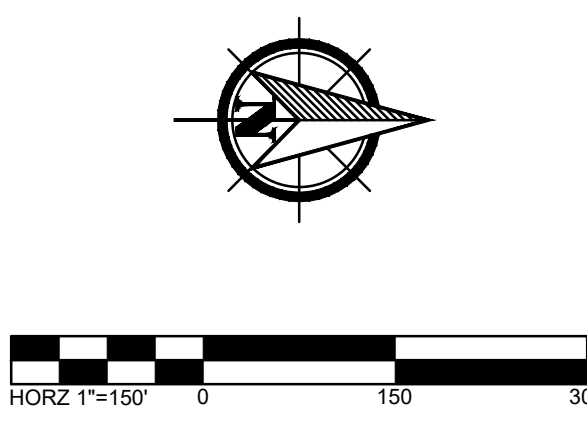


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**SITE LEGEND**

- PL — PROPERTY LINE
- R/W — RIGHT-OF-WAY
- STRAIGHT CURB
- MOUNTABLE CURB & GUTTER (SEE DETAIL "K", SHEET C103)
- x — FENCE
- PARKING BLOCK
- SIGN
- CONCRETE BOLLARD
- ASPHALT CONCRETE PAVEMENT (PER DCED-R2135A)
- TYPICAL PAVEMENT SECTION W/OUT CURB (SEE DETAIL A, SHEET C102)
- TYPICAL PAVEMENT SECTION W/ CURB (SEE DETAIL B, SHEET C102)
- SIDEWALK (SEE DETAIL C, SHEET C102)
- ⊕ FIRE HYDRANT




REVISIONS	DATE	SHEET NO.	DESCRIPTION

APPROVAL PENDING NOT FOR CONSTRUCTION	
IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.	
DATE:	09/08/2023
DRAWN BY:	APA
CHECKED BY:	BDS
JOB NUMBER:	2018.01836


C300

FINAL DEVELOPMENT PLAN FOR  
**REDWOOD POWELL  
HOME RD - PHASE 1**  
POWELL, DELAWARE COUNTY, OHIO  
**OVERALL SITE PLAN**



AMERICAN  
**STRUCTUREPOINT**  
INC.

2550 Corporate Exchange Dr., Ste 300 | Columbus, Ohio 43221  
TEL: 614.444.4444 FAX: 614.444.4446  
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**Redwood**  
A RESIDENTIAL DEVELOPER



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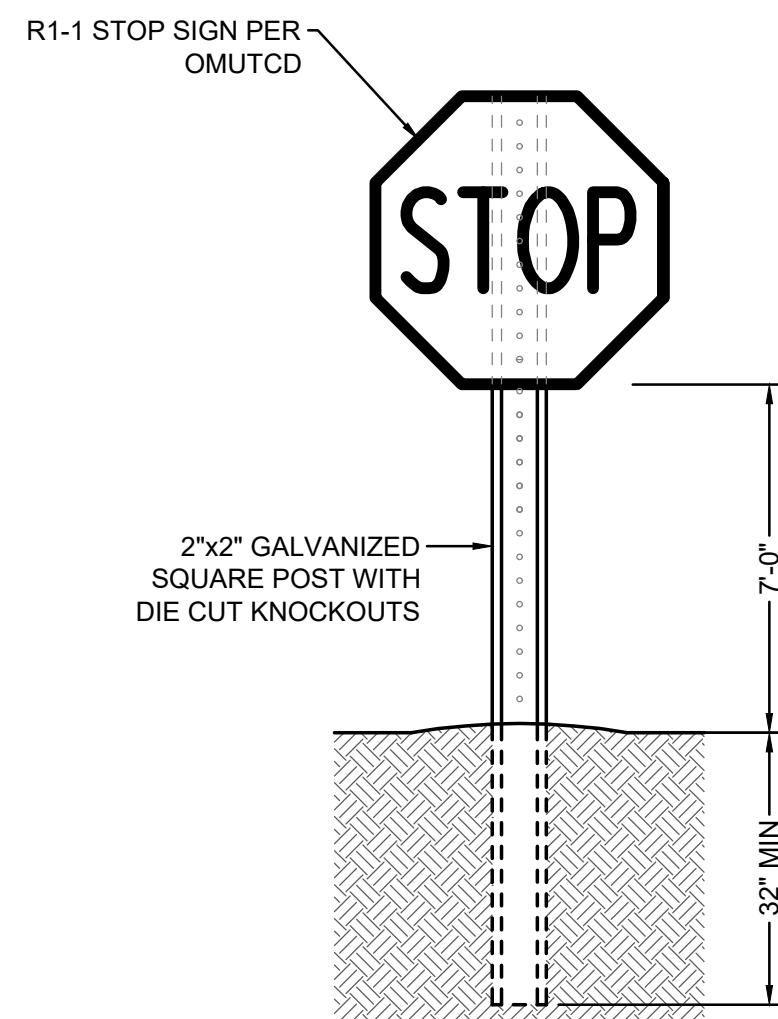
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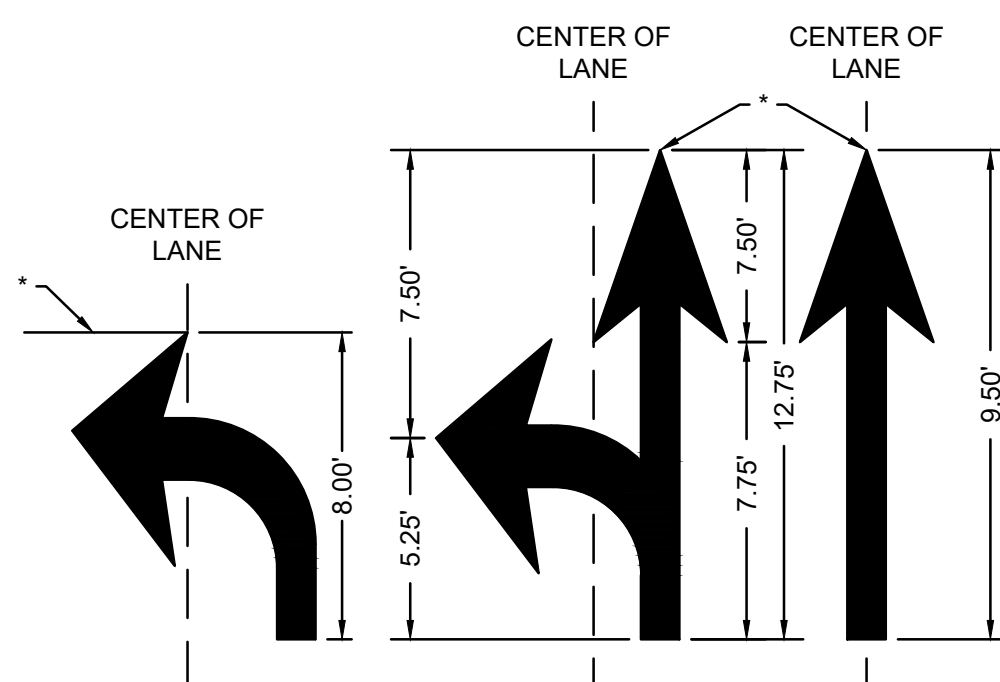
# C301

1. ALL DIMENSIONS AND COORDINATES REFER TO EDGE OF PAVEMENT, FACE OF CURB, AND/OR FACE OF BUILDING WHERE APPLICABLE.
2. ALL CURB AND SIDEWALK RADII SHALL BE 5'-0" UNLESS OTHERWISE NOTED.
3. PROVIDE STRIPING AND SYMBOLS AS SHOWN PER ODOT ITEM 640 AND 641. STRIPING PAINT SHALL BE ODOT ITEM 740.02 TYPE 4 WITHOUT GLASS BEADS. TYPICAL LINE WIDTH SHALL BE 4 INCHES, COLOR WHITE.
4. SAWCUT FULL DEPTH SIDEWALK AND PAVEMENT WHERE NEW WORK ABUTS EXISTING CONSTRUCTION. TAKE CARE TO PROVIDE NEAT STRAIGHT LINES. PROVIDE PAVEMENT SEALANT PER ODOT ITEM 423 AT JOINT BETWEEN EXISTING AND NEW ASPHALT. REMOVE CONCRETE TO NEAREST JOINT. PROVIDE 1/2" PREFORMED EXPANSION JOINT FILLER BETWEEN NEW AND EXISTING CONSTRUCTION.
5. ANY PROPERTY PINS DAMAGED AS PART OF CONSTRUCTION SHALL BE RESET BY AN OHIO REGISTERED SURVEYOR.
6. BUILDING DIMENSIONS AND COORDINATES PROVIDED FOR BUILDING LOCATION ONLY. REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING LAYOUT.
7. PROVIDE HANDICAP ACCESSIBLE PARKING SIGNS AS SHOWN. FINAL LOCATION OF SIGNS TO BE DETERMINED BY ARCHITECT.
8. ALL ADA RAMP CURB SHALL BE FORMED AND NOT SAW-CUT.
9. PROVIDE ISOLATION JOINTS WHERE NEW CONCRETE ABUTS EXISTING AND PROPOSED STRUCTURES OR FIXED OBJECTS.
10. REFER TO ELECTRICAL DRAWINGS FOR ELECTRICAL SITE PLAN LIGHT POLE LAYOUT AND DETAILS.

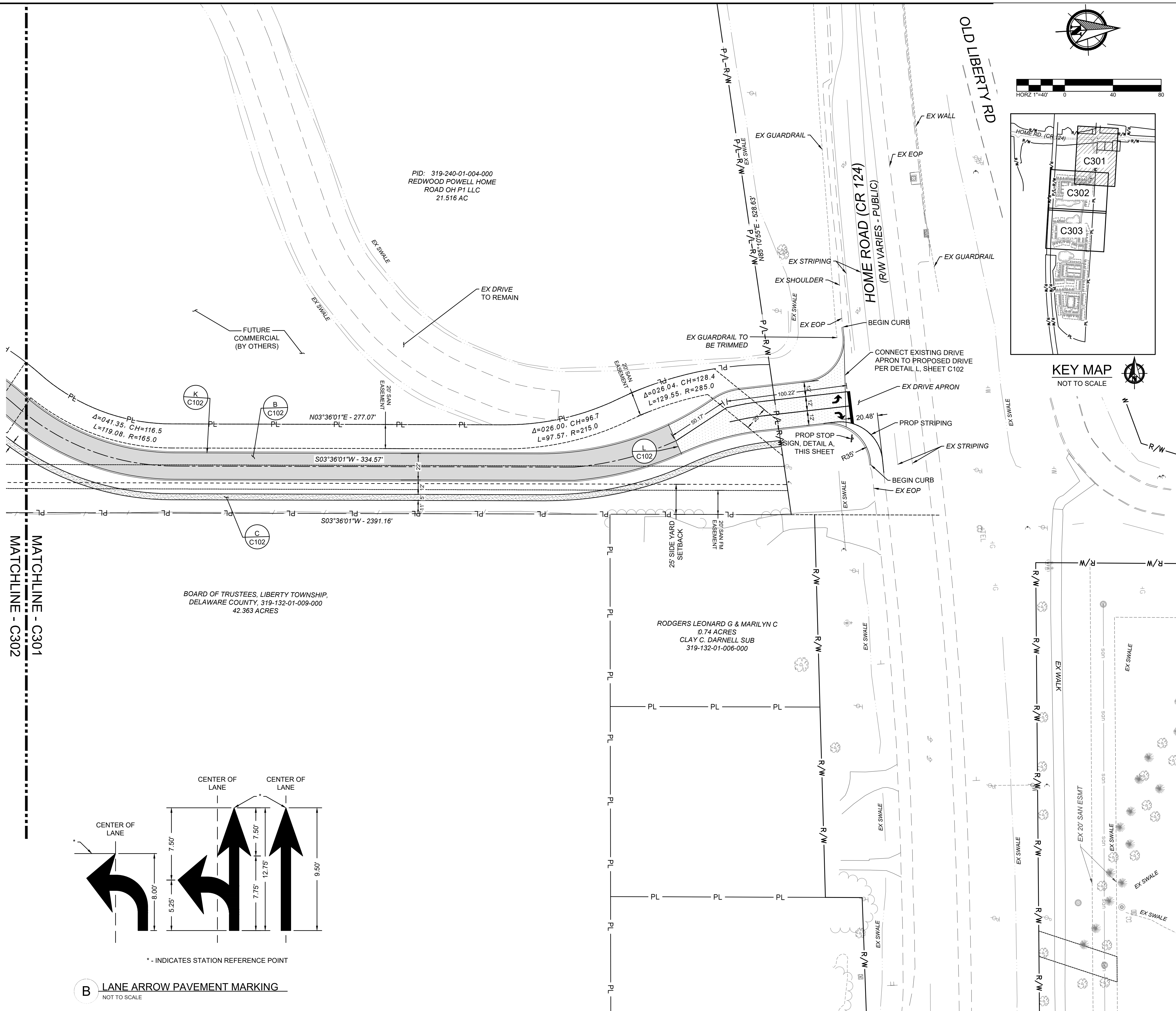
— PL —	PROPERTY LINE
— R/W —	RIGHT-OF-WAY
=====	STRAIGHT CURB
=====	MOUNTABLE CURB & GUTTER (SEE DETAIL "K" SHEET C103)
— x —	FENCE
=====	PARKING BLOCK
— ■ —	SIGN
•	CONCRETE BOLLARD
[Hatched Box]	ASPHALT CONCRETE PAVEMENT (PER DCED-R2135A)
[Solid Grey Box]	TYPICAL PAVEMENT SECTION W/OUT CURB (SEE DETAIL A, SHEET C102)
[Light Grey Box]	TYPICAL PAVEMENT SECTION W/ CURB (SEE DETAIL B, SHEET C102)
[Dotted Box]	SIDEWALK (SEE DETAIL C, SHEET C102)
⊕	FIRE HYDRANT



**A STOP SIGN DETAIL**  
NOT TO SCALE



**B** LANE ARROW PAVEMENT MARKING  
NOT TO SCALE



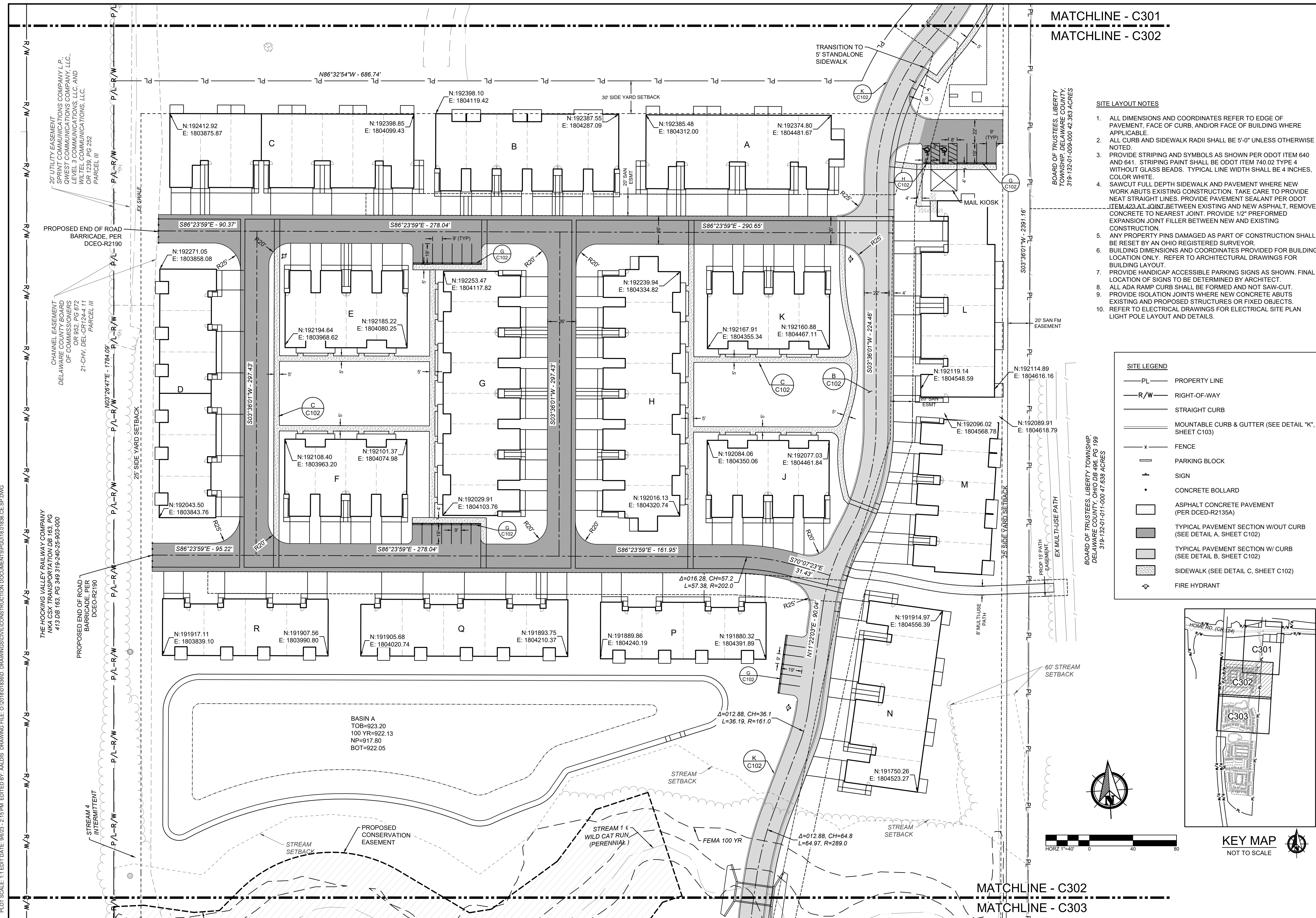


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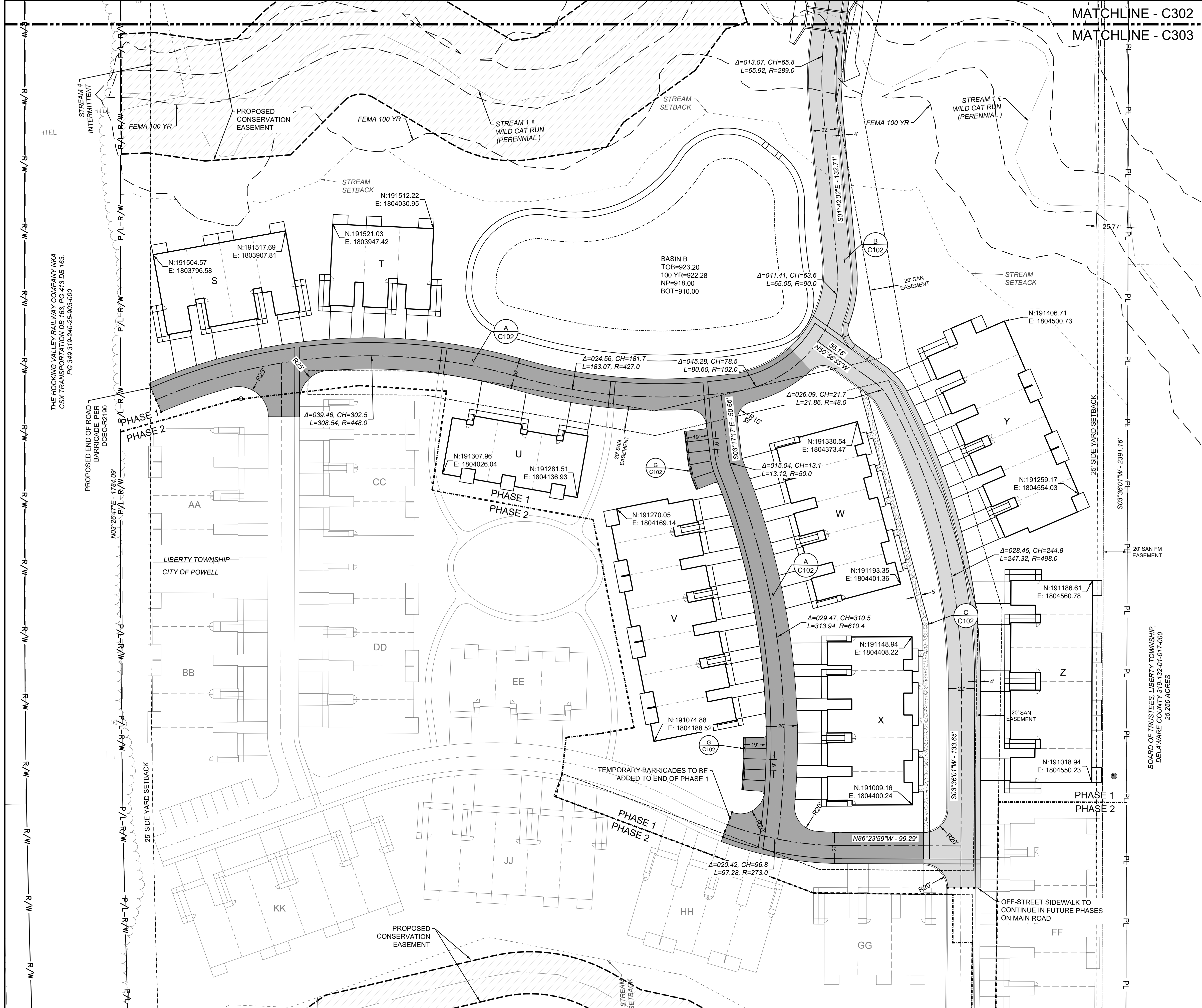
**APPROVAL PENDING NOT FOR CONSTRUCTION**  
IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE:	09/08/2023
DRAWN BY:	APA
CHECKED BY:	BDS
JOB NUMBER:	2018.01836

C302



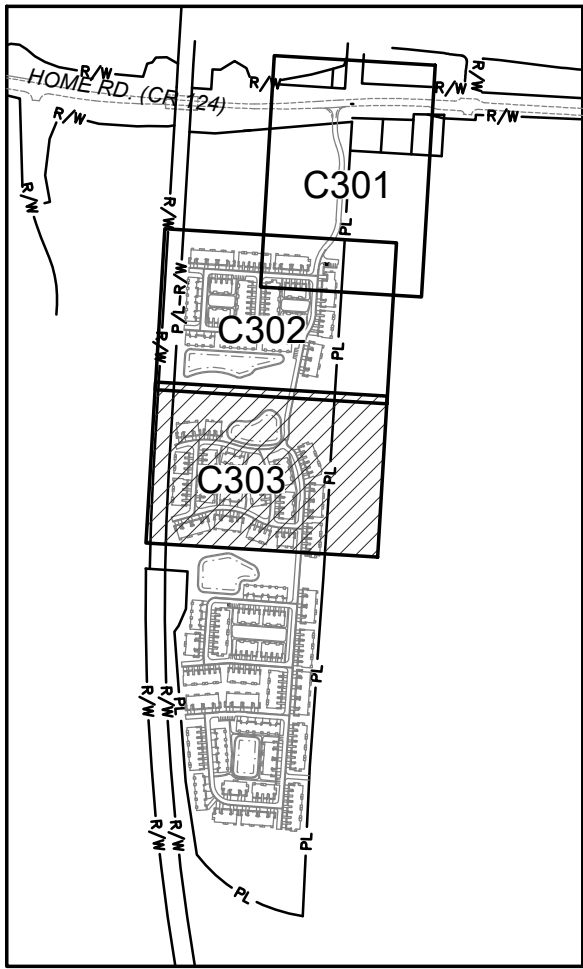




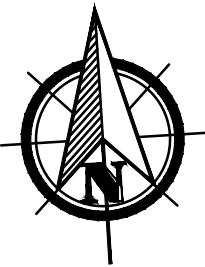
- SITE LAYOUT NOTES**
- ALL DIMENSIONS AND COORDINATES REFER TO EDGE OF PAVEMENT, FACE OF CURB, AND/OR FACE OF BUILDING WHERE APPLICABLE.
  - ALL CURB AND SIDEWALK RADII SHALL BE 5'-0" UNLESS OTHERWISE NOTED.
  - PROVIDE STRIPING AND SYMBOLS AS SHOWN PER ODOT ITEM 640 AND 641. STRIPING PAINT SHALL BE ODOT ITEM 740.02 TYPE 4 WITHOUT GLASS BEADS. TYPICAL LINE WIDTH SHALL BE 4 INCHES, COLOR WHITE.
  - SAWCUT FULL DEPTH SIDEWALK AND PAVEMENT WHERE NEW WORK ABUTS EXISTING CONSTRUCTION. TAKE CARE TO PROVIDE NEAT STRAIGHT LINES. PROVIDE PAVEMENT SEALANT PER ODOT ITEM 423 AT JOINT BETWEEN EXISTING AND NEW ASPHALT. REMOVE CONCRETE TO NEAREST JOINT. PROVIDE 1/2" PREFORMED EXPANSION JOINT FILLER BETWEEN NEW AND EXISTING CONSTRUCTION.
  - ANY PROPERTY PINS DAMAGED AS PART OF CONSTRUCTION SHALL BE RESET BY AN OHIO REGISTERED SURVEYOR.
  - BUILDING DIMENSIONS AND COORDINATES PROVIDED FOR BUILDING LOCATION ONLY. REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING LAYOUT.
  - PROVIDE HANDICAP ACCESSIBLE PARKING SIGNS AS SHOWN. FINAL LOCATION OF SIGNS TO BE DETERMINED BY ARCHITECT.
  - ALL ADA RAMP CURB SHALL BE FORMED AND NOT SAW-CUT.
  - PROVIDE ISOLATION JOINTS WHERE NEW CONCRETE ABUTS EXISTING AND PROPOSED STRUCTURES OR FIXED OBJECTS. REFER TO ELECTRICAL DRAWINGS FOR ELECTRICAL SITE PLAN LIGHT POLE LAYOUT AND DETAILS.

**SITE LEGEND**

— PL —	PROPERTY LINE
— R/W —	RIGHT-OF-WAY
—	STRAIGHT CURB
—	MOUNTABLE CURB & GUTTER (SEE DETAIL "K", SHEET C103)
— x —	FENCE
▬	PARKING BLOCK
+	SIGN
•	CONCRETE BOLLARD
▨	ASPHALT CONCRETE PAVEMENT (PER DCED-R2135A)
▩	TYPICAL PAVEMENT SECTION W/OUT CURB (SEE DETAIL A, SHEET C102)
▧	TYPICAL PAVEMENT SECTION W/ CURB (SEE DETAIL B, SHEET C102)
▦	SIDEWALK (SEE DETAIL C, SHEET C102)
⊕	FIRE HYDRANT



KEY MAP  
NOT TO SCALE



REVISIONS	DATE	SHEET NO.	DESCRIPTION

APPROVAL PENDING NOT FOR CONSTRUCTION  
IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE:	09/08/2023
DRAWN BY:	APA
CHECKED BY:	BDS
JOB NUMBER:	2018.01836

C303

FINAL DEVELOPMENT PLAN FOR  
REDWOOD POWELL  
HOME RD - PHASE 1  
POWELL, DELAWARE COUNTY, OHIO

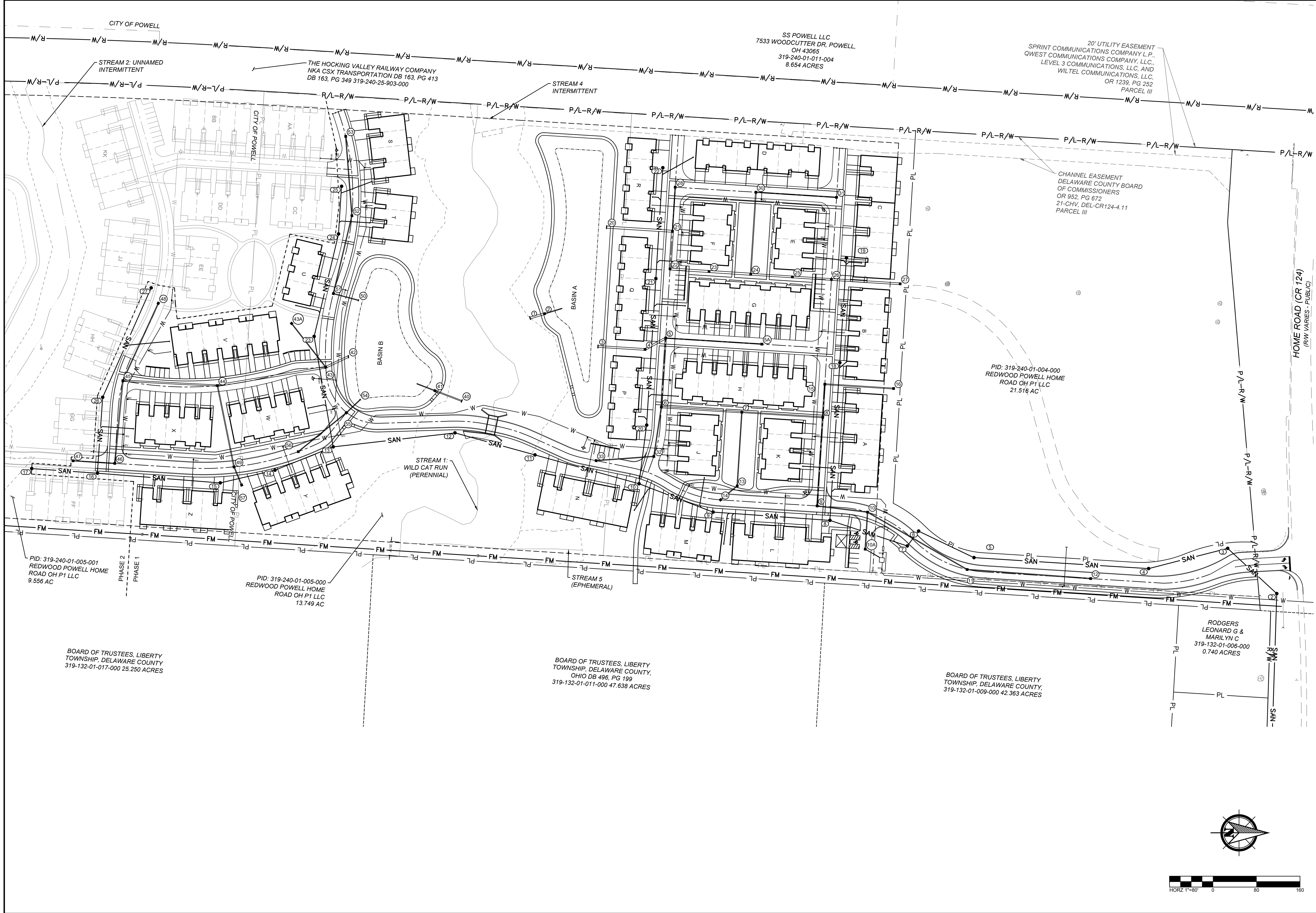
SITE PLAN


**AMERICAN STRUCTUREPOINT INC.**  
2550 Corporate Exchange Dr., Ste 300 | Columbus, Ohio 43231  
TEL: 614.461.1226 FAX: 614.461.1226  
www.structurepoint.com

**Redwood**  
A DELAWARE COUNTY DEVELOPMENT



PLOT SCALE: 1"=100' DATE: 7/6/23 - 9:31 AM EDITED BY: AALDIS DRAWING FILE: 0-2018/01/636D.DWG DRAWING CONSTRUCTION DOCUMENTS/01/636D.DWG CE OUP DWG





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FINAL DEVELOPMENT PLAN FOR  
**REDWOOD POWELL  
HOME RD - PHASE 1**  
POWELL, DELAWARE COUNTY, OHIO

**OVERALL UTILITY PLAN**

REVISIONS	DATE	SHEET NO.	DESCRIPTION

**APPROVAL PENDING NOT FOR CONSTRUCTION**

IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE:	09/08/2023
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CHECKED BY:	BDS
JOB NUMBER:	2018.01836

**C400**



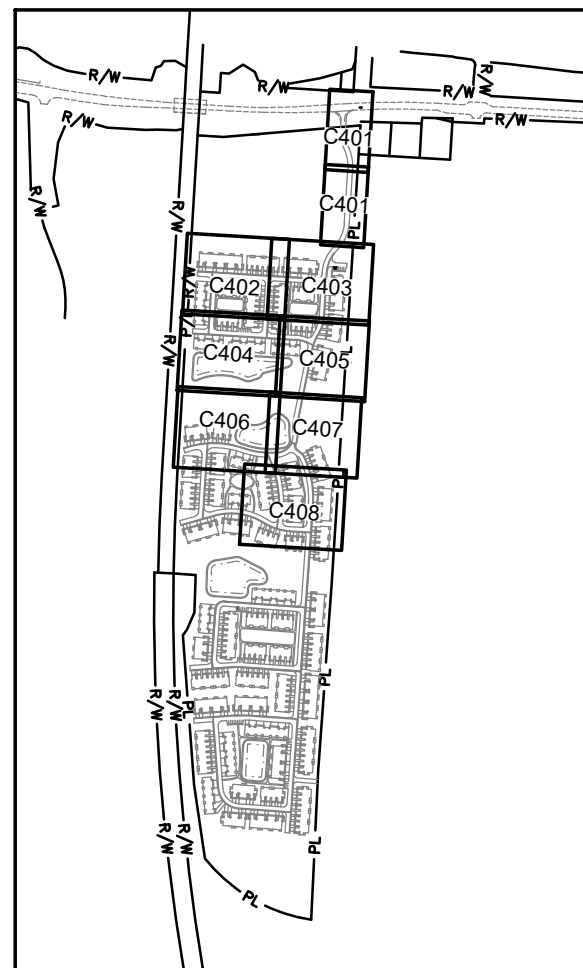
# GRADING & UTILITY PLAN

DESCRIPTION

IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE:	09/08/2023
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CHECKED BY:	BDS
JOB NUMBER:	2018.01836

# C401









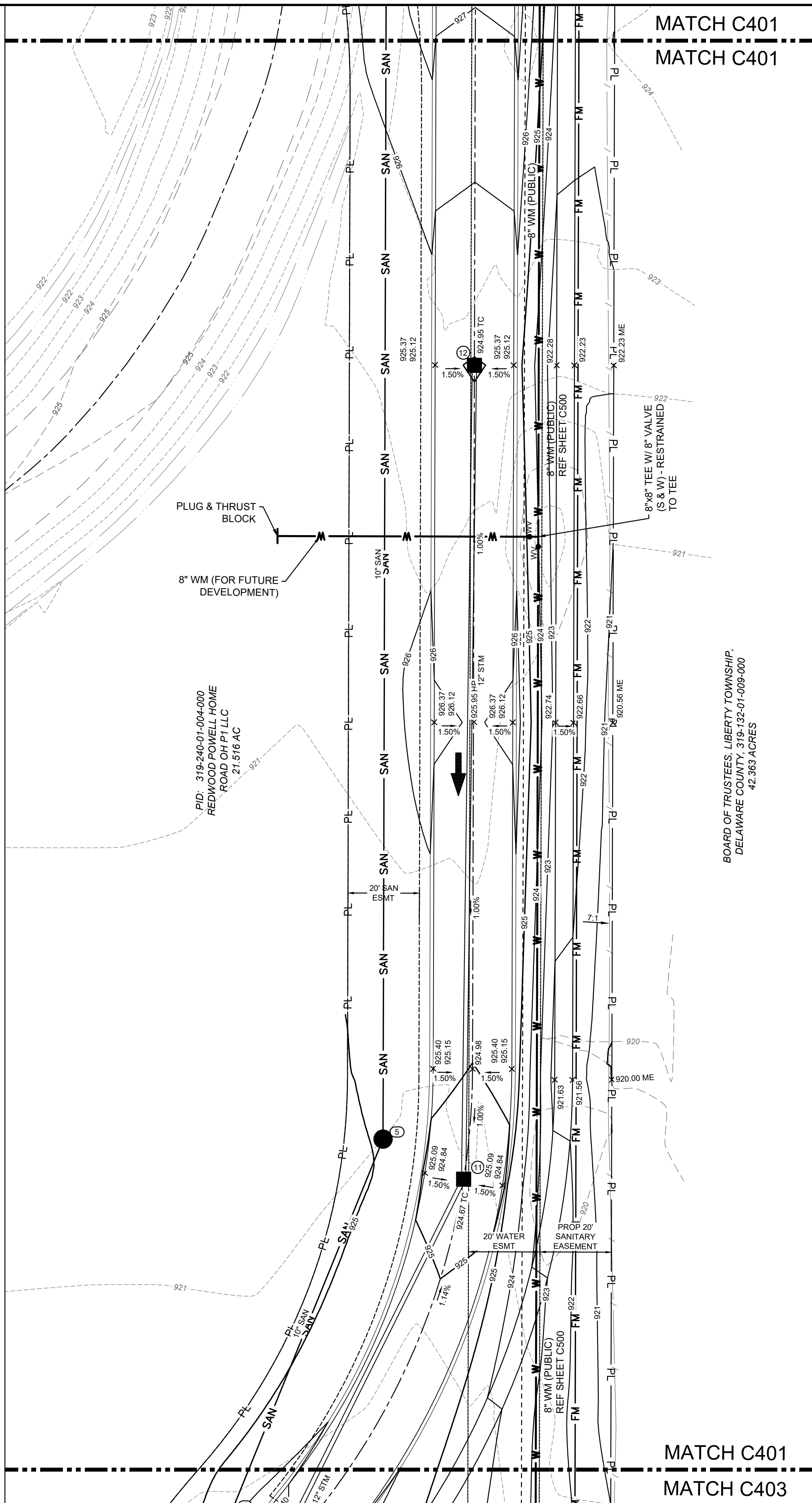
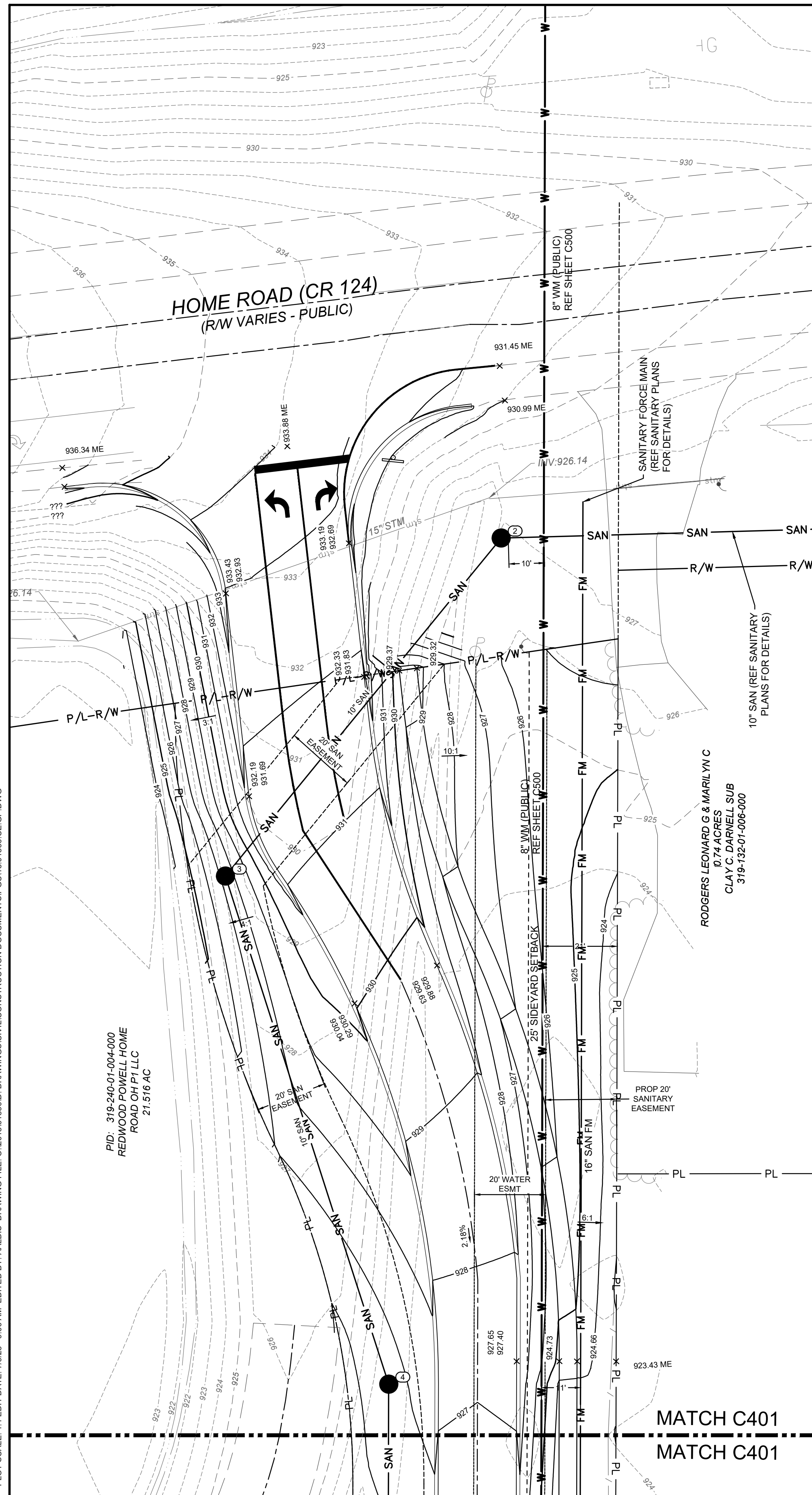
**KEY MAP**  
NOT TO SCALE

## GRADING LEGEND

	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	FINISHED FLOOR ELEVATION
	FINISHED GARAGE ELEVATION
	FINISHED GROUND ELEVATION
	SPOT ELEVATION
	TOP OF CASTING ELEVATION
	TOP OF CASTING ELEVATION WITH STRUCTURE NUMBER
	HIGH POINT ELEVATION
	MATCH EXISTING ELEVATION
	TOP OF CURB ELEVATION
	BOTTOM OF CURB ELEVATION
	SLOPE ARROW
	FLOOD ROUTE
	NORMAL POOL
	SWALE
ATG	ADJUST TO GRADE

## UTILITY LEGEND

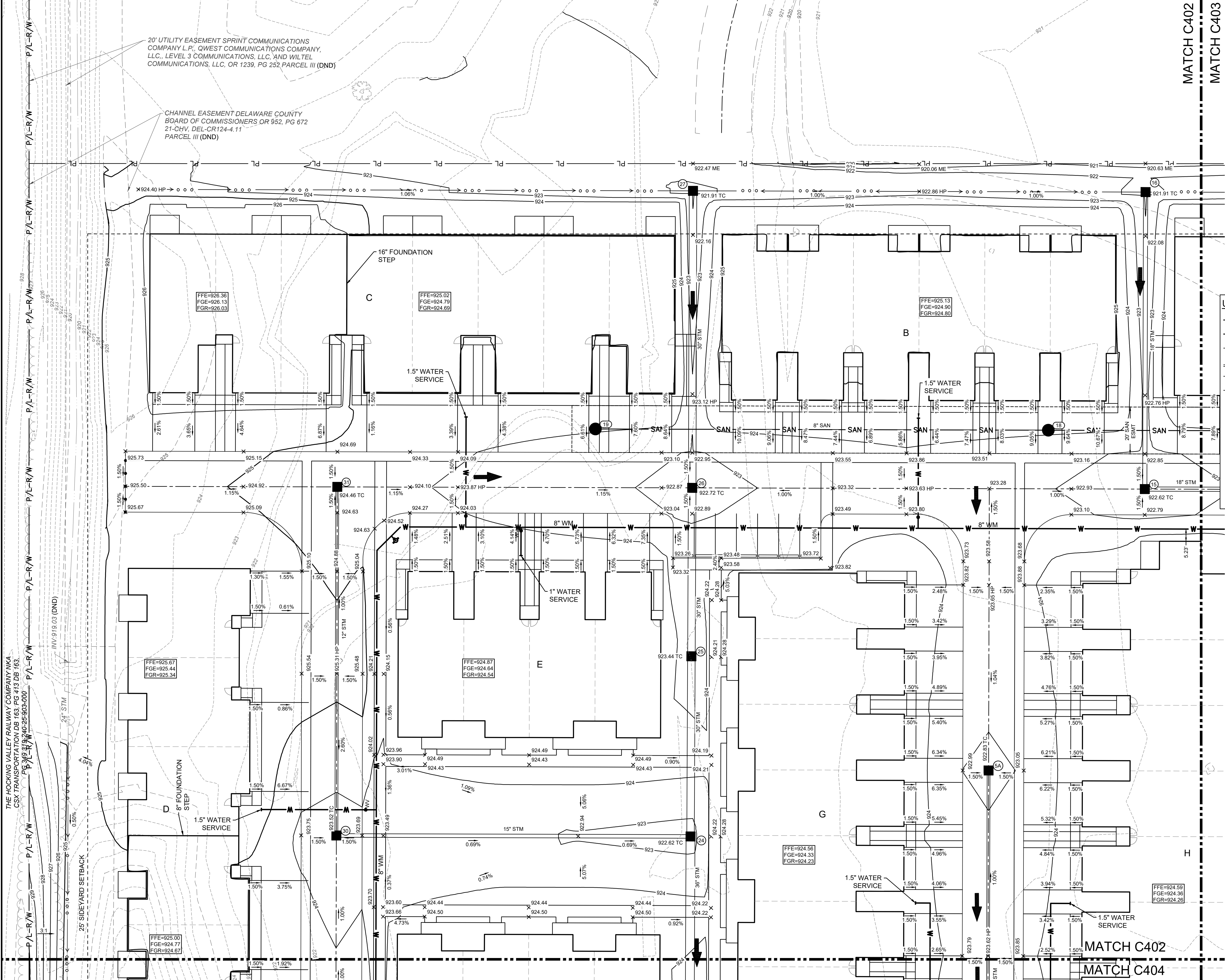
— <b>— SAN</b> —	SANITARY GRAVITY (REF SAN. PLANS)
— <b>FM</b> —	SANITARY FORCE MAIN (REF SAN. PLANS)
— <b>W</b> —	WATER
<u><b>STM</b></u>	STORM SEWER
— <b>UD</b> —	UNDERDRAIN
— <b>RD</b> —	ROOF DRAIN
 <b>CO</b>	CLEANOUT
	CATCH BASIN
—	HEADWALL
	SANITARY MANHOLE
	FIRE HYDRANT
	WATER VALVE
	REDUCER





PLOT SCALE: 1"=10' DATE: 7/6/23 9:06 AM EDITED BY: AALDIS DRAWING FILE: 0-2018101636D.DRAWINGSCIVILCONSTRUCTION DOCUMENT SFGU18.01636 CE GP DWG

THE HOCKING VALLEY RAILWAY COMPANY NKA  
CSX TRANSPORTATION DB 163 PG 413 DB 163  
PG 349 319 340 345 303-000

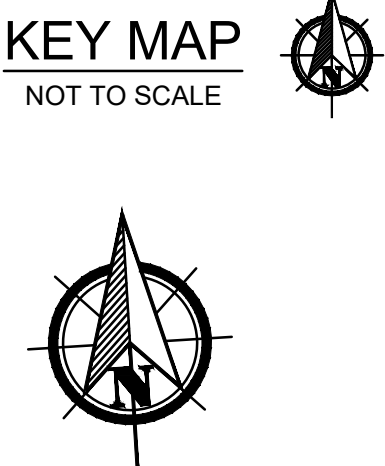
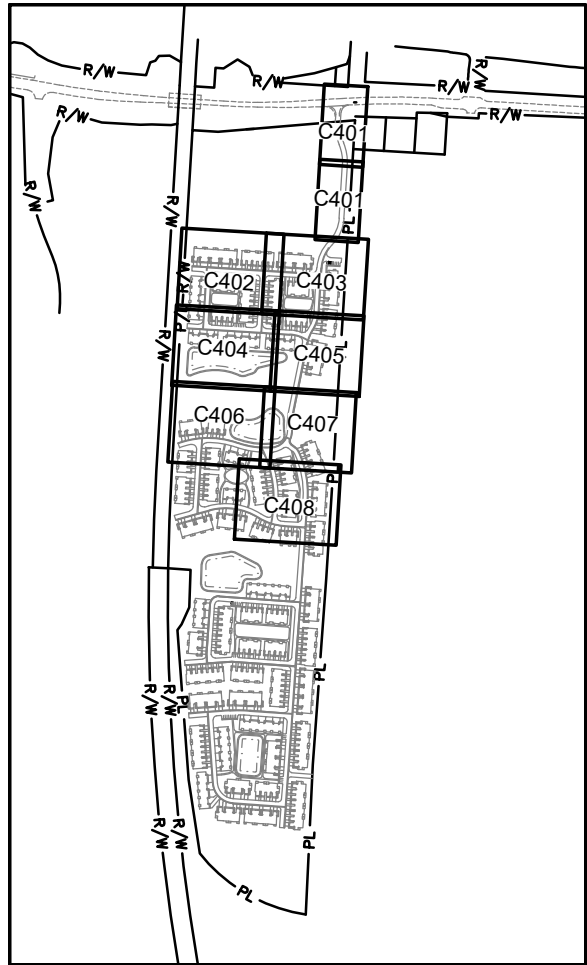


**GRADING LEGEND**

- XXX PROPOSED MAJOR CONTOUR
- XXX PROPOSED MINOR CONTOUR
- XXX- EXISTING MAJOR CONTOUR
- XXX- EXISTING MINOR CONTOUR
- FFE=XXX.XX FINISHED FLOOR ELEVATION
- FGE=XXX.XX FINISHED GARAGE ELEVATION
- FGR=XXX.XX FINISHED GROUND ELEVATION
- XXX.XX SPOT ELEVATION
- XXX.XX TC TOP OF CASTING ELEVATION
- XX XXX.XX TC TOP OF CASTING ELEVATION WITH STRUCTURE NUMBER
- XXX.XX HP HIGH POINT ELEVATION
- XXX.XX ME MATCH EXISTING ELEVATION
- XXX.XX TOP OF CURB ELEVATION
- XXX.XX BOTTOM OF CURB ELEVATION
- X.XX% SLOPE ARROW
- FLOOD ROUTE
- NORMAL POOL
- SWALE
- ATG ADJUST TO GRADE

**UTILITY LEGEND**

- SAN SANITARY GRAVITY (REF SAN. PLANS)
- FM SANITARY FORCE MAIN (REF SAN. PLANS)
- W WATER
- STM STORM SEWER
- UD UNDERDRAIN
- RD ROOF DRAIN
- CO CLEANOUT
- CATCH BASIN
- HEADWALL
- SANITARY MANHOLE
- FIRE HYDRANT
- WATER VALVE
- REDUCER



FINAL DEVELOPMENT PLAN FOR  
**REDWOOD POWELL**  
**HOME RD - PHASE 1**  
POWELL, DELAWARE COUNTY, OHIO

**GRADING & UTILITY PLAN**

REVISIONS	DATE	SHEET NO.	DESCRIPTION

APPROVAL PENDING NOT FOR CONSTRUCTION  
IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE: 09/08/2023  
DRAWN BY: APA  
CHECKED BY: BDS  
JOB NUMBER: 2018.01836

**C402**

**Redwood**  
A DELAWARE COUNTY BUSINESS

**AMERICAN STRUCTUREPOINT INC.**  
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TEL: 614.461.1226  
www.structurepoint.com



DATE:	09/08/2023
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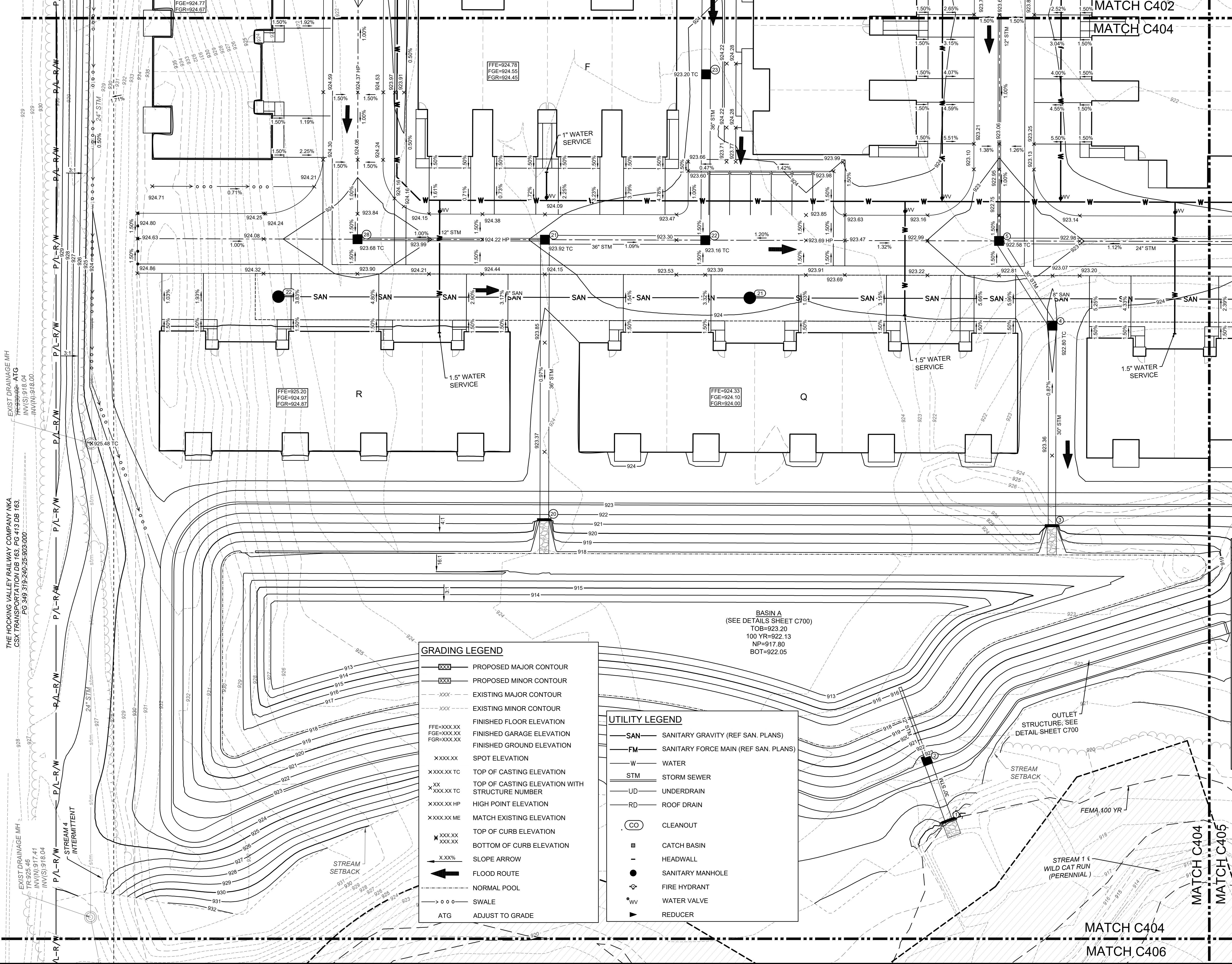
228





THE HOCKING VALLEY RAILWAY COMPANY NKA  
CSX TRANSPORTATION DB 163 PG 413 DB 163  
PG 349 319-340-25-903-000

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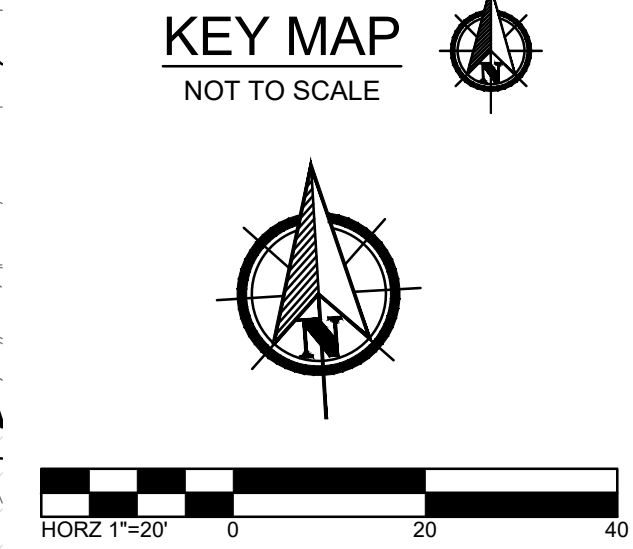
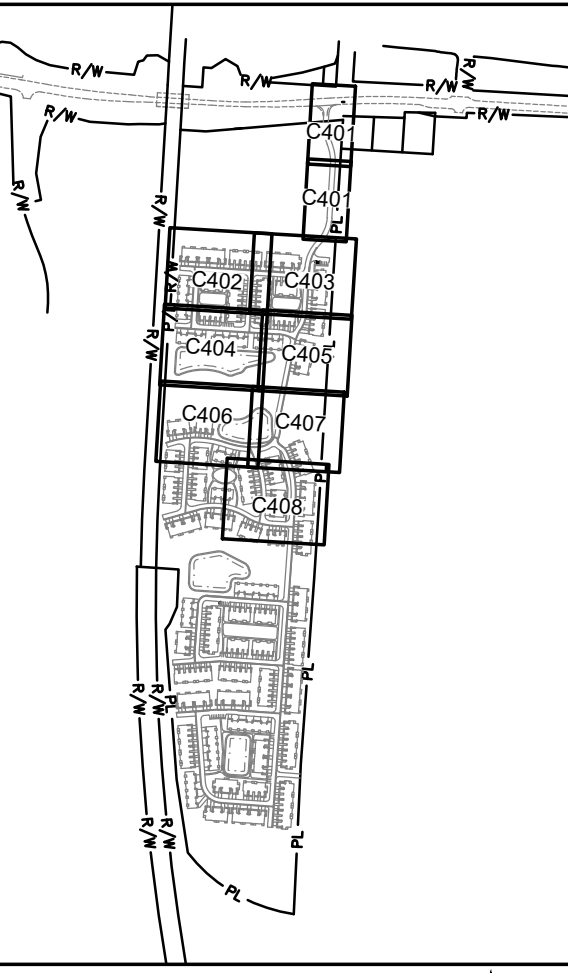


**GRADING LEGEND**

- XXX PROPOSED MAJOR CONTOUR
- XXX PROPOSED MINOR CONTOUR
- XXX EXISTING MAJOR CONTOUR
- XXX EXISTING MINOR CONTOUR
- FFE=XXX.XX FINISHED FLOOR ELEVATION
- FGE=XXX.XX FINISHED GARAGE ELEVATION
- FGR=XXX.XX FINISHED GROUND ELEVATION
- XXXX.XX SPOT ELEVATION
- XXXX.XX TC TOP OF CASTING ELEVATION
- XX XXX.XX TC TOP OF CASTING ELEVATION WITH STRUCTURE NUMBER
- XXXX.XX HP HIGH POINT ELEVATION
- XXXX.XX ME MATCH EXISTING ELEVATION
- XXXX.XX TOP OF CURB ELEVATION
- XXXX.XX BOTTOM OF CURB ELEVATION
- X.XX% SLOPE ARROW
- BLACK ARROW FLOOD ROUTE
- NORMAL POOL
- SWALE
- ATG ADJUST TO GRADE

**UTILITY LEGEND**

- SAN SANITARY GRAVITY (REF SAN. PLANS)
- FM SANITARY FORCE MAIN (REF SAN. PLANS)
- W WATER
- STM STORM SEWER
- UD UNDERDRAIN
- RD ROOF DRAIN
- CO CLEANOUT
- CATCH BASIN
- HEADWALL
- SANITARY MANHOLE
- FIRE HYDRANT
- WATER VALVE
- REDUCER



REVISIONS	DATE	SHEET NO.	DESCRIPTION

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DATE: 09/08/2023  
DRAWN BY: APA  
CHECKED BY: BDS  
JOB NUMBER: 2018.01836

C404

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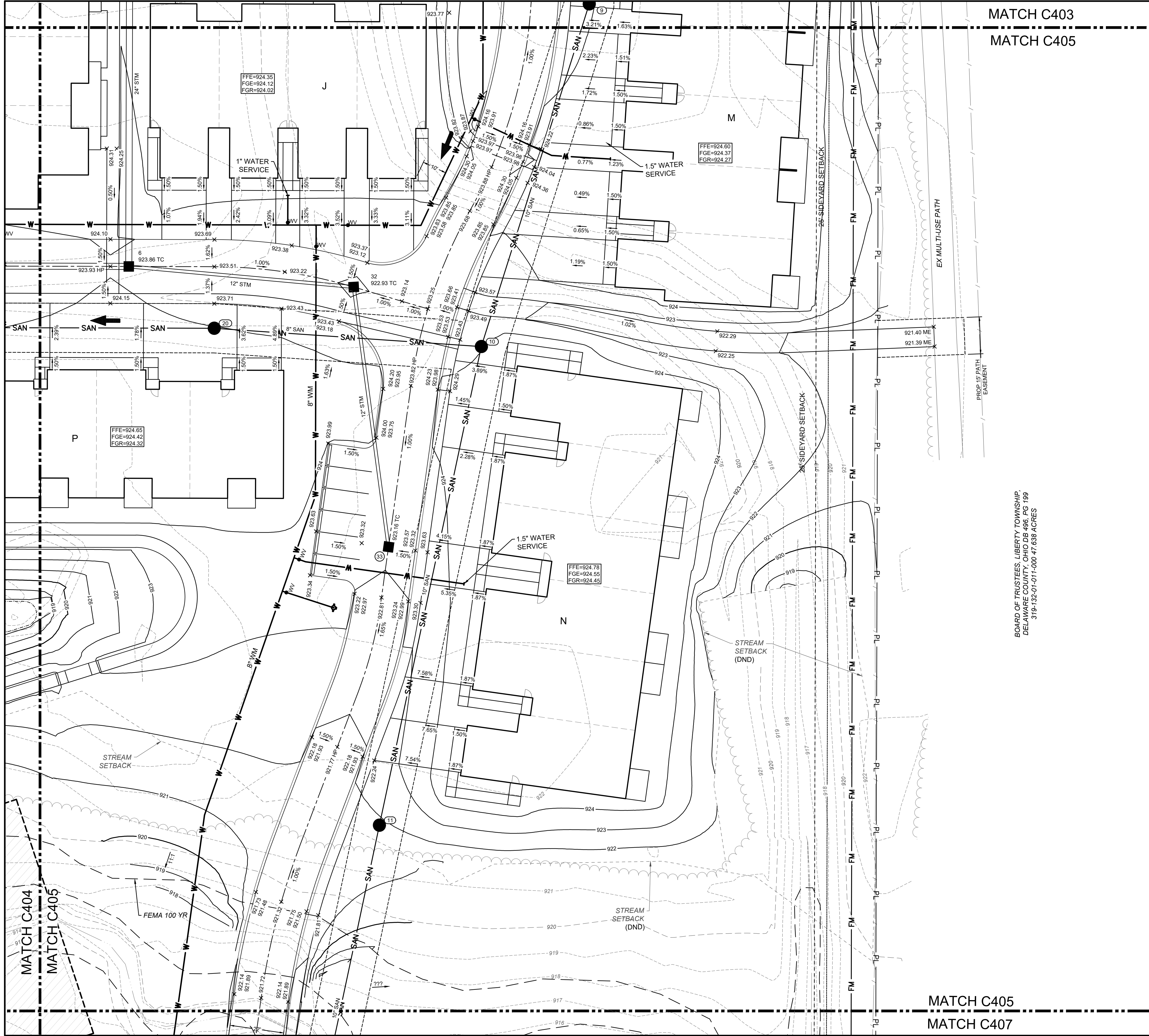
Redwood  
A RESIDENT REDESIGNER

FINAL DEVELOPMENT PLAN FOR  
REDWOOD POWELL  
HOME RD - PHASE 1  
POWELL, DELAWARE COUNTY, OHIO

GRADING & UTILITY PLAN



PLOT SCALE: 1"=20' DATE: 7/6/23 - 9:06 AM EDITED BY: AALDIS DRAWINGSCIVILCONSTRUCTION DOCUMENTSFGU18.01636 CE GP.DWG



MATCH C403  
MATCH C405

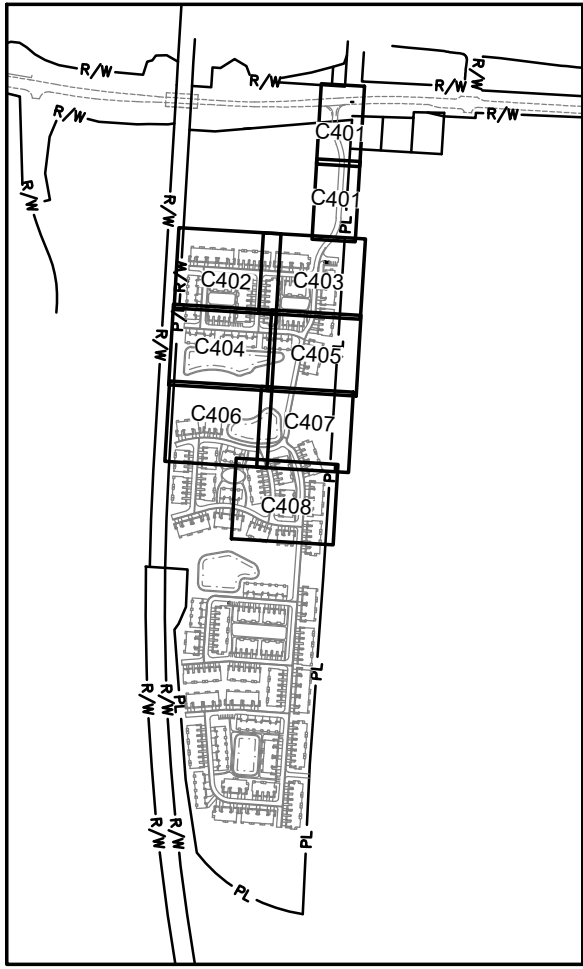
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MATCH C407

**GRADING LEGEND**

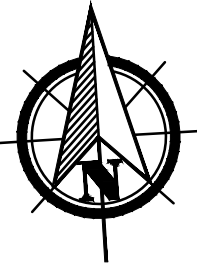
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- XXX PROPOSED MINOR CONTOUR
- XXX EXISTING MAJOR CONTOUR
- XXX EXISTING MINOR CONTOUR
- FFE=XXX.XX FINISHED FLOOR ELEVATION
- FGE=XXX.XX FINISHED GARAGE ELEVATION
- FGR=XXX.XX FINISHED GROUND ELEVATION
- XXX.XX SPOT ELEVATION
- XXX.XX TC TOP OF CASTING ELEVATION
- XXX.XX TC TOP OF CASTING ELEVATION WITH STRUCTURE NUMBER
- XXX.XX HP HIGH POINT ELEVATION
- XXX.XX ME MATCH EXISTING ELEVATION
- XXX.XX TOP OF CURB ELEVATION
- XXX.XX BOTTOM OF CURB ELEVATION
- X.XX% SLOPE ARROW
- FLOOD ROUTE
- NORMAL POOL
- SWALE
- ATG ADJUST TO GRADE

**UTILITY LEGEND**

- SAN SANITARY GRAVITY (REF SAN. PLANS)
- FM SANITARY FORCE MAIN (REF SAN. PLANS)
- W WATER
- STM STORM SEWER
- UD UNDERDRAIN
- RD ROOF DRAIN
- CO CLEANOUT
- CATCH BASIN
- HEADWALL
- SANITARY MANHOLE
- FIRE HYDRANT
- WATER VALVE
- REDUCER



KEY MAP  
NOT TO SCALE



FINAL DEVELOPMENT PLAN FOR  
**REDWOOD POWELL  
HOME RD - PHASE 1**  
POWELL, DELAWARE COUNTY, OHIO

**GRADING & UTILITY PLAN**

REVISIONS	DATE	SHEET NO.	DESCRIPTION

APPROVAL PENDING NOT FOR CONSTRUCTION  
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DATE:	09/08/2023
DRAWN BY:	APA
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JOB NUMBER:	2018.01836

C405

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A DELAWARE COUNTY DEVELOPMENT

**AMERICAN STRUCTUREPOINT INC.**

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TEL: 614.467.1226  
www.structurepoint.com

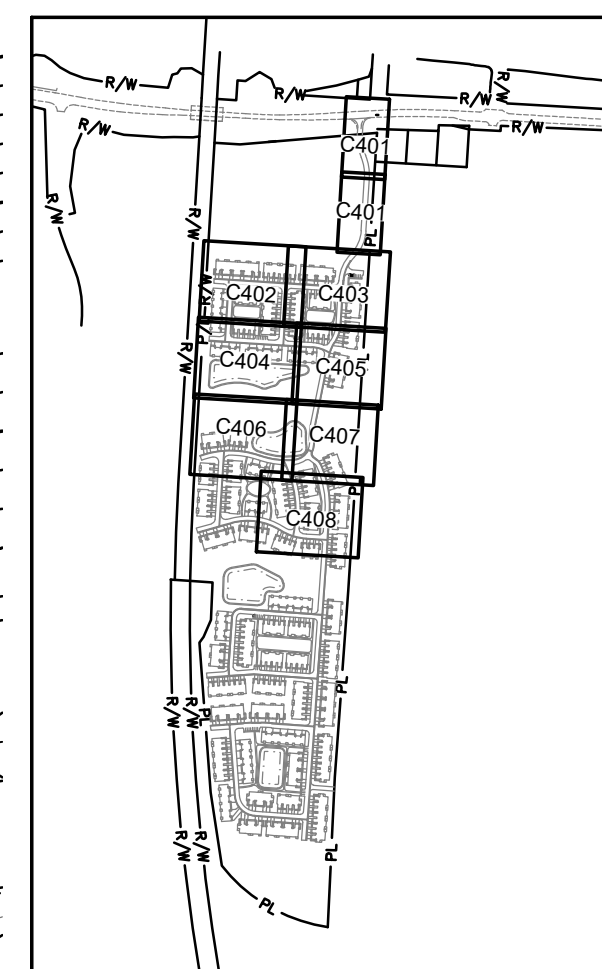
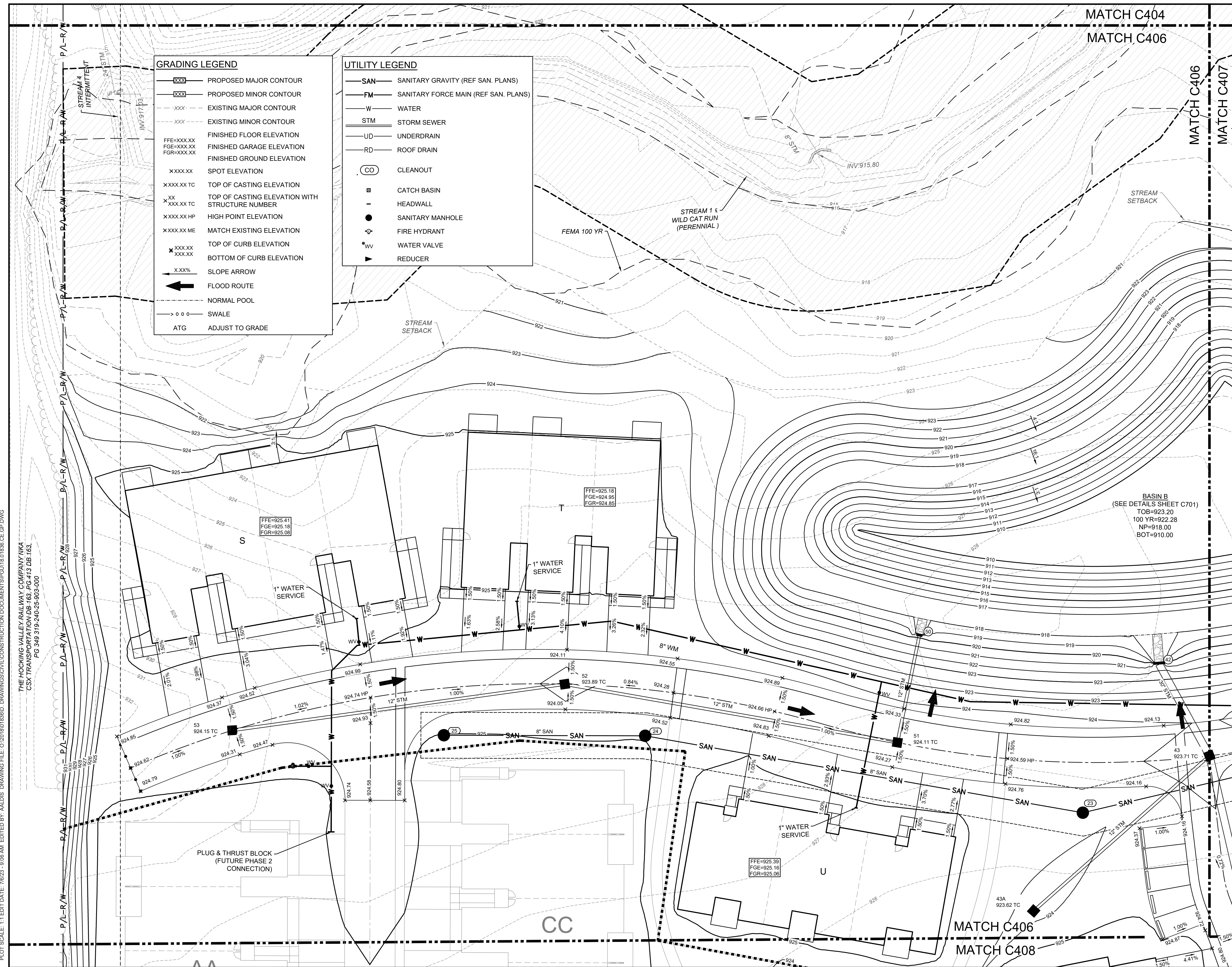


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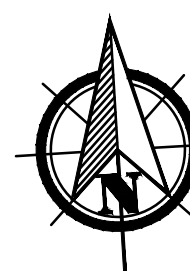
**APPROVAL PENDING NOT FOR CONSTRUCTION**  
IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO THE REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE:	09/08/2023
DRAWN BY:	APA
CHECKED BY:	BDS
JOB NUMBER:	2018.01836

C406



**KEY MAP**  
NOT TO SCALE







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FINAL DEVELOPMENT PLAN FOR  
REDWOOD POWELL  
HOME RD - PHASE 1  
POWELL, DELAWARE COUNTY, OHIO

GRADING & UTILITY PLAN

REVISIONS	DATE	SHEET NO.	DESCRIPTION

APPROVAL PENDING NOT FOR  
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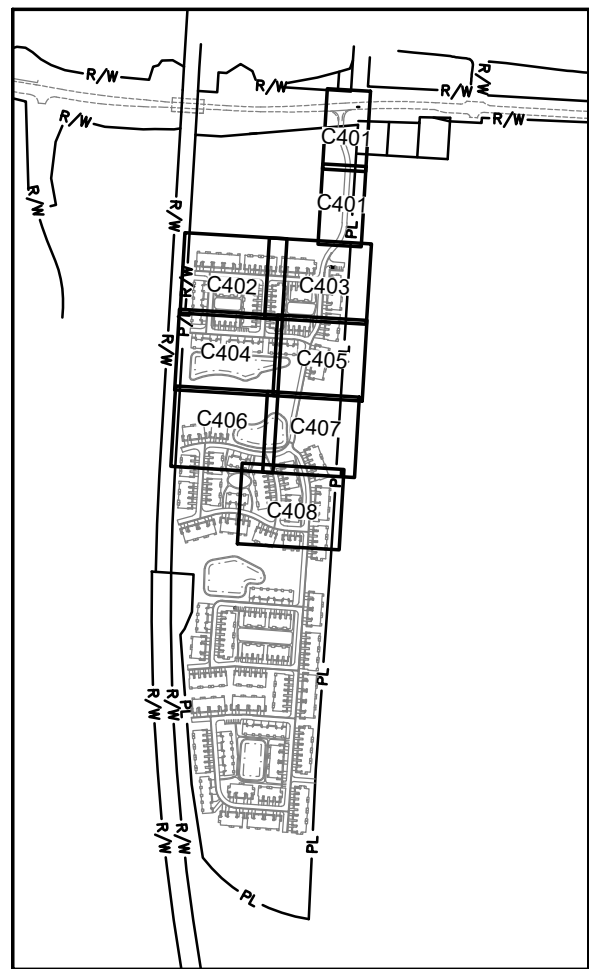
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**GRADING LEGEND**

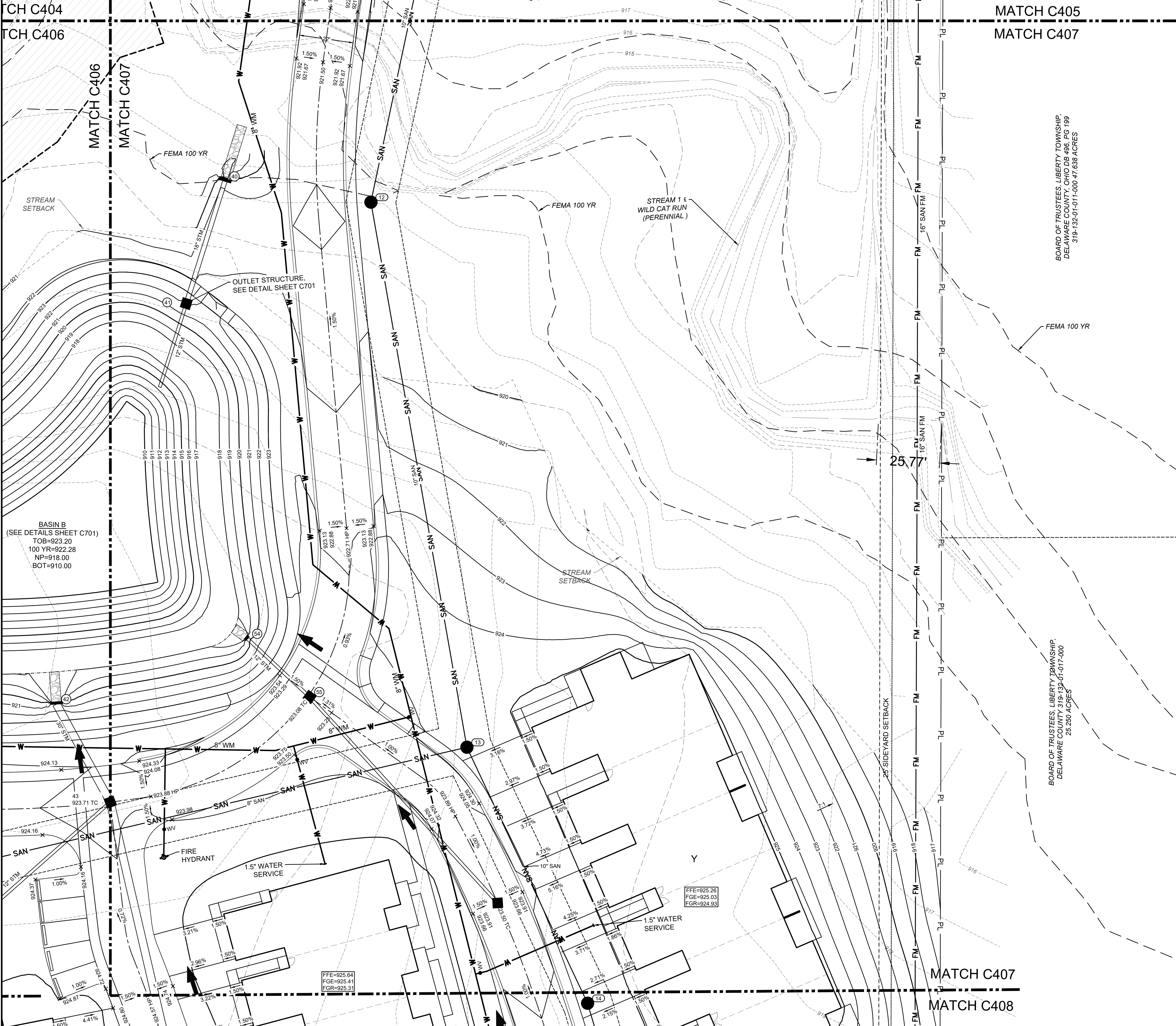
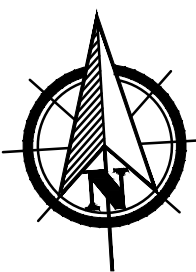
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- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- FINISHED FLOOR ELEVATION
- FINISHED GARAGE ELEVATION
- FINISHED GROUND ELEVATION
- SPOT ELEVATION
- TOP OF CASTING ELEVATION
- TOP OF CASTING ELEVATION WITH STRUCTURE NUMBER
- HIGH POINT ELEVATION
- MATCH EXISTING ELEVATION
- TOP OF CURB ELEVATION
- BOTTOM OF CURB ELEVATION
- SLOPE ARROW
- FLOOD ROUTE
- NORMAL POOL
- SWALE
- ADJUST TO GRADE

**UTILITY LEGEND**

- SAN: SANITARY GRAVITY (REF SAN. PLANS)
- FM: SANITARY FORCE MAIN (REF SAN. PLANS)
- W: WATER
- STM: STORM SEWER
- UD: UNDERDRAIN
- RD: ROOF DRAIN
- CLEANOUT
- CATCH BASIN
- HEADWALL
- SANITARY MANHOLE
- FIRE HYDRANT
- WATER VALVE
- REDUCER



KEY MAP  
NOT TO SCALE



PLOT SCALE: 1"=20' DATE: 7/6/23 9:06 AM EDITED BY: AALDIS DRAWING FILE: 0-2018-01836.DWG DRAWINGSCIVILCONSTRUCTION DOCUMENTSFGU18.01836 CE GP.DWG





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FINAL DEVELOPMENT PLAN FOR  
REDWOOD POWELL  
HOME RD - PHASE 1  
POWELL, DELAWARE COUNTY, OHIO

## GRADING & UTILITY PLAN

REVISIONS	DATE	SHEET NO.	DESCRIPTION

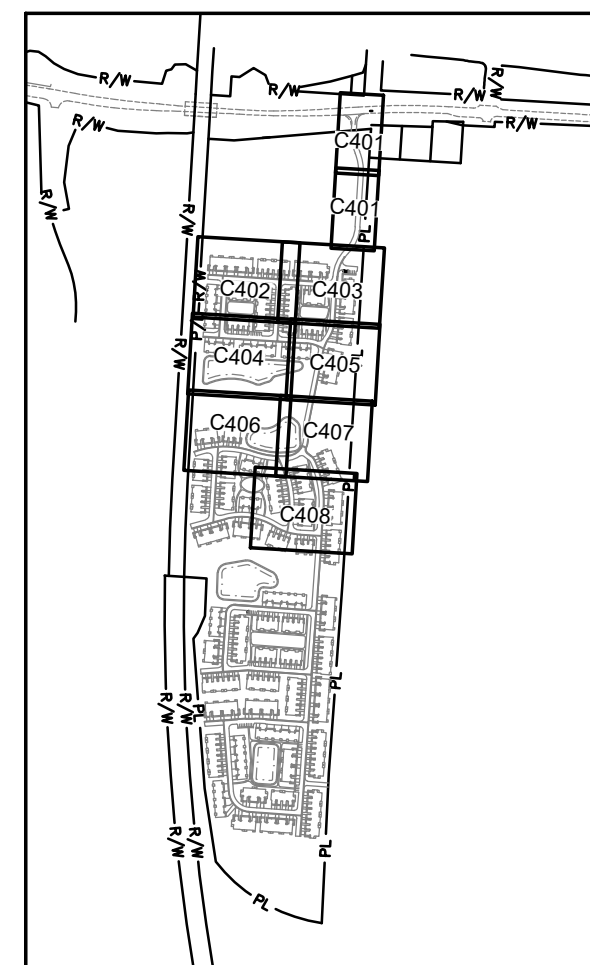
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CONSTRUCTION  
IN SUBMITTING BIDS IN RELIANCE ON  
THESE PLANS THE CONTRACTOR  
ASSUMES ALL RISKS OF ADDITIONAL  
COSTS OR REVISIONS DUE TO  
REQUIREMENTS OF THE OWNER OR  
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DATE: 09/08/2023  
DRAWN BY: APA  
CHECKED BY: BDS  
JOB NUMBER: 2018.01836

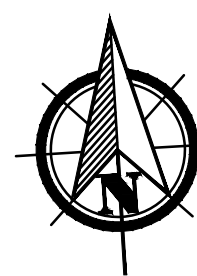
# C408

- ### GRADING LEGEND
- PROPOSED MAJOR CONTOUR
  - PROPOSED MINOR CONTOUR
  - EXISTING MAJOR CONTOUR
  - EXISTING MINOR CONTOUR
  - FINISHED FLOOR ELEVATION  
FFE=XXX.XX
  - FINISHED GARAGE ELEVATION  
FGE=XXX.XX
  - FINISHED GROUND ELEVATION  
FGR=XXX.XX
  - SPOT ELEVATION  
X.XXX.XX
  - TOP OF CASTING ELEVATION  
XXX.XX TC
  - TOP OF CASTING ELEVATION WITH  
STRUCTURE NUMBER  
XX XXX.XX TC
  - HIGH POINT ELEVATION  
XXX.XX HP
  - MATCH EXISTING ELEVATION  
XXX.XX ME
  - TOP OF CURB ELEVATION  
XXX.XX XXX.XX
  - SLOPE ARROW  
X.XX%
  - FLOOD ROUTE
  - NORMAL POOL
  - SWALE
  - ADJUST TO GRADE  
ATG

- ### UTILITY LEGEND
- SAN SANITARY GRAVITY (REF SAN. PLANS)
  - FM SANITARY FORCE MAIN (REF SAN. PLANS)
  - W WATER
  - STM STORM SEWER
  - UD UNDERDRAIN
  - RD ROOF DRAIN
  - CLEANOUT  
CO
  - CATCH BASIN
  - HEADWALL
  - SANITARY MANHOLE
  - FIRE HYDRANT
  - WATER VALVE
  - REDUCER

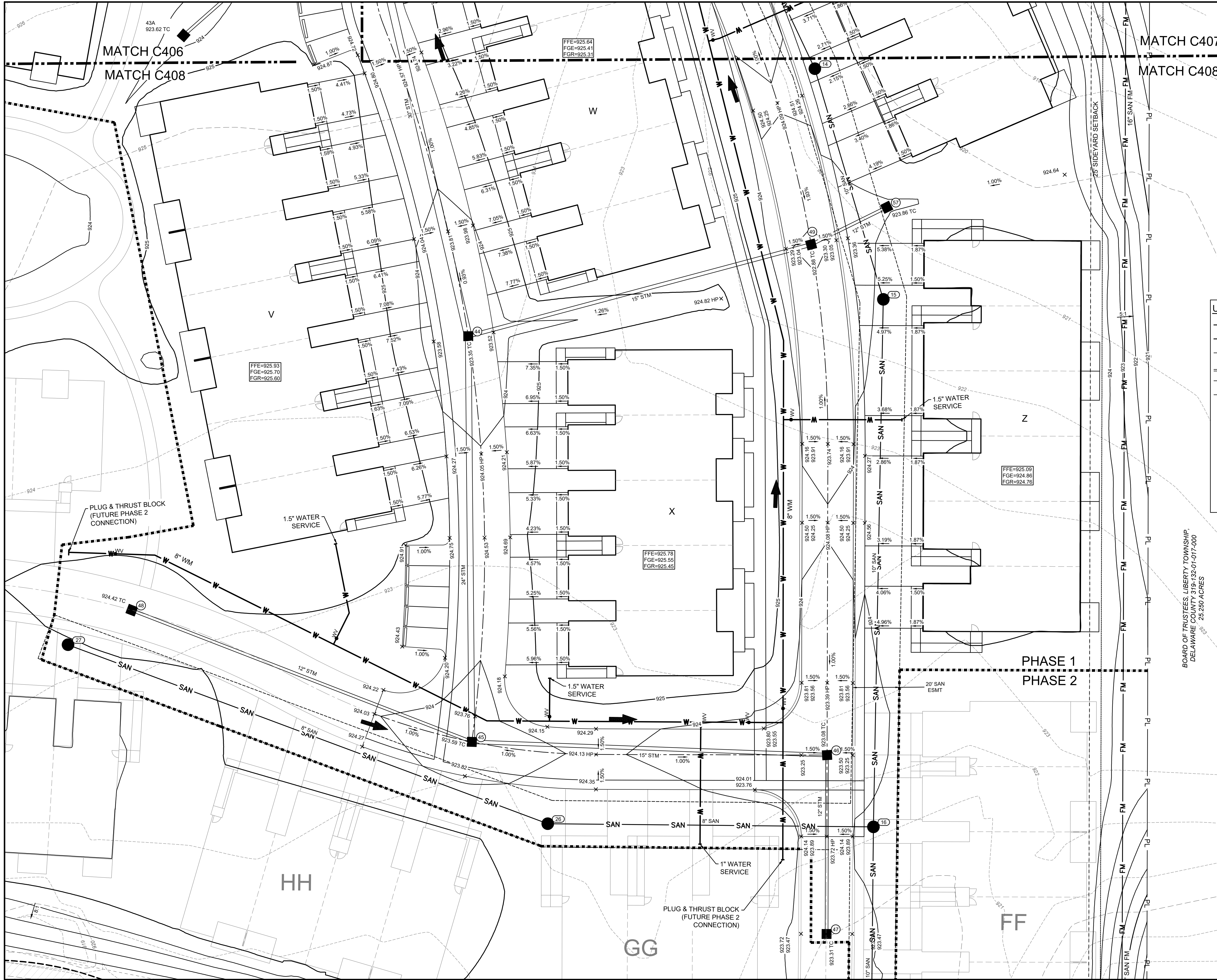


KEY MAP  
NOT TO SCALE



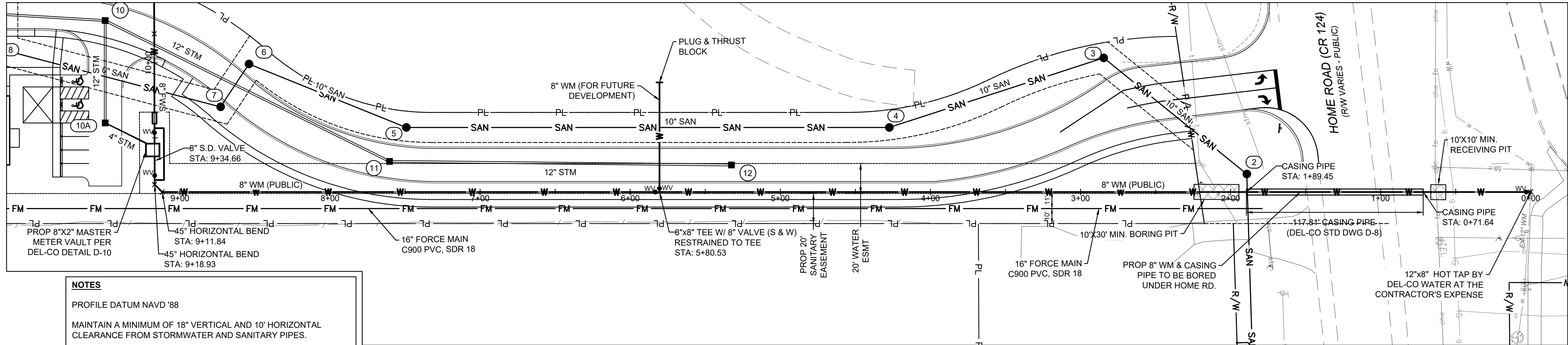
HORZ 1"=20' 0 20 40

PLOT SCALE: 1"=10' EDIT DATE: 7/6/23 - 9:06 AM EDITED BY: AALDIS DRAWING FILE: 0-2018-01836.D DRAWINGSCIVILCONSTRUCTION DOCUMENTSFGU18.01836 CE GP.DWG





PLOT SCALE: 1"=40' DATE: 6/29/23 - 11:47 AM EDITED BY: AALDIS DRAWING FILE: O:\2018\01836.DR DRAWING FILE: O:\2018\01836.DR DRAWING FILE: O:\2018\01836.DR DRAWING FILE: O:\2018\01836.DR

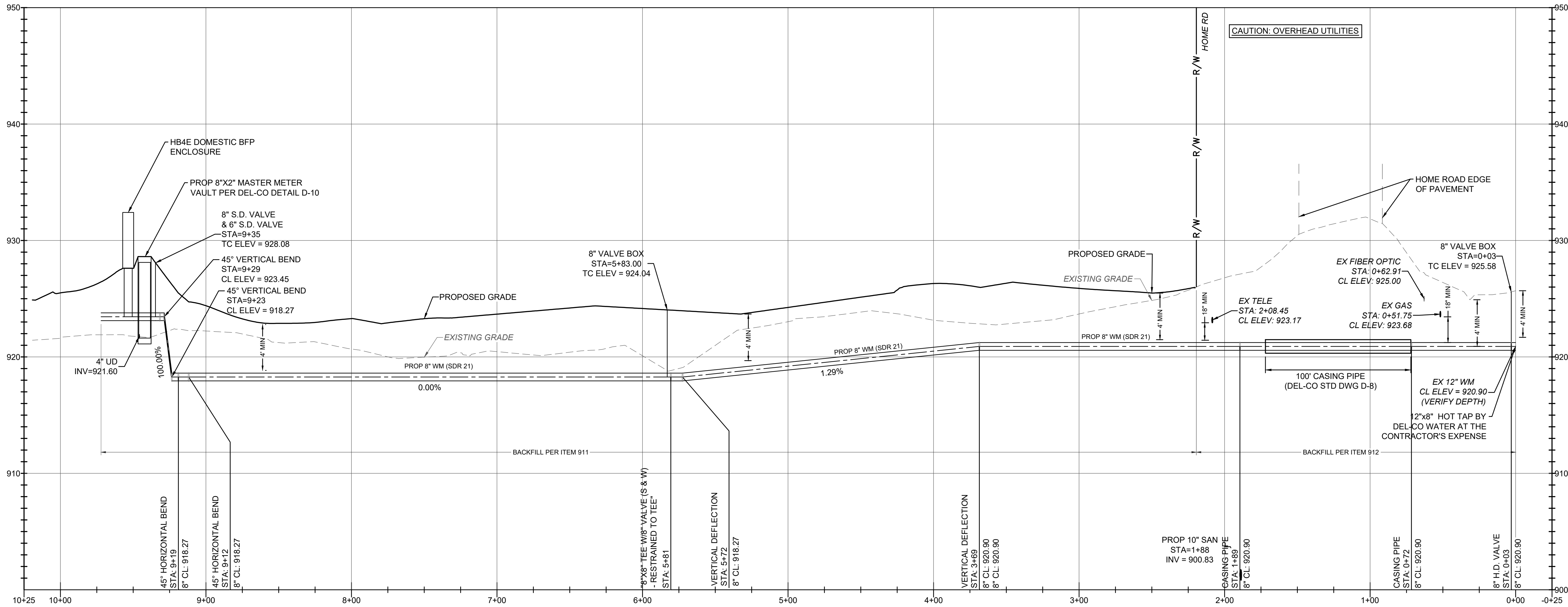
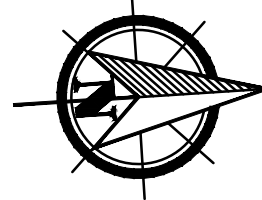


**NOTES**

PROFILE DATUM NAVD '88

MAINTAIN A MINIMUM OF 18" VERTICAL AND 10' HORIZONTAL CLEARANCE FROM STORMWATER AND SANITARY PIPES.

CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR ALL STRUCTURES TO ENGINEER PRIOR TO CONSTRUCTION.



WATERMAIN PROFILE



REVISIONS	DATE	SHEET NO.	DESCRIPTION

**APPROVAL PENDING NOT FOR CONSTRUCTION**

IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OR REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE:   
DRAWN BY: APA   
CHECKED BY: BDS   
JOB NUMBER: 2018.01836

C500

FINAL DEVELOPMENT PLAN FOR  
**REDWOOD POWELL**  
**HOME RD - PHASE 1**  
POWELL, DELAWARE COUNTY, OHIO

**WATERMAIN PLAN & PROFILE**

**AMERICAN STRUCTUREPOINT INC.**

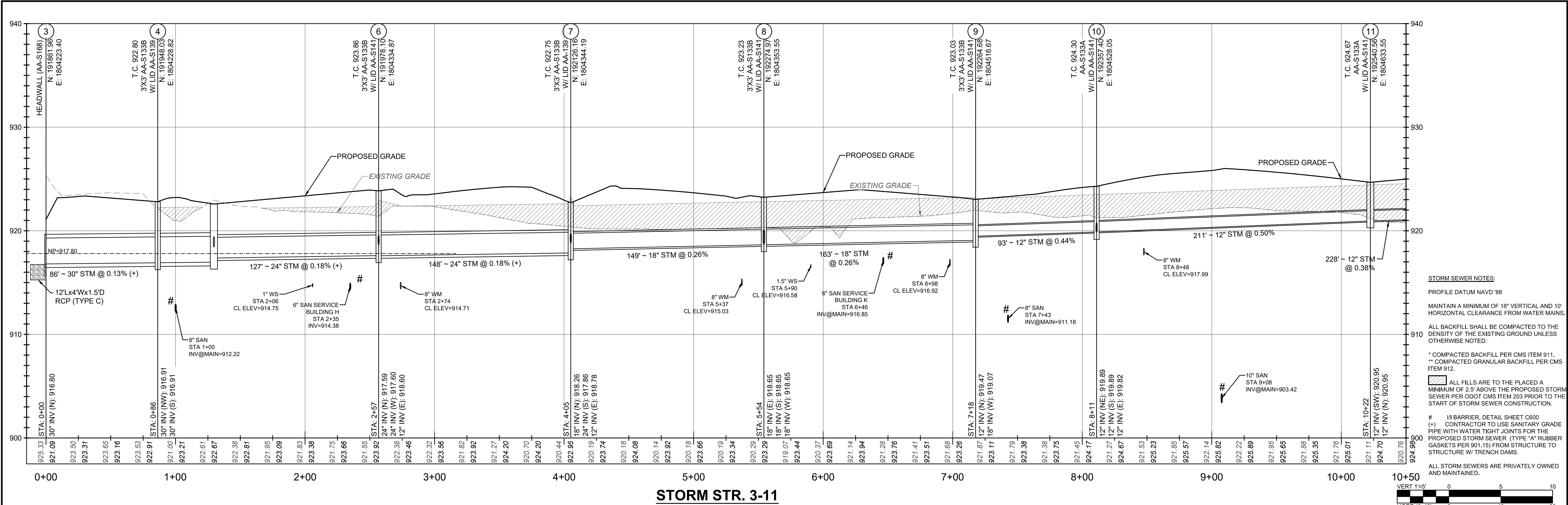
2550 Corporate Exchange Dr., Ste 300 | Columbus, Ohio 43231  
TEL: 614.444.4444 FAX: 614.444.4446  
www.structurepoint.com

Orig. 2022-09 Exhibit B  
Final Development Plan  
Redwood, Phase I - FDP





PLOT SCALE: 1"=10' EDIT DATE: 5/21/23 - 10:57 AM EDITED BY: AALDIS DRAWING FILE: 0:2018016358D: DRAWINGS\CIVIL\CONSTRUCTION DOCUMENTS\PSQ\18.07.636: CE PRF.DWG



**STORM SEWER NOTES:**

PROFILE DATUM NAVD '88

MAINTAIN A MINIMUM OF 18" VERTICAL AND 10' HORIZONTAL CLEARANCE FROM WATER MAINS.

ALL BACKFILL SHALL BE COMPACTED TO THE DENSITY OF THE EXISTING GROUND UNLESS OTHERWISE NOTED:

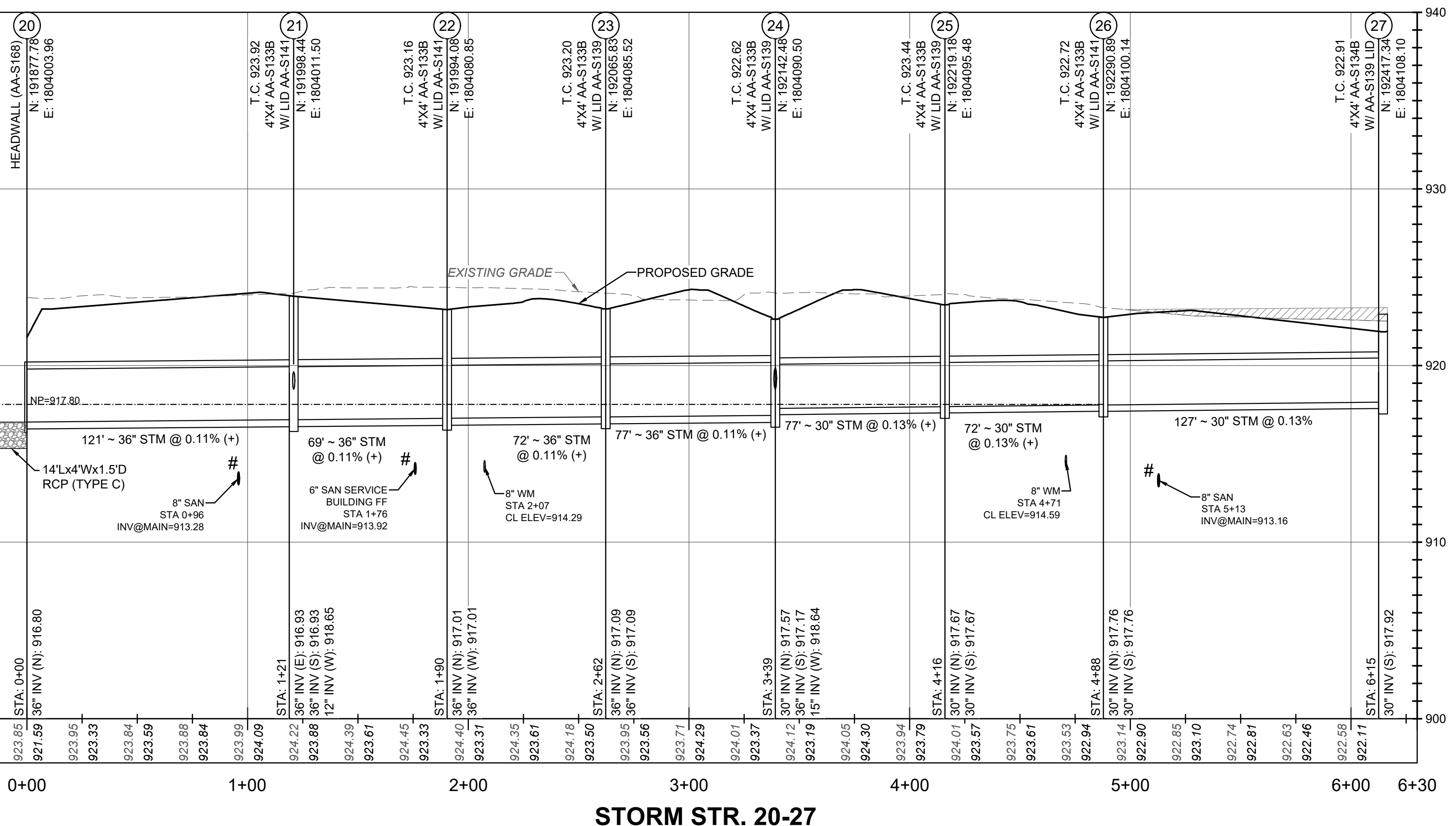
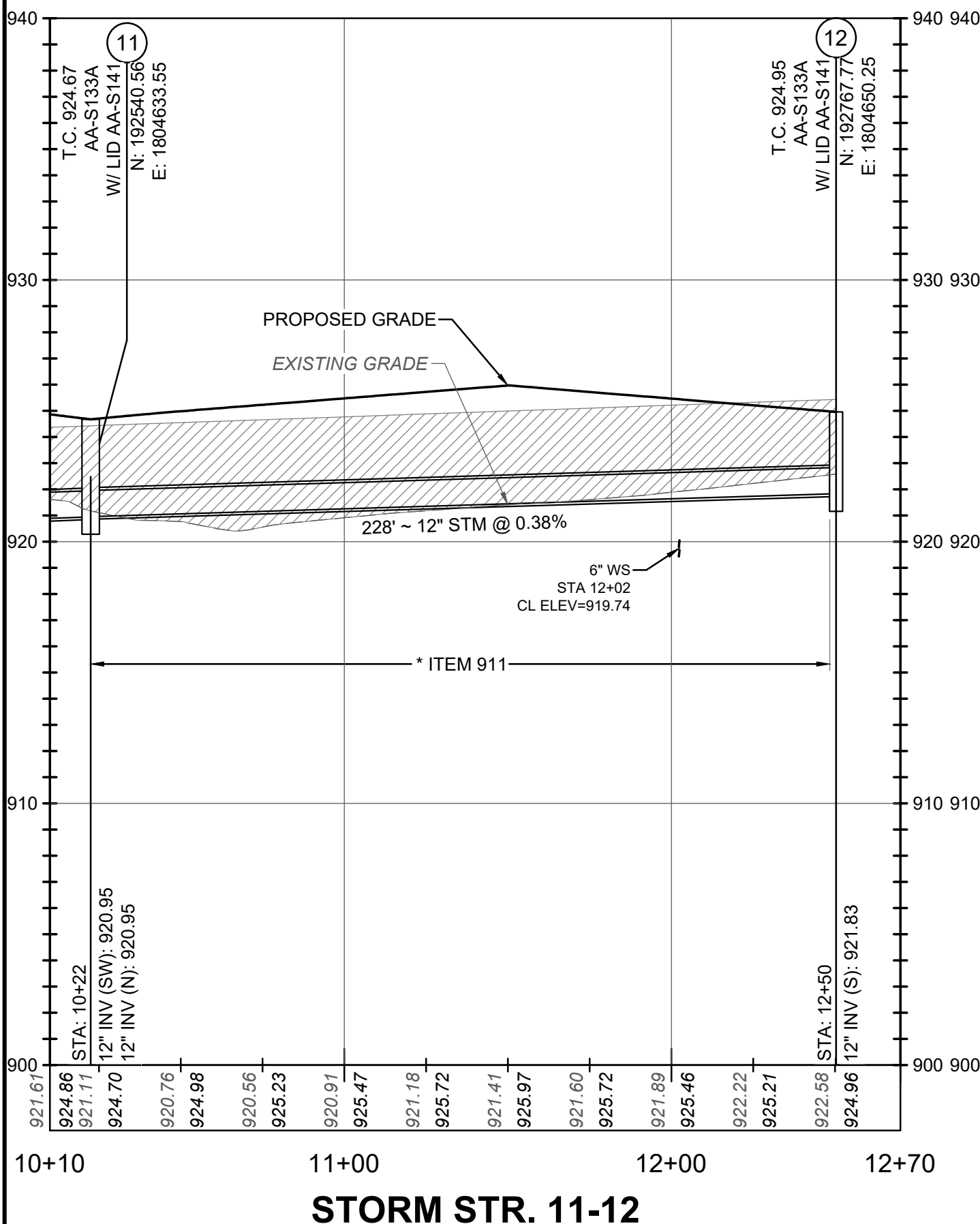
\* COMPACTED BACKFILL PER CMS ITEM 911.  
\*\* COMPACTED GRANULAR BACKFILL PER CMS ITEM 912.

ALL FILLS ARE TO BE PLACED A MINIMUM OF 2.5' ABOVE THE PROPOSED STORM SEWER PER ODOT CMS ITEM 203 PRIOR TO THE START OF STORM SEWER CONSTRUCTION.

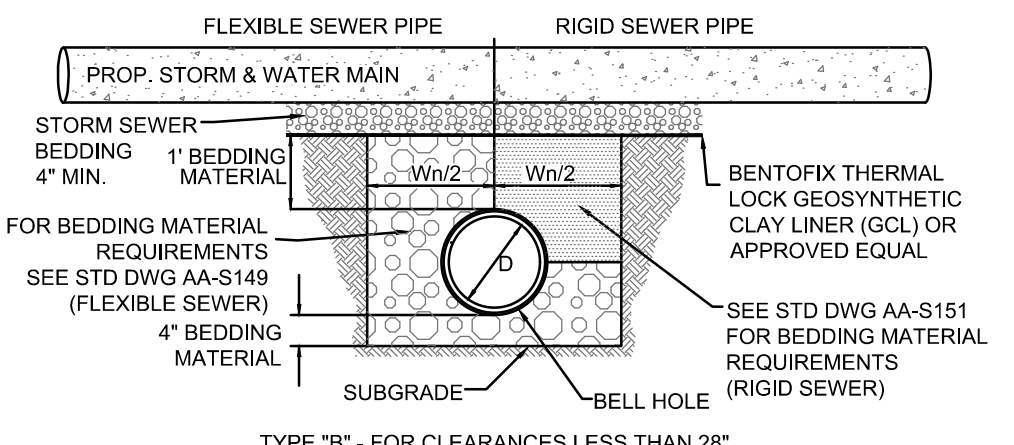
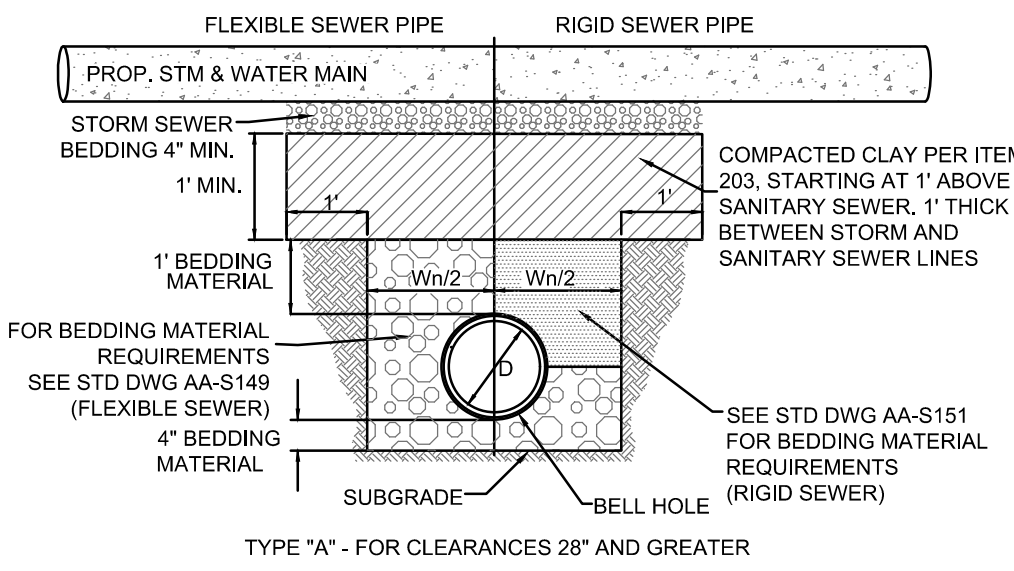
# I/I BARRIER. DETAIL SHEET C600

(+) CONTRACTOR TO USE SANITARY GRADE PIPE WITH WATER TIGHT JOINTS FOR THE PROPOSED STORM SEWER (TYPE "A" RUBBER GASKETS PER 801.15) FROM STRUCTURE TO STRUCTURE W/ TRENCH DAMS.

ALL STORM SEWERS ARE PRIVATELY OWNED AND MAINTAINED.



FLEXIBLE SEWER PIPE				RIGID SEWER PIPE			
* INCHES				* INCHES			
D	W <sub>n</sub>	D	W <sub>n</sub>	D	W <sub>n</sub>	D	W <sub>n</sub>
6	30	24	48	8	27	30	57
8	30	27	52	10	30	33	61
10	30	30	60	12	32	36	64
12	32	36	64	15	36	42	71
15	36	42	72	18	40	48	78
18	40	48	80	21	44	54	87
21	44			24	48	60	96



**NOTES:**

1. THIS DETAIL IS REQUIRED AT ALL SANITARY SEWER AND WATER MAIN CROSSINGS. IF IT IS DISTURBED DURING THE CONSTRUCTION OF THE STORM SEWER OR WATER MAIN IT MUST BE RESTORED TO THE REQUIREMENTS OF THE DETAIL. THIS DETAIL IS NOT BEING USED TO MITIGATE CROSSINGS WHERE THERE IS LESS THAN 18" OF VERTICAL DISTANCE FROM OUTSIDE TO OUTSIDE OF PIPES.

**ANTI-INFILTRATION AND INFLOW BARRIER**  
NOT TO SCALE

Oru: 2022-09 Exhibit B  
Final Development Plan  
Redwood, Phase I - FDP

**Redwood**  
A PLANNING CONSULTING FIRM

**AMERICAN STRUCTUREPOINT INC.**  
2550 Corporate Exchange Dr., Ste 300 | Columbus, Ohio 43231  
TEL: 614.461.1226 FAX: 614.461.1226  
www.structurepoint.com

FINAL DEVELOPMENT PLAN FOR  
**REDWOOD POWELL**  
**HOME RD - PHASE 1**  
POWELL, DELAWARE COUNTY, OHIO

**STORM PROFILES**

REVISIONS	DATE	SHEET NO.	DESCRIPTION

**APPROVAL PENDING NOT FOR CONSTRUCTION**

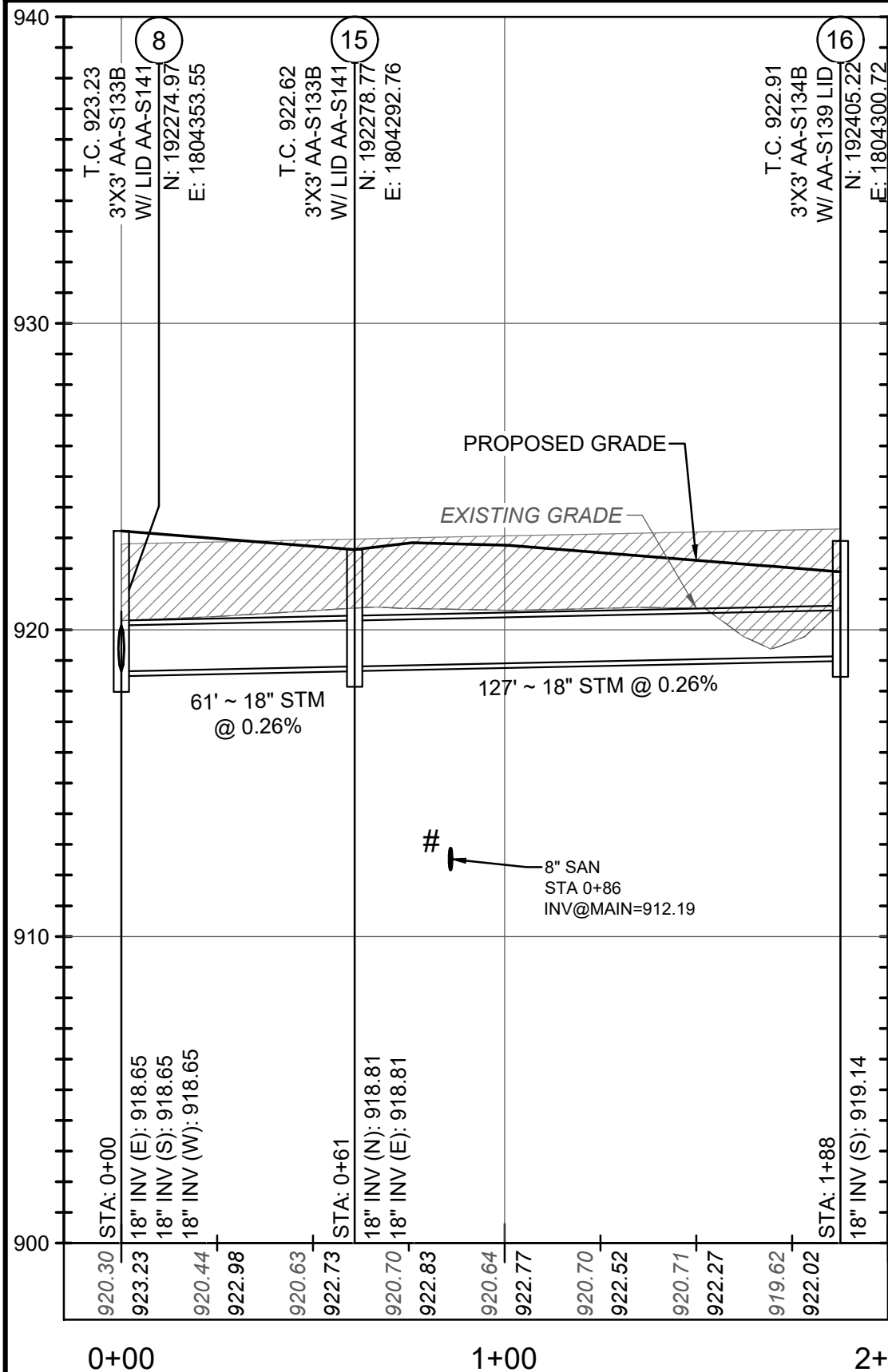
IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE:	
DRAWN BY:	APA
CHECKED BY:	BDS
JOB NUMBER:	2018.01836

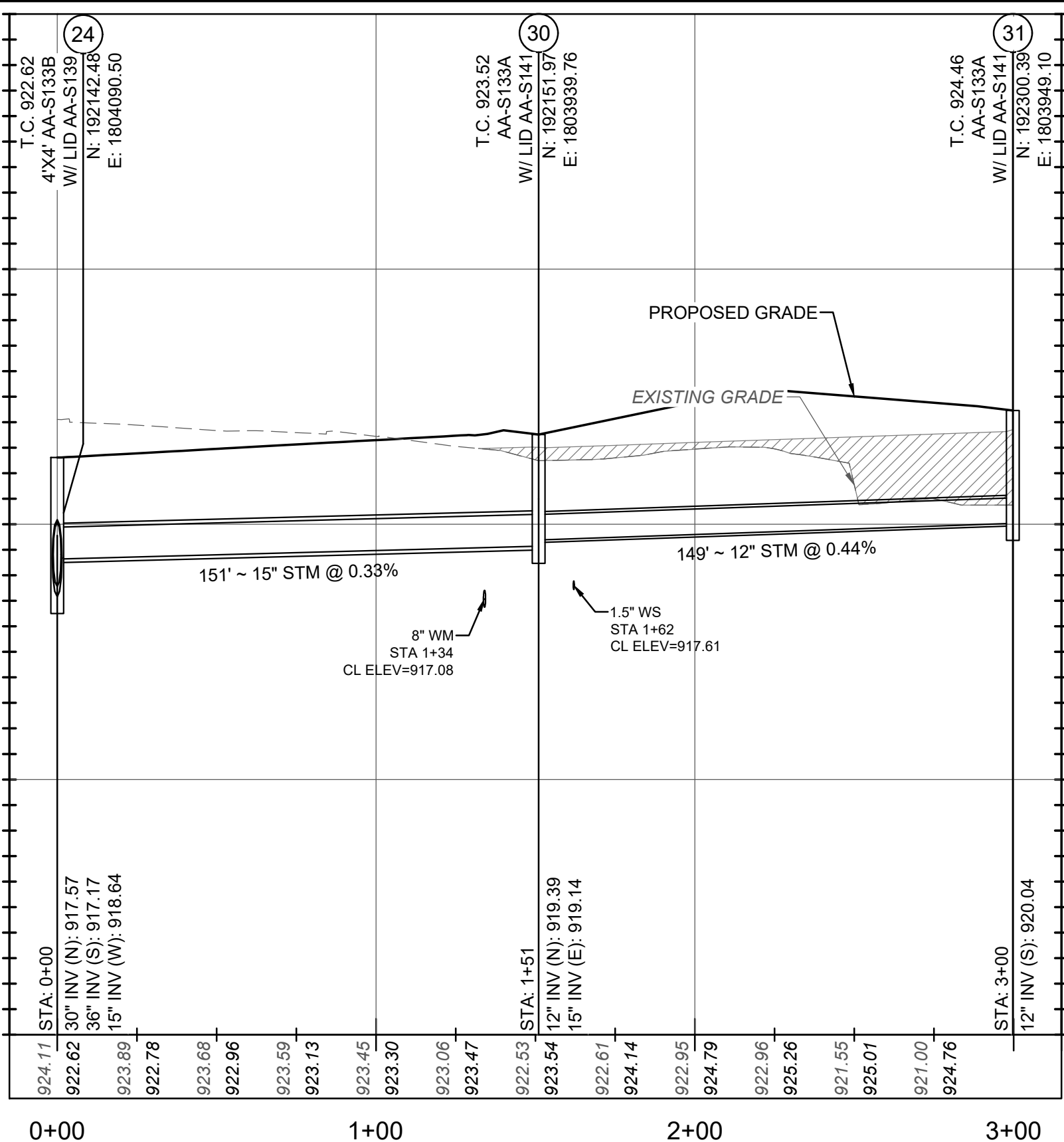
**C600**



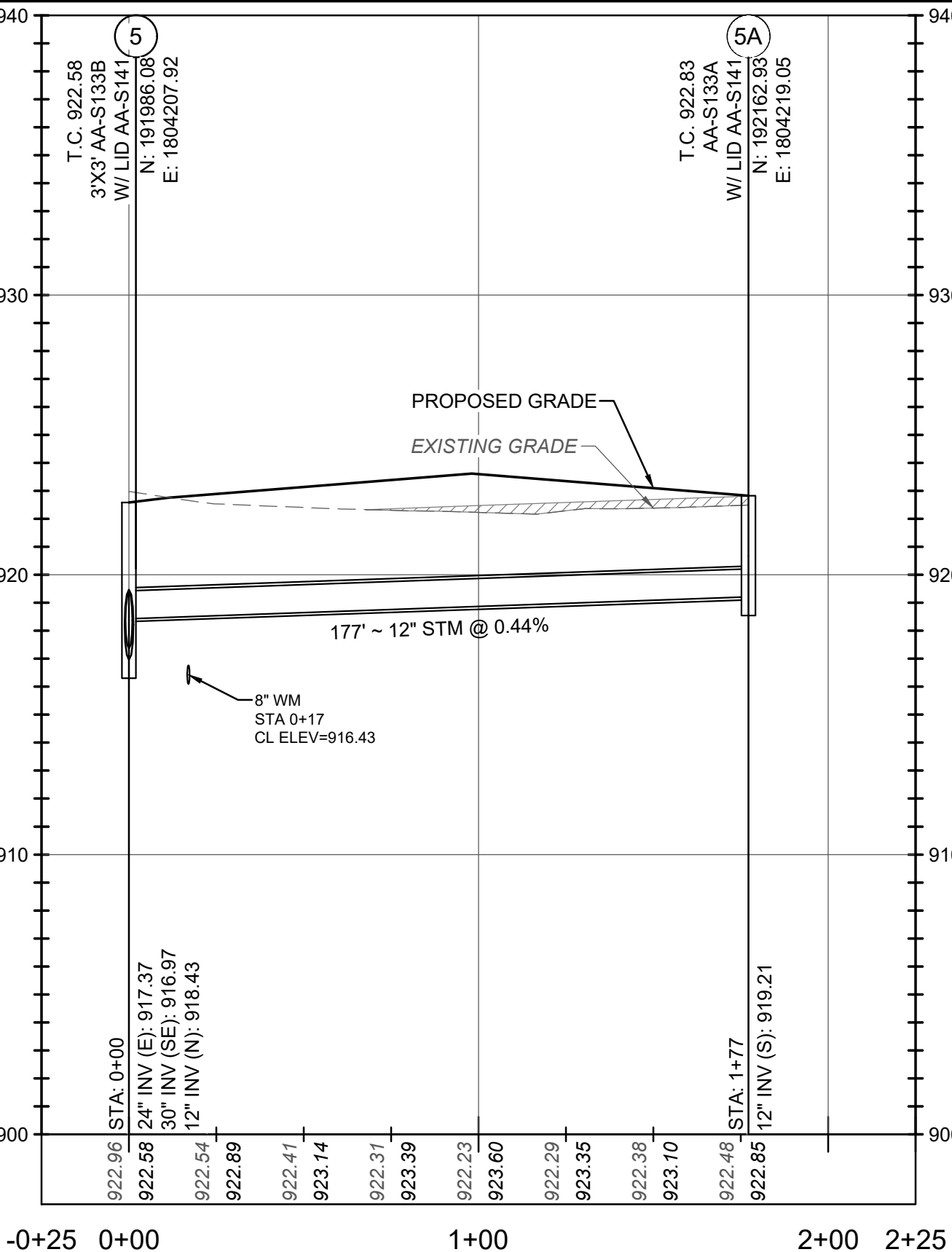
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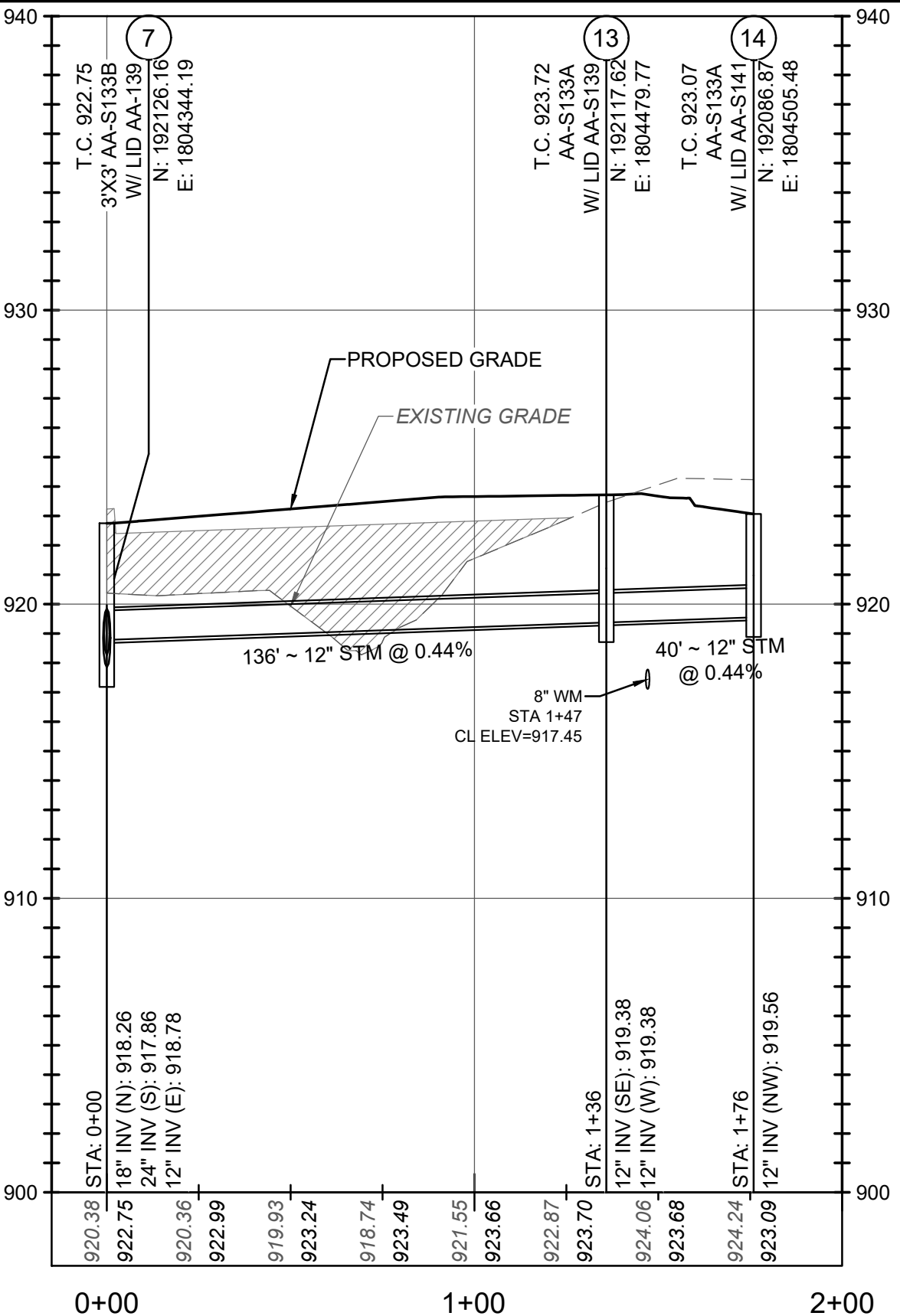
**STORM STR. 8-16**



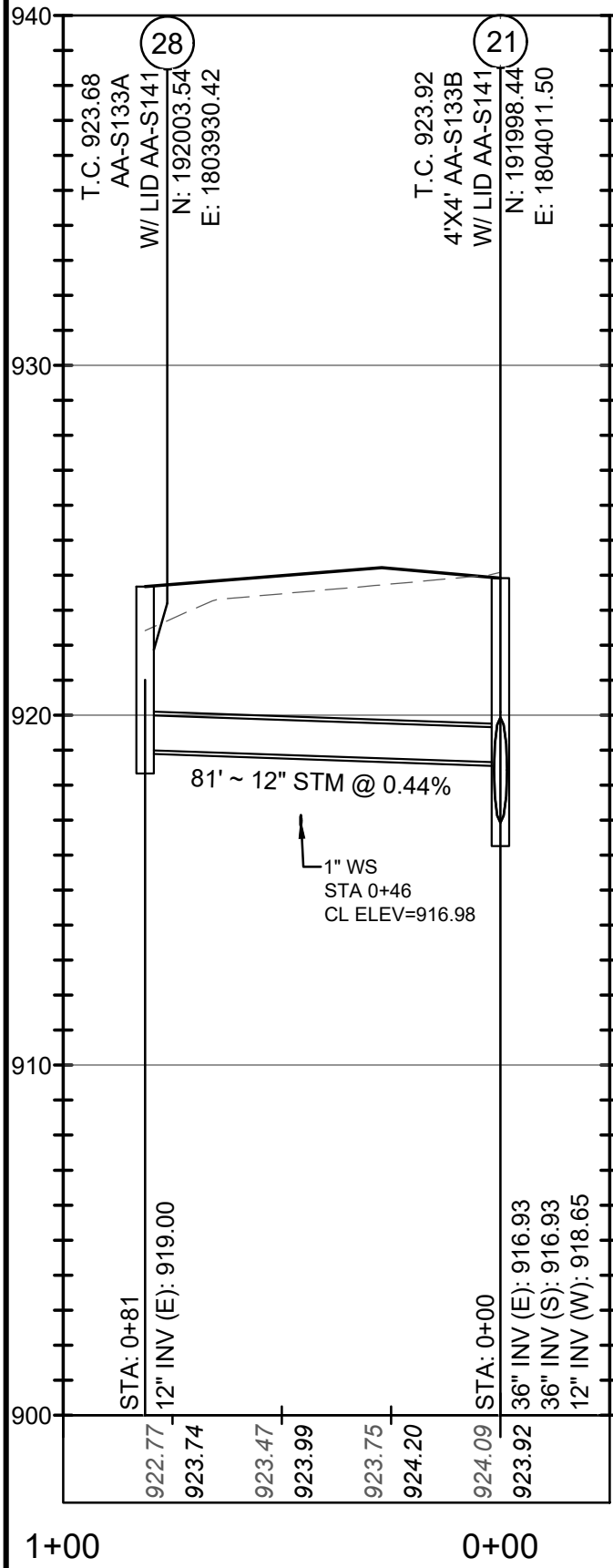
**STORM STR. 24-31**



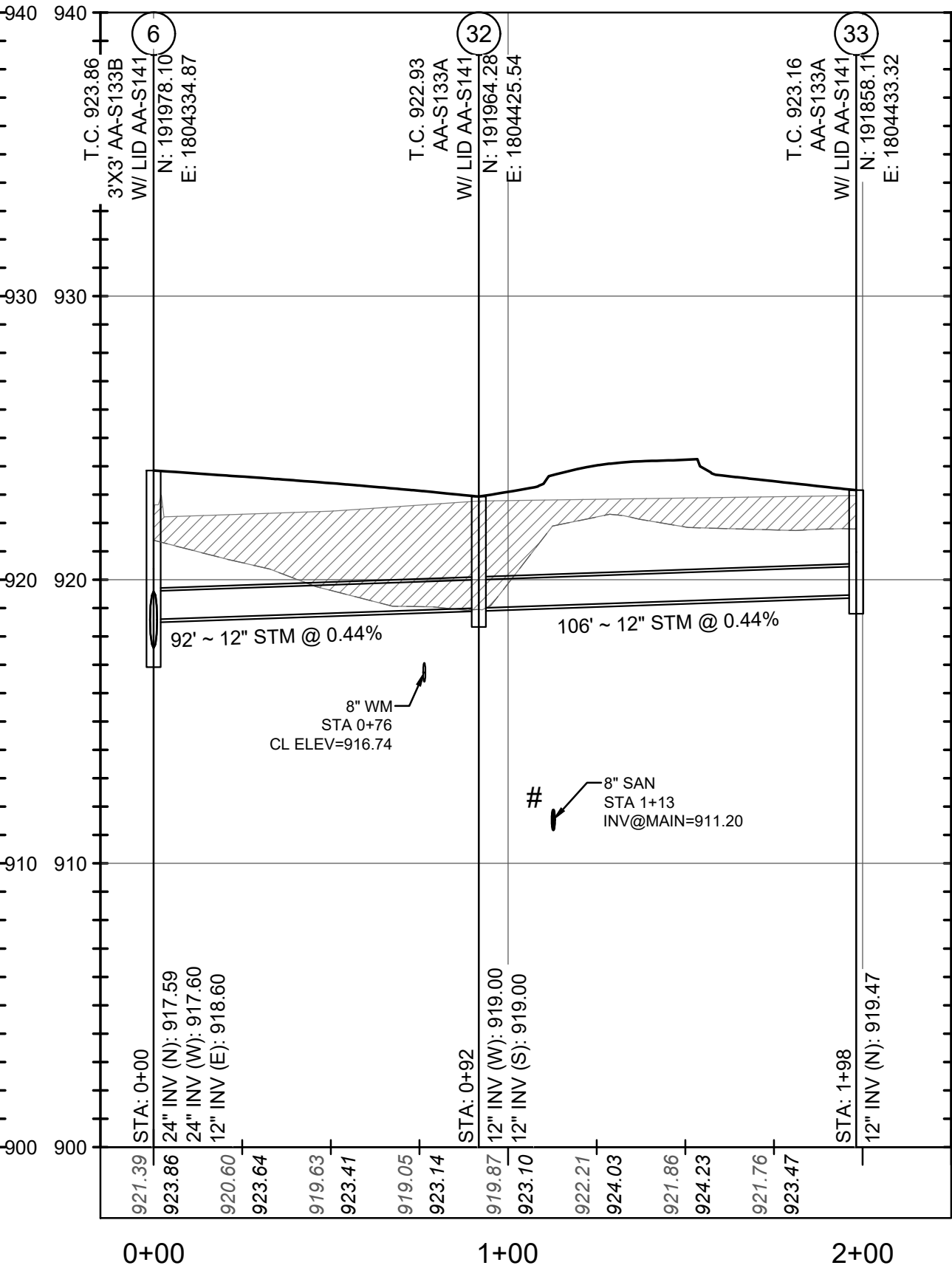
**STORM STR. 4-5A**



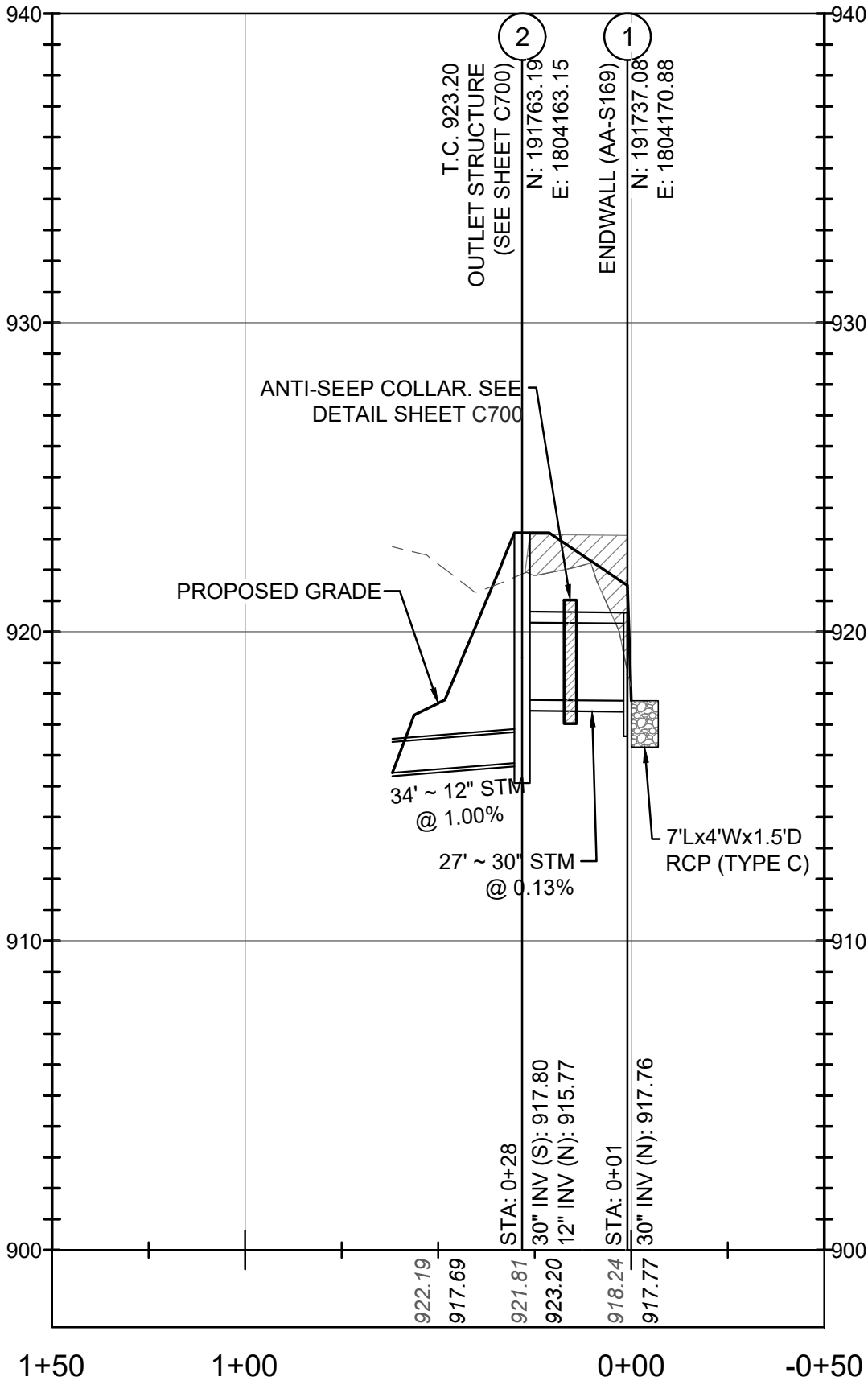
**STORM STR. 7-14**



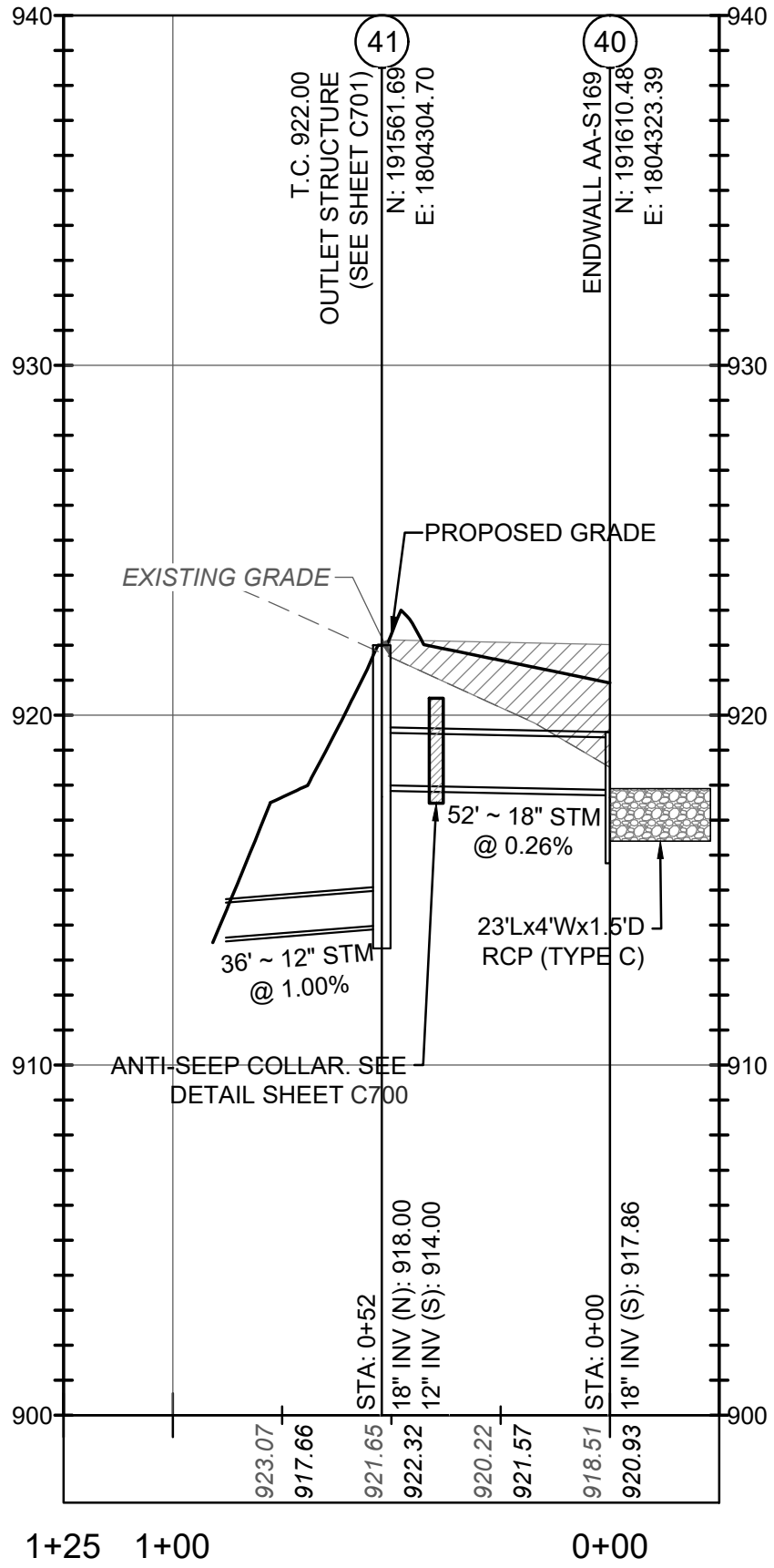
**STORM STR. 28-21**



**STORM STR. 6-33**



**STORM STR. 2-1**



**STORM STR. 41-40**

**STORM SEWER NOTES:**

PROFILE DATUM NAVD '88

MAINTAIN A MINIMUM OF 18" VERTICAL AND 10' HORIZONTAL CLEARANCE FROM WATER MAINS.

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# 1/1 BARRIER, DETAIL SHEET C600  
(+) CONTRACTOR TO USE SANITARY GRADE PIPE WITH WATER TIGHT JOINTS FOR THE PROPOSED STORM SEWER (TYPE "A" RUBBER GASKETS PER 901.15) FROM STRUCTURE TO STRUCTURE W/ TRENCH DAMS.

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REVISIONS	DATE	SHEET NO.	DESCRIPTION

**APPROVAL PENDING NOT FOR CONSTRUCTION**  
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DATE:	
DRAWN BY:	APA
CHECKED BY:	BDS
JOB NUMBER:	2018.01836

**C601**

FINAL DEVELOPMENT PLAN FOR  
**REDWOOD POWELL**  
**HOME RD - PHASE 1**  
POWELL, DELAWARE COUNTY, OHIO

**STORM PROFILES**

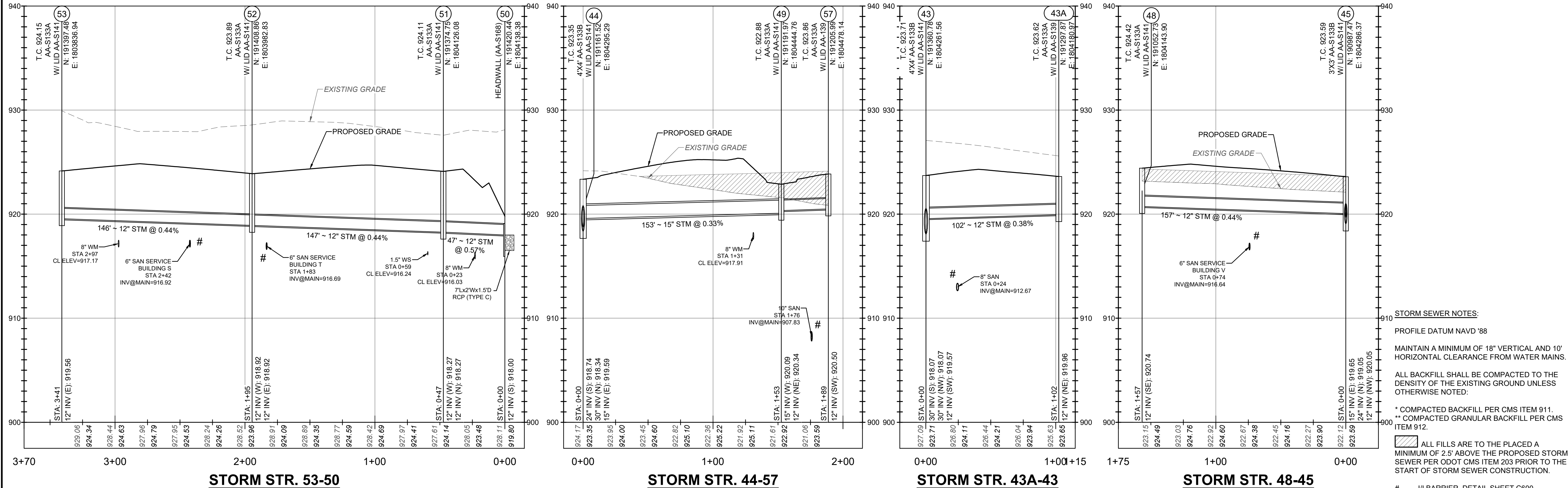
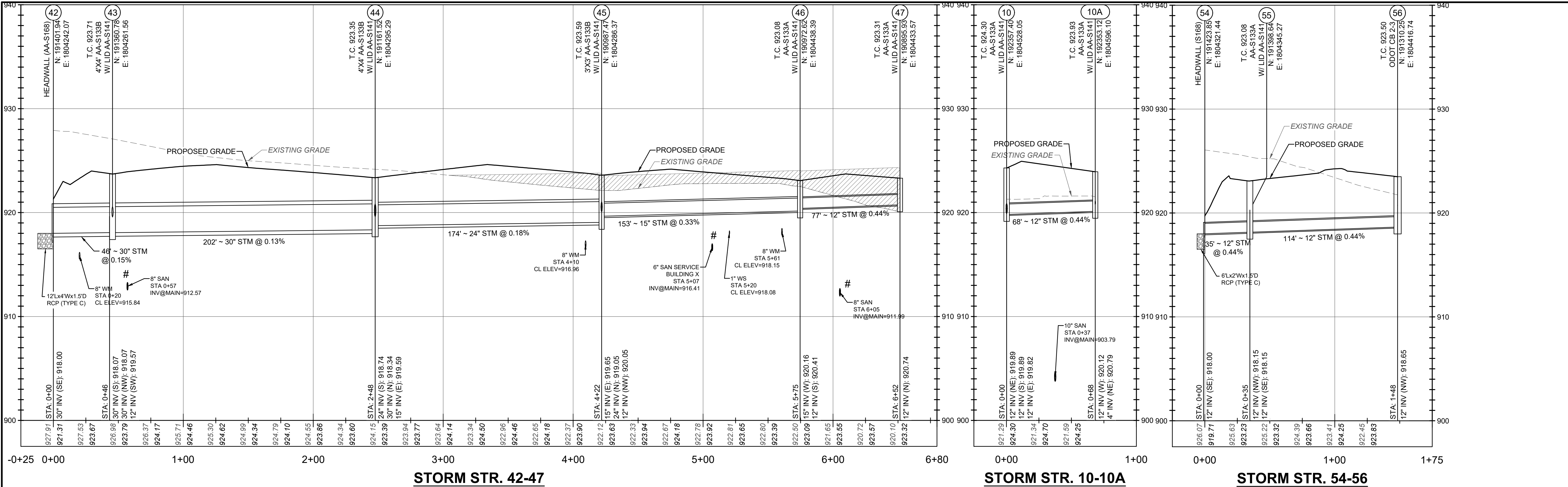


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TEL: 614.444.4444 | FAX: 614.444.4444  
WWW.STRUCTUREPOINT.COM





PLOT SCALE: 1"=10' (EDIT DATE: 5/5/23 - 10:57 AM, EDITED BY: AALDS, DRAWING FILE: 0:02018016358D, DRAWINGSCIVILCONSTRUCTION DOCUMENTS\POW18.01836, CE PRF.DWG)



**STORM SEWER NOTES:**

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ALL STORM SEWERS ARE PRIVATELY OWNED

APR 2018

HORIZ 1"=40'

0 40 80

Final Development Plan  
Redwood, Phase I - FDP

Redwood  
A PLANNING CONSULTING FIRM

AMERICAN  
STRUCTUREPOINT  
INC.  
2550 Corporate Exchange Dr., Ste 300 | Columbus, Ohio 43231  
TEL: 614.461.1226  
www.structurepoint.com

FINAL DEVELOPMENT PLAN FOR  
REDWOOD POWELL  
HOME RD - PHASE 1  
POWELL, DELAWARE COUNTY, OHIO

STORM PROFILES

REVISIONS	DATE	SHEET NO.	DESCRIPTION

APPROVAL PENDING NOT FOR CONSTRUCTION

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DATE:	
DRAWN BY:	APA
CHECKED BY:	BDS
JOB NUMBER:	2018.01836

C602

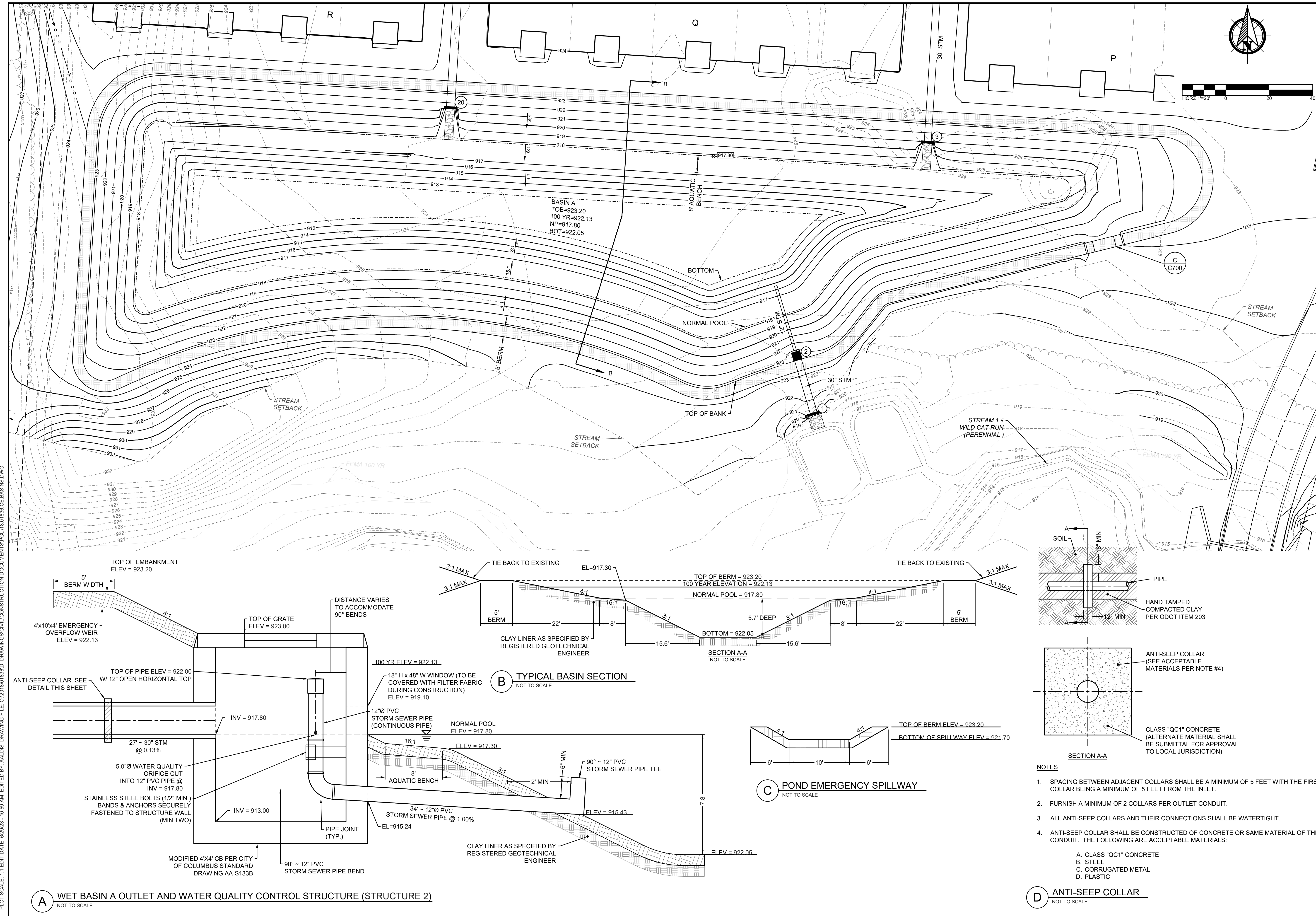


REVISIONS	DATE	SHEET NO.	DESCRIPTION

APPROVAL PENDING NOT FOR  
CONSTRUCTION  
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MATERIAL REVISIONS IN THE COURSE  
OF COMPLETING THE FINAL DESIGN.

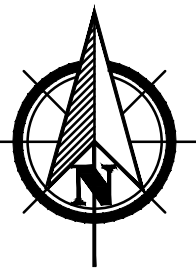
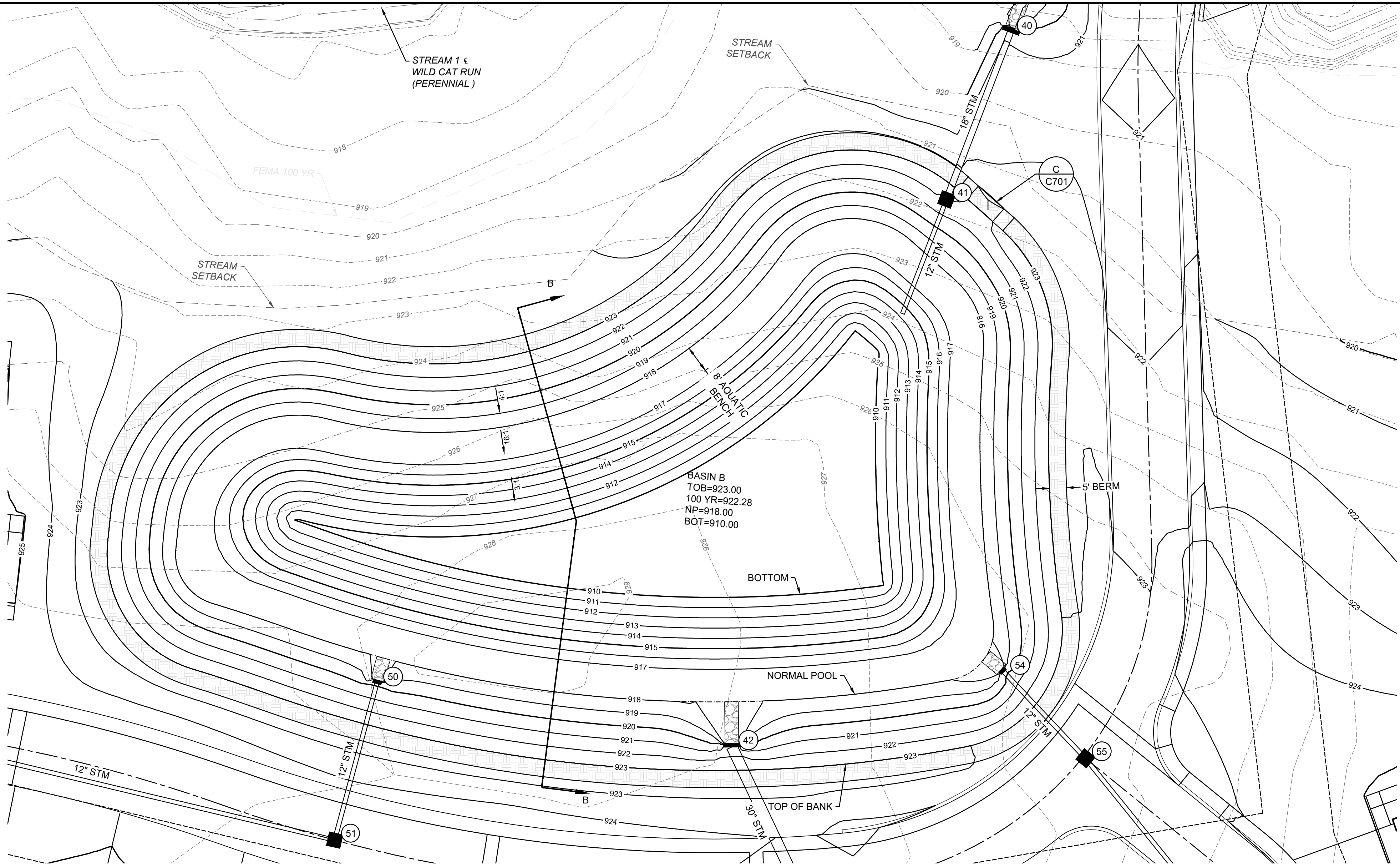
DATE: 09/08/2023  
DRAWN BY: APA  
CHECKED BY: BDS  
JOB NUMBER: 2018.01836

C700





PLOT SCALE: 1"=20' DATE: 09/08/2023 10:59 AM EDITED BY: AALDIS DRAWING FILE: 0:2018016360.D DRAWINGSCIVILCONSTRUCTION DOCUMENTS\POW\18.01836 CE BASINS.DWG



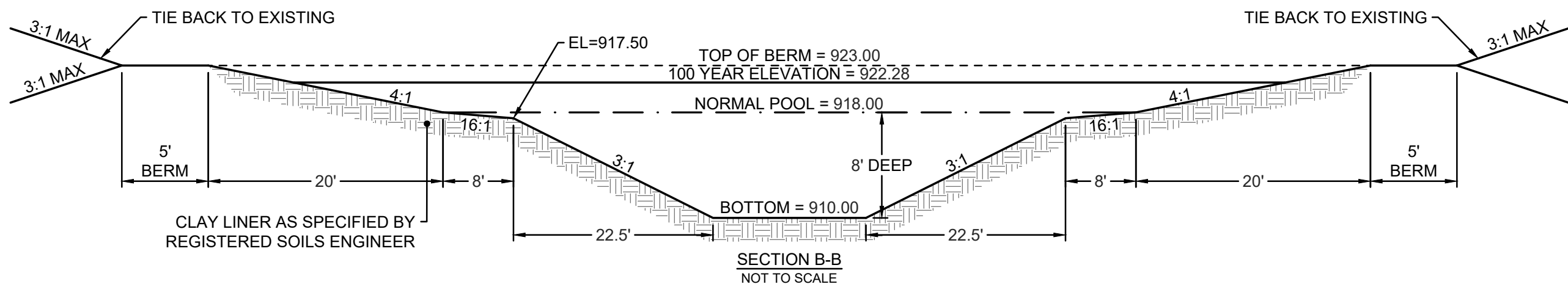
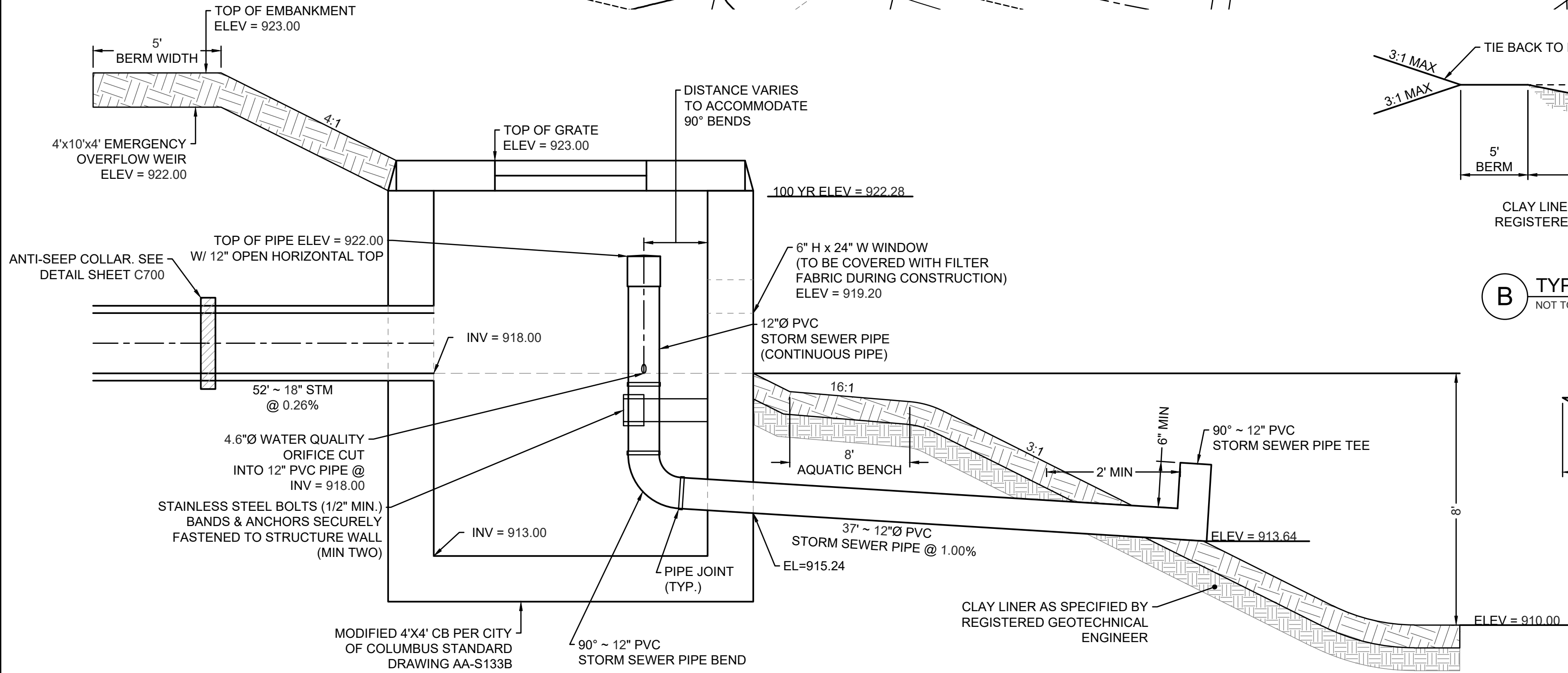
FINAL DEVELOPMENT PLAN FOR  
REDWOOD POWELL  
HOME RD - PHASE 1  
POWELL, DELAWARE COUNTY, OHIO  
BASIN B DETAILS

REVISIONS	DATE	SHEET NO.	DESCRIPTION

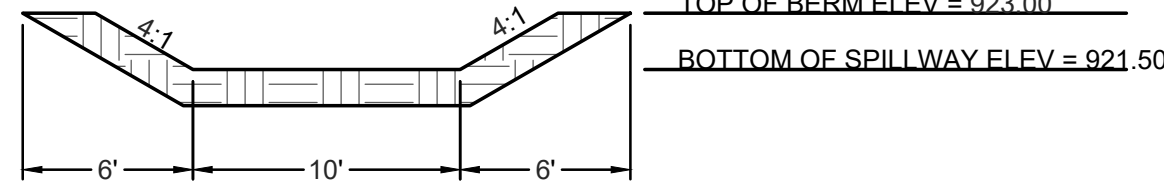
APPROVAL PENDING NOT FOR CONSTRUCTION  
IN SUBMITTING BIDS IN RELIANCE ON THESE PLANS THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OR REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

DATE: 09/08/2023  
DRAWN BY: APA  
CHECKED BY: BDS  
JOB NUMBER: 2018.01836

C701



B TYPICAL BASIN SECTION  
NOT TO SCALE



C POND EMERGENCY SPILLWAY  
NOT TO SCALE

A WET BASIN B OUTLET AND WATER QUALITY CONTROL STRUCTURE (STRUCTURE 41)  
NOT TO SCALE



PLOT SCALE: 1"=100' DATE: 09/23/2023 2:54 PM EDITED BY: AALDIS DRAWING FILE: 0-2018/01/1836.DWG DRAWINGSCIVILCONSTRUCTION DOCUMENTSFGU18.01836.CE.EC\_TEMP.DWG

BOARD OF EDUCATION OF THE CLENTANGY  
LOCAL SCHOOL DISTRICT OR 667, PG 663  
319-133-02-002-000

BREAGHA PLANA II, LLC, AN  
OHIO LIMITED LIABILITY  
COMPANY OR 1084, PG 398  
319-240-01-005-001

BOARD OF TRUSTEES, LIBERTY  
TOWNSHIP, DELAWARE COUNTY,  
OHIO DB 496, PG 199  
319-132-01-011-000 47.638 ACRES

BREAGHA PLANA II, LLC, AN  
OHIO LIMITED LIABILITY  
COMPANY OR 1084, PG 398  
319-240-01-005-000 PARCEL I

PHASE 1

PHASE 1

STREAM SETBACK  
(DO NOT DISTURB)

TEMPORARY BASIN B  
TOB=923.20  
BOT=919.00

TEMPORARY BASIN A  
TOB=923.20  
BOT=922.05

STREAM SETBACK  
(DO NOT DISTURB)

STREAM SETBACK  
(DO NOT DISTURB)

DO NOT DISTURB

60' STREAM  
SETBACK

THE HOCKING VALLEY RAILWAY COMPANY  
NKA CSX TRANSPORTATION DB 163, PG 413  
DB 163, PG 349 319-240-25-903-000

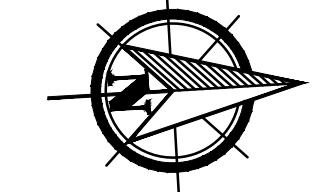
DO NOT DISTURB

DO NOT DISTURB

CHANNEL EASEMENT  
DELAWARE COUNTY BOARD  
OF COMMISSIONERS  
OR 952, PG 672  
21-CHV, DEL-CR124-4.11  
PARCEL III

26' UTILITY EASEMENT  
SPRINT COMMUNICATIONS COMPANY L.P.,  
QWEST COMMUNICATIONS COMPANY, LLC,  
LEVEL 3 COMMUNICATIONS, LLC, AND  
WILTEL COMMUNICATIONS, LLC,  
OR 1239, PG 252  
PARCEL III

PID: 319-240-01-004-000  
REDWOOD POWELL HOME  
ROAD OH P1 LLC  
21.516 AC



REVISIONS	DATE	SHEET NO.	DESCRIPTION

APPROVAL PENDING NOT FOR  
CONSTRUCTION  
IN SUBMITTING BIDS IN RELIANCE ON  
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JOB NUMBER: 2018.01836

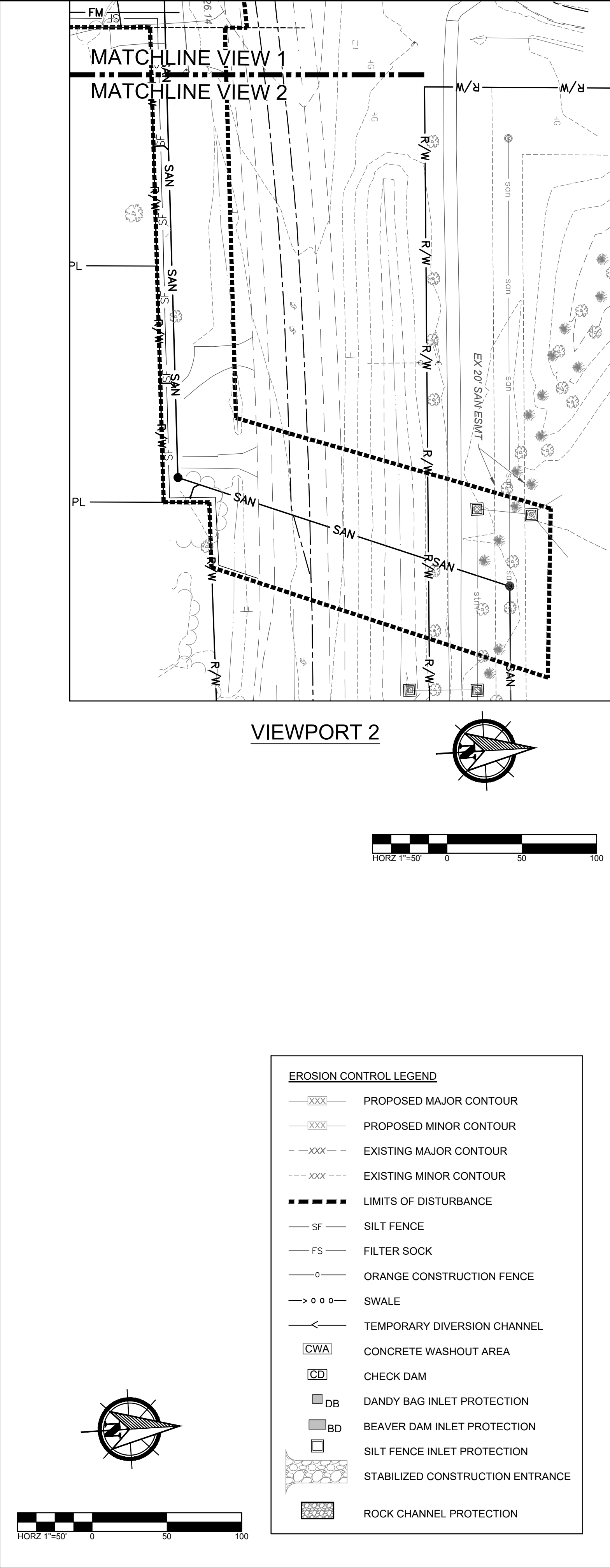
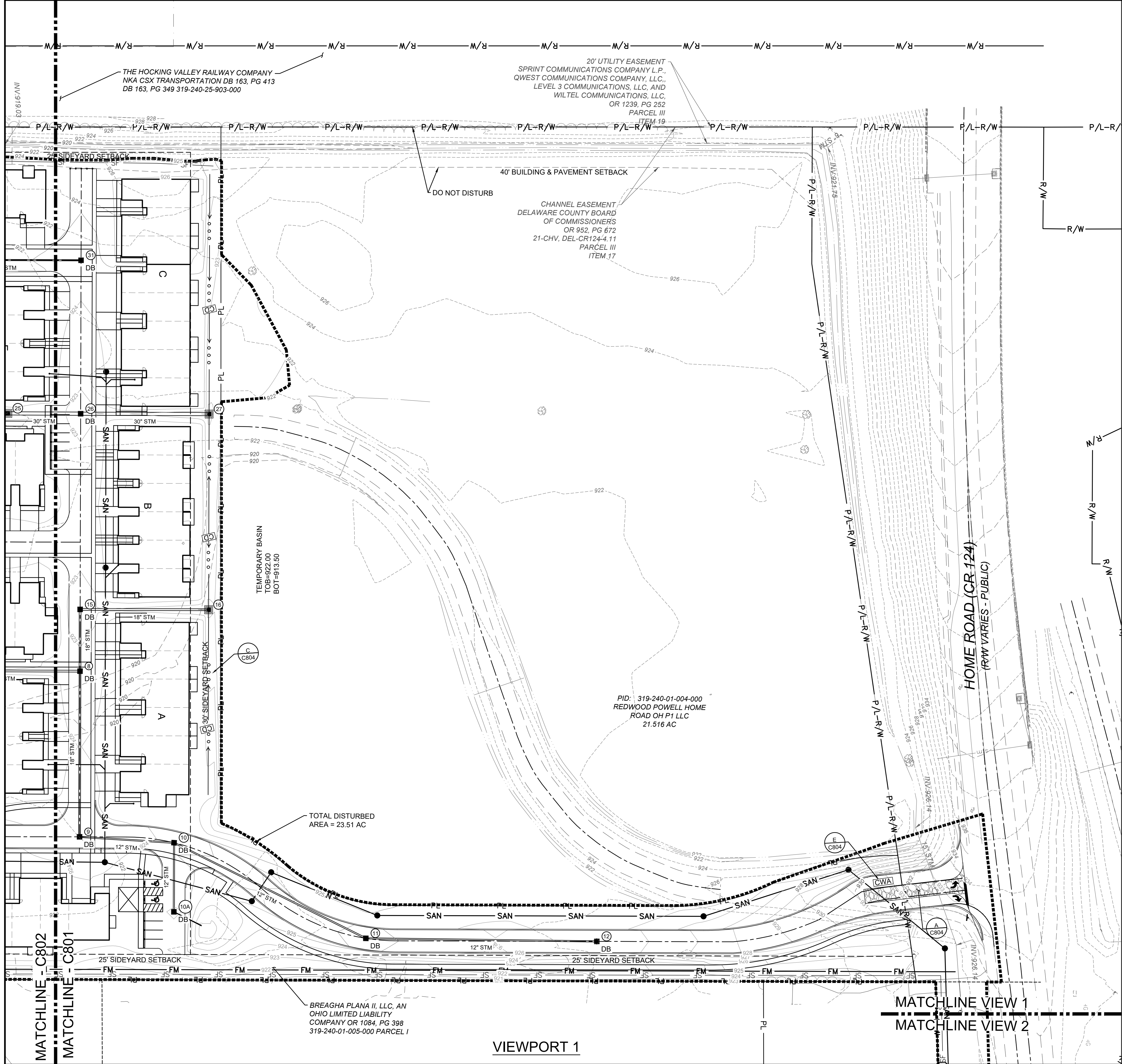
C800

FINAL DEVELOPMENT PLAN FOR  
REDWOOD POWELL  
HOME RD - PHASE 1  
POWELL, DELAWARE COUNTY, OHIO  
EROSION CONTROL -  
INITIAL GRADING





PLOT SCALE: 1"=50' DATE: 09/23/2023 2:50 PM EDITED BY: AALDIS DRAWING FILE: 0-2018/01836.D DRAWINGSCIVILCONSTRUCTION DOCUMENTSFGU18/01836.CE CWDWG



Redwood  
A RESIDENT DEVELOPER

AMERICAN  
STRUCTUREPOINT  
INC.

2550 Corporate Exchange Dr, Ste 300 | Columbus, Ohio 43221  
TEL: 614.461.1226  
www.structurepoint.com

FINAL DEVELOPMENT PLAN FOR  
REDWOOD POWELL  
HOME RD - PHASE 1  
POWELL, DELAWARE COUNTY, OHIO

EROSION CONTROL PLAN

REVISIONS	DATE	SHEET NO.	DESCRIPTION

APPROVAL PENDING NOT FOR  
CONSTRUCTION

IN SUBMITTING BIDS IN RELIANCE ON  
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JOB NUMBER:	2018.01836

C801



FINAL DEVELOPMENT PLAN FOR  
REDWOOD POWELL  
HOME RD - PHASE 1  
POWELL, DELAWARE COUNTY, OHIO  
EROSION CONTROL PLAN

**APPROVAL PENDING NOT FOR CONSTRUCTION**  
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C802

BREAGHA PLANA II, LLC, AN  
OHIO LIMITED LIABILITY  
COMPANY OR 1084, PG 398  
819-240-01-005-001

BOARD OF TRUSTEES, LIBERTY  
TOWNSHIP, DELAWARE COUNTY  
OHIO DB 496, PG 199  
319-132-01-011-000 47.638 ACRES



SITE NARRATIVE

PLAN DESIGNER  
AMERICAN STRUCTUREPOINT, INC.  
2550 CORPORATE EXCHANGE DR., STE 300  
COLUMBUS, OHIO 43231  
CONTACT: BEN SCHILLING  
PHONE: (614) 901-2235  
EMAIL: BSCHILLING@STRUCTUREPOINT.COM

OWNER  
REDWOOD  
7007 EAST PLEASANT VALLEY ROAD  
INDEPENDENCE, OHIO 44131  
CONTACT: ADAM WUJNOVICH  
PHONE: (440) 343-3795  
EMAIL: AWUJNOVICH@BYREDWOOD.COM

EXISTING SITE CONDITIONS:

EXISTING BUILDING, ASPHALT ROAD, GRAVEL PATHS, CONCRETE PADS, WOODS, AND UTILITIES.

PROJECT DESCRIPTION:

ACTIVITIES INCLUDE THE CONSTRUCTION OF A MULTI-FAMILY HOUSING COMPLEX WITH 334 DWELLING UNITS, ASSOCIATED UTILITIES, DRIVES, SIDEWALK AND PAVEMENT IMPROVEMENTS.

RECEIVING STREAM:

STREAM 1, WILD CAT RUN; AND UNNAMED STREAM 2; EVENTUALLY DRAINING TO OLENTANGY RIVER.

DISTURBED AREA:

59.74 ACRES (PHASE 1: 27.21 ACRES)

SITE BMPS:

FINAL LOCATIONS OF ALL SITE BMPS, INCLUDING DUMPSTERS, VEHICLE FUELING AREAS, CONCRETE TRUCK WASH, MATERIAL STORAGE, AND TOPSOIL STOCKPILES SHALL BE DETERMINED BY CONTRACTOR. IF FINAL LOCATION OF BMPS DIFFER FROM THE LOCATIONS SHOWN, CONTRACTOR SHALL MODIFY SWPPP AND INFORM OHIO EPA OF NEW LOCATIONS OF BMPS.

ADJACENT AREAS:

EAST: LIBERTY PARK, SCHOOL DISTRICT PROPERTY  
NORTH: HOME RD  
WEST: RAILROAD  
SOUTH: WOODS, CITY OF POWELL PROPERTY, RUTHERFORD RD

GRADING REQUIREMENTS:

DISTURBED AREAS WILL BE PROTECTED BY SILT FENCE, ROCK CHECK DAMS, AND TEMPORARY SEDIMENT BASINS AS SHOWN ON THE PLAN. AREAS WILL BE STABILIZED WHEN GRADED TO PREVENT EROSION ON THE SITE.

EROSION & SEDIMENT CONTROL MEASURES:

A COMBINATION OF MEASURES WILL BE USED TO PROVIDE EROSION & SEDIMENT CONTROL, INCLUDING SILT FENCE AND SEEDING.  
  
PROVIDE INLET PROTECTION AT ALL NEW AND EXISTING DRAINAGE STRUCTURES.  
  
ANY OFF SITE BORROW OR SPOIL AREAS SHALL BE SUBJECT TO THE REQUIREMENTS SET FORTH BY THE OHIO EPA. ALL EROSION AND SEDIMENT CONTROL MEASURES FOR OFF-SITE AREAS NOT COVERED BY A SEPARATE NOI OR SWPPP SHALL BE COORDINATED WITH THE OHIO EPA.  
  
ALL TRENCH OR EXCAVATION GROUNDWATER CONTAINING SEDIMENT MUST BE EFFECTIVELY TREATED PRIOR TO DISCHARGE INTO THE STORM SEWER SYSTEM.  
  
USE ALL MEANS NECESSARY TO CONTROL DUST ON THE SITE AND PREVENT TRACKING SOIL OFF SITE.

PERMANENT STABILIZATION:

THE SITE WILL BE STABILIZED BY THE USE OF SEEDING OR SODDING IN LAWN AREAS.

MAINTENANCE:

ALL EROSION CONTROL DEVICES ARE TO BE INSPECTED BY THE CONSTRUCTION SUPERINTENDENT WEEKLY AND AFTER SIGNIFICANT RAINFALLS. ANY DAMAGED FACILITIES ARE TO BE REPLACED OR REPAIRED IMMEDIATELY AS MAY BE NECESSARY.

GENERAL CONSTRUCTION SEQUENCE:

(UNLESS NOTED OTHERWISE, ALL EROSION AND SEDIMENT CONTROL MEASURES FROM THE BEGINNING OF EARTH DISTURBING ACTIVITIES TO FINAL COMPLETION OF THE PROJECT ARE THE RESPONSIBILITY OF THE CONTRACTOR)  
1 - ESTABLISH CONSTRUCTION ENTRANCE AND CONCRETE WASHOUT CONSTRUCTION AREA.  
2 - CONSTRUCT TEMPORARY SEDIMENT CONTROLS AND PERIMETER EROSION CONTROL MEASURES, INCLUDING CONSTRUCTION ENTRANCE, AND SILT FENCE. MEASURES SHALL BE IMPLEMENTED AS THE FIRST STEP OF GRADING AND WITHIN 7 DAYS OF FIRST GRUBBING.  
3 - CLEAR AND GRUB  
4 - STRIP AND STOCKPILE TOPSOIL. SEED STOCKPILES. PROVIDE PERIMETER SILT FENCE AT TOE OF STOCKPILE SLOPE.  
5 - PERFORM ROUGH GRADING AND EXCAVATION. STABILIZE AREAS AS INDICATED HEREIN.  
6 - INSTALL TEMPORARY SEDIMENT BASINS AND TEMPORARY OUTLET STRUCTURE.  
7 - INSTALL STORM SEWERS, OUTLET STRUCTURE, AND INLET FILTERS.  
8 - COMPLETE ALL PAVEMENT ACTIVITIES.  
9 - COMPLETE FINE GRADING OF SEEDED AREAS AND STABILIZE DISTURBED AREAS.  
10 - ONCE FINAL SEED HAS BEEN ESTABLISHED, CONTRACTOR TO REMOVE TEMPORARY EROSION CONTROL MEASURES AND CLEAN ALL SEDIMENT FROM STRUCTURES AND PAVEMENT. SEDIMENT/WATER QUALITY BASIN SHALL BE CLEANED OF ALL ACCUMULATED SEDIMENT AND RESTORED TO THE ORIGINAL DESIGN CONTOURS SHOWN ON THESE PLANS.  
11 - PRIOR TO FINISHING WORK, ALL AREAS OF THE SITE DISTURBED BY CONSTRUCTION ACTIVITY (INCLUDING, BUT NOT LIMITED TO MATERIAL STORAGE AREAS, TRAILER AREAS, FUELING AREAS, TRUCK WASH AREAS, EQUIPMENT PATHS, HAUL ROADS, ETC.) SHALL BE RESTORED TO THEIR ORIGINAL CONDITIONS, OR IF IN AREAS OF PROPOSED IMPROVEMENTS, TO THEIR PROPOSED CONDITIONS. ALL STONE, TRASH, AND DEBRIS SHALL BE REMOVED FROM THE SOIL. THE UPPER 12" OF SOIL SHALL BE SCARIFIED, AND AREA SHALL BE GRADED TO SUBGRADE WITH SUITABLE MATERIALS. FURNISH 6" MINIMUM OF TOPSOIL AND SEED ALL AREAS.

SCHEDULE:

THE CONTRACTOR SHALL PROVIDE A SCHEDULE OF OPERATIONS TO THE OWNER. SEDIMENTATION AND EROSION CONTROL FEATURES SHALL BE PLACED IN ACCORDANCE WITH THIS SCHEDULE.

JURISDICTION:

ALL EROSION AND SEDIMENT CONTROL PRACTICES ARE SUBJECT TO FIELD MODIFICATIONS AT THE DISCRETION OF CITY OF POWELL, DELAWARE COUNTY AND/OR THE OHIO EPA.

OEPA NOI:

4GC08414\*AG

RUNOFF COEFFICIENTS:

PRE-DEVELOPED: CN = 83  
POST-DEVELOPED: CN = 92  
PRE-DEVELOPED IMPERVIOUS AREA: 2.614 ACRES  
POST-DEVELOPED IMPERVIOUS AREA: 18.49 ACRES

EROSION CONTROL NOTES:

1. ALL EROSION CONTROL FACILITIES SHALL BE INSTALLED PRIOR TO ANY SITE GRADING OPERATIONS. ALL APPLICABLE GOVERNING AGENCIES MUST BE NOTIFIED UPON COMPLETION OF THE INSTALLATION OF THE REQUIRED EROSION FACILITIES AND PRIOR TO ANY GRADING OPERATION BEING COMMENCED. IF DAMAGED OR REMOVED DURING CONSTRUCTION, ALL EROSION CONTROL FACILITIES SHALL BE RESTORED AND IN PLACE AT THE END OF EACH WORK DAY.

2. ANY EROSION CONTROL FACILITIES DEEMED NECESSARY BY THE GOVERNING AGENCIES; BEFORE, DURING OR AFTER THE GRADING ACTIVITIES, SHALL BE INSTALLED AT THEIR REQUEST.

3. FLOWS FROM DIVERSION CHANNELS OR PIPES (TEMPORARY OR PERMANENT) SHALL BE ROUTED TO SEDIMENTATION BASINS OR APPROPRIATE ENERGY DISSIPATERS TO PREVENT TRANSPORT OF SEDIMENT TO OUTFLOW TO LATERAL CONVEYORS AND TO PREVENT EROSION AND SEDIMENTATION WHEN RUNOFF FLOWS INTO THESE CONVEYORS.

4. SITE ACCESS ROADS SHALL BE GRADED OR OTHERWISE PROTECTED WITH SILT FENCES, DIVERSION CHANNELS, OR DIKES AND PIPES TO PREVENT SEDIMENT FROM EXITING THE SITE VIA THE ACCESS ROADS. SITE-ACCESS ROADS/DRIVEWAYS SHALL BE SURFACED WITH CRUSHED ROCK WHERE THEY ADJOIN EXISTING PAVED ROADWAYS.

5. SOILS TRACKED FROM THE SITE BY MOTOR VEHICLES OR EQUIPMENT SHALL BE CLEANED DAILY FROM PAVED ROADWAY SURFACES, OR MORE FREQUENTLY IF REQUESTED BY GOVERNING AGENCIES, THROUGHOUT THE DURATION OF CONSTRUCTION.

6. DUST CONTROL MEASURES SHALL BE PERFORMED PERIODICALLY WHEN CONDITIONS REQUIRE AND/OR AS DIRECTED BY THE GOVERNING AGENCIES.

7. ALL EROSION CONTROL MEASURES SHALL BE USED AND MAINTAINED FOR THE DURATION OF SITE CONSTRUCTION. IF CONSTRUCTION OPERATIONS OR NATURAL EVENTS DAMAGE OR INTERFERE WITH THESE EROSION CONTROL MEASURES, THEY SHALL BE RESTORED TO SERVE THEIR INTENDED FUNCTION AT THE END OF EACH DAY OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.

8. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED AS SOON AS POSSIBLE. ANY AREAS WHICH HAVE BEEN FINISHED GRADED SHALL BE SODDED. AREAS THAT HAVE BEEN DISTURBED AND FOR WHICH GRADING OR SITE BUILDING CONSTRUCTION OPERATIONS ARE NOT ACTIVELY UNDERWAY SHALL BE TEMPORARILY SEEDED AND MULCHED AS REQUIRED BY GOVERNING AGENCIES.

9. RUNOFF SHALL BE PREVENTED FROM ENTERING ALL STORM SEWER CATCH BASINS PROVIDING THEY ARE NOT NEEDED DURING CONSTRUCTION. WHERE STORM SEWER CATCH BASINS ARE NECESSARY FOR SITE DRAINAGE DURING CONSTRUCTION, A SILT FENCE OR SEDIMENT PROTECTION DEVICES SHALL BE INSTALLED AND MAINTAINED AROUND ALL CATCH BASINS UNTIL THE TRIBUTARY AREA TO THE CATCH BASIN IS RESTORED.

10. EROSION CONTROL FACILITIES SHALL BE INSTALLED AND MAINTAINED AROUND THE PERIMETER OF ALL LAKES, PONDS, AND WETLANDS, IF ANY WITHIN OR ADJACENT TO THE AREA TO BE GRADED UNTIL THE AREA TRIBUTARY TO THE LAKE, POND, OR WETLAND IS RESTORED.

11. TO MINIMIZE EROSION, ALL 3:1 SLOPES OR GREATER SHALL BE COVERED WITH A TEMPORARY EROSION CONTROL BLANKET OR STAKED SOD.

12. ACCUMULATION OF ALL SEDIMENT OCCURRING IN STORM SEWERS, DITCHES, LAKES, PONDS, WETLANDS SHALL BE REMOVED PRIOR TO, DURING AND AFTER COMPLETION OF GRADING ACTIVITIES, AT NO ADDITIONAL COST TO OWNER.

13. EROSION CONTROL ITEMS AND DEVICES SHALL BE REMOVED ONLY AFTER THE AREA HAS RECEIVED FINAL STABILIZATION.

POST CONSTRUCTION STORM WATER QUALITY MANAGEMENT - DETENTION BASIN NOTES:

THE DETENTION BASIN WILL ACT AS A STORM WATER QUALITY BASIN. THE BASIN WAS SIZED TO TREAT WATER QUALITY VOLUME IN ADDITION TO PROVIDING STORM WATER DETENTION. AN ADDITIONAL 20% OF VOLUME WAS PROVIDED FOR SEDIMENT LOADING. THE WATER QUALITY VOLUME WILL DRAIN THROUGH A SMALL DIAMETER ORIFICE ON THE OUTLET STRUCTURE.

1. GENERAL MAINTENANCE: INSPECT BASIN AND OUTLET STRUCTURE ONCE PER MONTH OR AFTER RAINFALL EVENTS OF 0.5 INCHES OR GREATER. MAINTAIN DOCUMENTATION OF ALL INSPECTIONS AND MAINTENANCE.

2. BASIN MAINTENANCE: EXCAVATE AND DISPOSE SEDIMENT OFF-SITE IN ACCORDANCE WITH LOCAL STANDARDS WHEN BASIN HAS ACCUMULATED 3 INCHES OF SEDIMENT. SEDIMENT SHALL BE REMOVED FROM THE FOREBAY AND MICROPPOOL OF THE BASIN. ONCE SITE HAS BEEN STABILIZED, CLEAN OUT ALL SEDIMENT CONTAINED IN THE FOREBAY AND MICROPPOOL. ALL SEDIMENT REMOVAL THEREAFTER SHALL BE LESS FREQUENT AND SHALL OCCUR WHEN BASIN FUNCTIONALITY HAS DECREASED OR ACCUMULATION HAS EXCEEDED 3 INCHES.

3. OUTLET STRUCTURE MAINTENANCE: REMOVE FLUSHED DEBRIS AND SEDIMENT FROM OUTLET STRUCTURE WITH VACUUM TRUCK MINIMUM OF ONCE EVERY SIX MONTHS OR WHEN SEDIMENT ACCUMULATES TO WITHIN 6 INCHES OF OUTLET, OF IF STANDING WATER PERSISTS FOR MORE THAN 72 HOURS.

SEDIMENT AND EROSION CONTROL NOTES:

MAINTENANCE & INSPECTION PROCEDURES:  
ALL CONTROL MEASURES SHALL BE INSPECTED AT LEAST ONCE EACH WEEK AND WITHIN 24 HOURS FOLLOWING ANY STORM EVENT OF 0.5INCHES OR GREATER.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE SEDIMENTATION AND EROSION CONTROL FEATURES ON THIS PROJECT. ANY SEDIMENT OR DEBRIS WHICH REDUCES THE EFFICIENCY OF A CONTROL FEATURE SHALL BE REMOVED IMMEDIATELY. SHOULD A STRUCTURE OR FEATURE BECOME DAMAGED, THE CONTRACTOR SHALL REPAIR OR REPLACE AT NO ADDITIONAL COST TO THE OWNER AND IT SHALL BE INITIATED WITHIN 24 HOURS OF REPORT.

TEMPORARY SEEDING AND PERMANENT SEEDING AND PLANTING WILL BE INSPECTED FOR BARE SPOTS, WASHOUTS, AND HEALTHY GROWTH.

A MAINTENANCE INSPECTION REPORT SHALL BE MADE AFTER EACH INSPECTION, AND A WRITTEN LOG MUST BE KEPT. THIS LOG SHALL INDICATE THE DATE OF THE INSPECTION, NAME OF THE INSPECTOR, WEATHER CONDITIONS, OBSERVATIONS, ANY CORRECTIVE ACTIONS TAKEN, AND BE SIGNED IN ACCORDANCE WITH THE CONDITIONS OF THE NPDES PERMIT. ANY CONTROL MEASURE MUST BE REPAIRED/REPLACED WITHIN THREE DAYS OF INSPECTION.

PERSONNEL SELECTED FOR INSPECTION AND MAINTENANCE RESPONSIBILITIES SHALL BE TRAINED IN ALL INSPECTION AND MAINTENANCE PRACTICES NECESSARY FOR KEEPING THE EROSION AND SEDIMENT CONTROLS USED ONSITE IN GOOD WORKING ORDER. A WRITTEN DOCUMENT CONTAINING THE SIGNATURES OF ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED IN THE IMPLEMENTATION OF ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE MAINTAINED AS PROOF ACKNOWLEDGING THAT THEY REVIEWED AND UNDERSTAND THE CONDITIONS AND RESPONSIBILITIES OF THE PLAN. THE DOCUMENT SHALL BE CREATED BY THE CONTRACTOR SIGNED PRIOR TO THE START OF CONSTRUCTION.

DISPOSAL OF SOLID/SANITARY/TOXIC: SOLID, SANITARY, AND TOXIC WASTE MUST BE DISPOSED OF IN A PROPER MANNER IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS

IT IS PROHIBITED TO BURN, BURY, OR POUR OUT ONTO THE GROUND OR INTO A STORM SEWER WATER CONVEYANCE ANY SOLVENTS, PAINTS, STAINS, GASOLINE, DIESEL FUEL, USED MOTOR OIL, HYDRAULIC FLUID, ANTIFREEZE, CEMENT CURING COMPOUNDS, AND OTHER SUCH SOLID AND HAZARDOUS WASTES.

ANY RINSE WATERS OF SUCH MATERIAL ARE ALSO PROHIBITED FROM BEING PLACED WHERE THEY MAY ENTER DRAINAGEWAYS.

WASH OUT OF CEMENT TRUCKS SHOULD OCCUR IN A DIKED, DESIGNATED AREA, AWAY FROM ANY CONVEYANCE CHANNEL.

COORDINATE WASH OUT AREA WITH CONSTRUCTION MANAGER.

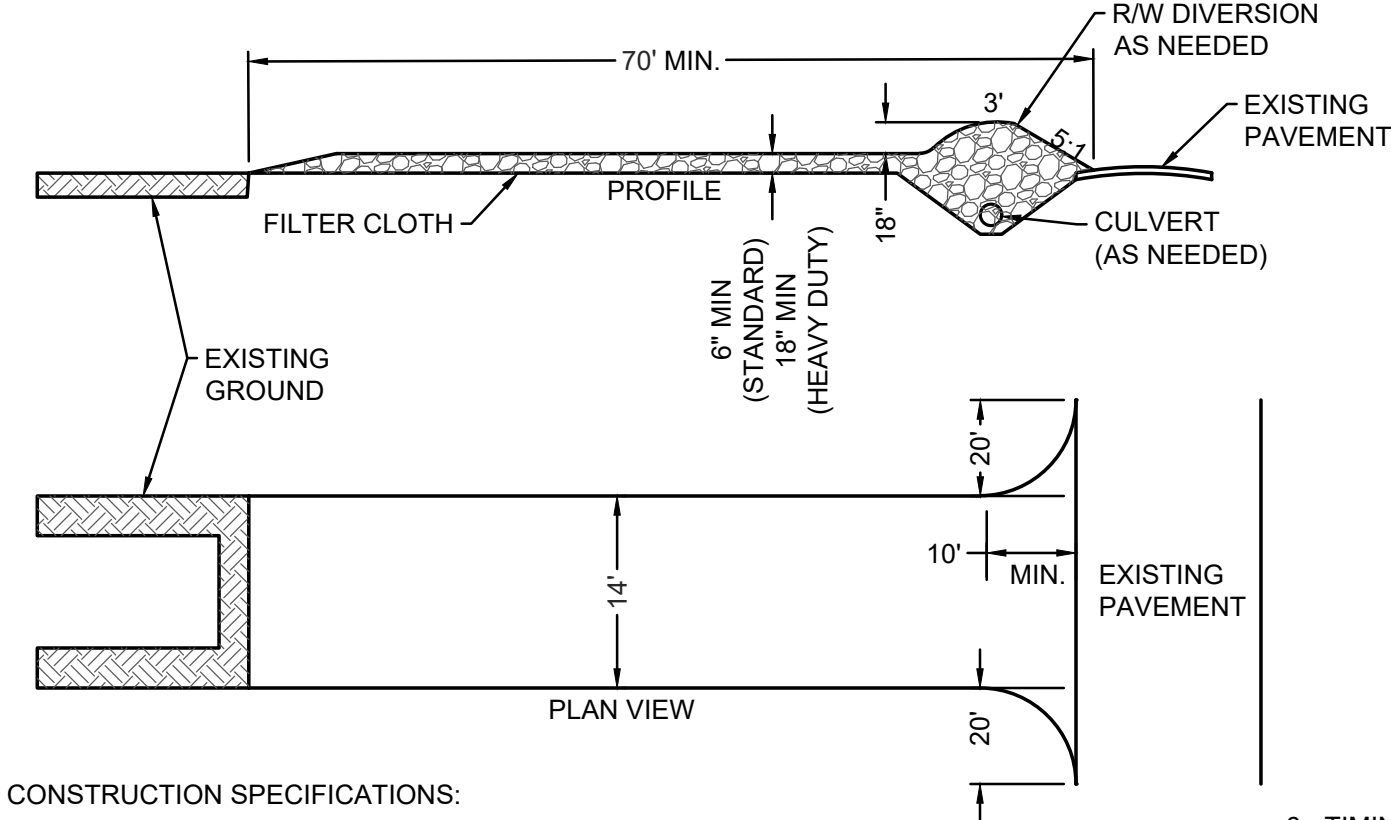
CONTRACTORS RESPONSIBILITIES:

THIS PLAN MUST BE POSTED ON-SITE. A COPY OF THE SWPPP PLAN AND THE APPROVED EPA STORMWATER PERMIT (WITH THE SITE-SPECIFIC NOI NUMBER) SHALL BE KEPT ON-SITE AT ALL TIMES.

DETAILS HAVE BEEN PROVIDED ON THE PLANS IN AN EFFORT TO HELP THE CONTRACTOR PROVIDE EROSION AND SEDIMENTATION CONTROL. THE DETAILS SHOWN ON THE PLAN SHALL BE CONSIDERED A MINIMUM. ADDITIONAL OR ALTERNATE DETAILS MAY BE FOUND IN THE ODNR MANUAL "RAINWATER AND LAND DEVELOPMENT". THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING NECESSARY AND ADEQUATE MEASURES FOR PROPER CONTROL OF EROSION AND SEDIMENT RUNOFF FROM THE SITE ALONG WITH PROPER MAINTENANCE AND INSPECTION IN COMPLIANCE WITH THE NPDES GENERAL PERMIT FOR STORM DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES.

THE



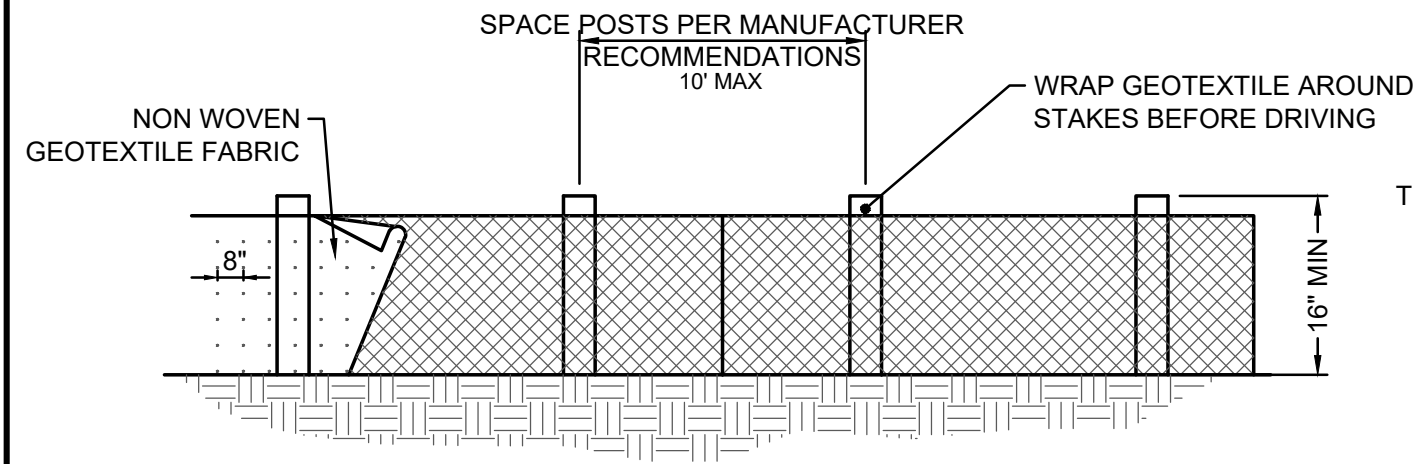


CONSTRUCTION SPECIFICATIONS:

- STONE SIZE—ODOT # 2 (1.5-2.5 INCH) STONE SHALL BE USED, OR RECYCLED CONCRETE EQUIVALENT.
- LENGTH—THE CONSTRUCTION ENTRANCE SHALL BE AS LONG AS REQUIRED TO STABILIZE HIGH TRAFFIC AREAS BUT NOT LESS THAN 70 FT. (EXCEPTION: APPLY 30 FT. MINIMUM TO SINGLE RESIDENCE LOTS).
- THICKNESS -THE STONE LAYER SHALL BE AT LEAST 6 INCHES THICK FOR LIGHT DUTY ENTRANCES OR AT LEAST 10 INCHES FOR HEAVY DUTY USE.
- WIDTH -THE ENTRANCE SHALL BE AT LEAST 14 FEET WIDE, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS
- GEOTEXTILE -A GEOTEXTILE SHALL BE LAID OVER THE ENTIRE AREA PRIOR TO PLACING STONE. IT SHALL BE COMPOSED OF STRONG ROT-PROOF POLYMERIC FIBERS AND MEET THE FOLLOWING SPECIFICATIONS:

GEOTEXTILE SPECIFICATION FOR CONSTRUCTION ENTRANCE	
MINIMUM TENSILE STRENGTH	200 lbs
MINIMUM PUNCTURE STRENGTH	80 psi
MINIMUM TEAR STRENGTH	50 lbs
MINIMUM BURST STRENGTH	320 psi
MINIMUM ELONGATION	20%
EQUIVALENT OPENING SIZE	EOS<0.6 mm
PERMITIVITY	1x10 <sup>-3</sup> cm/sec

A CONSTRUCTION ENTRANCE  
NOT TO SCALE

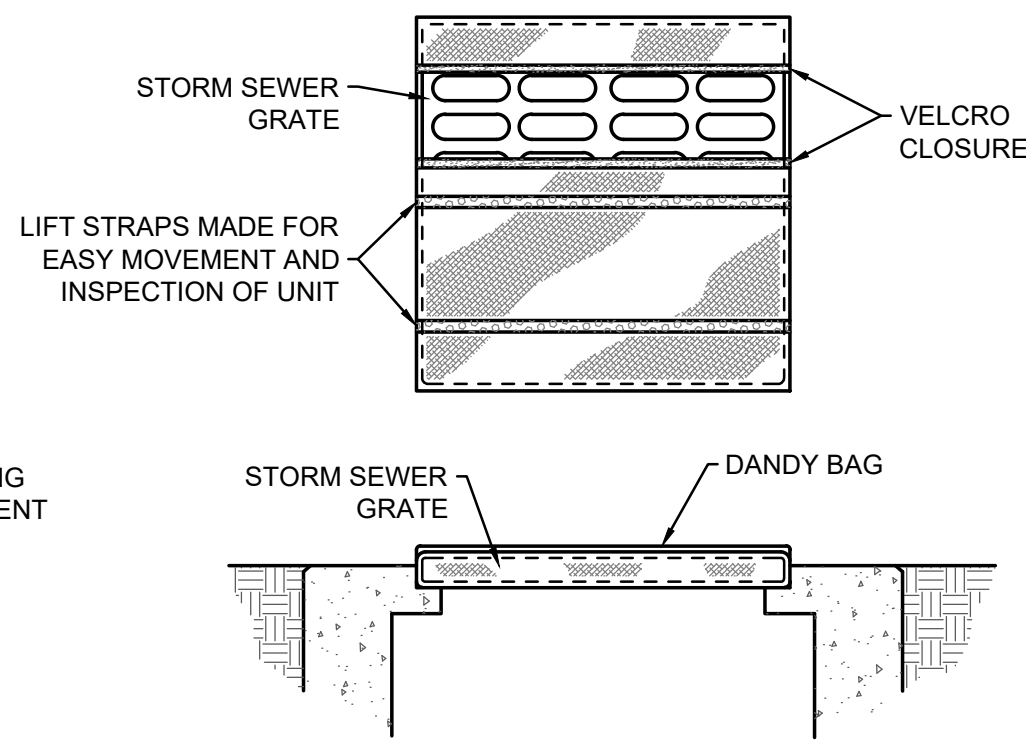


NOTES:

- FENCE POST SHALL BE A MINIMUM LENGTH OF 32 INCHES LONG PLUS BURIAL DEPTH, COMPOSED OF NOMINAL DIMENSIONED 2x2 INCH HARDWOOD OF SOUND QUALITY. ALTERNATELY POST MATERIAL SHALL BE STEEL OR SYNTHETIC AND SHALL BE OF SUFFICIENT STRENGTH TO RESIST DAMAGE DURING INSTALLATION, TO SUPPORT APPLIED LOADS, AND SO THE GEOTEXTILE CAN BE ADEQUATELY SECURED TO POST
- FABRIC SHALL BE A NEEDLE PUNCHED NON-WOVEN GEOTEXTILE FABRIC CONSISTING OF STRONG, ROT RESISTANT, MATERIALS RESISTANT TO DETERIORATION FROM ULTRAVIOLET AND HEAT EXPOSURE.
- MINIMUM 8" FABRIC BURY REQUIRED.
- ENDS OF THE SILT FENCES SHALL BE BROUGHT UPSLOPE SO THAT WATER PONDED BY THE SILT FENCE WILL BE PREVENTED FROM FLOWING AROUND THE ENDS.
- THE HEIGHT OF THE SILT FENCE SHALL BE A MINIMUM OF 16 INCHES ABOVE THE ORIGINAL GROUND SURFACE.

C SILT FENCE  
NOT TO SCALE

6. TIMING—THE CONSTRUCTION ENTRANCE SHALL BE INSTALLED AS SOON AS IS PRACTICABLE BEFORE MAJOR GRADING ACTIVITIES.
7. CULVERT -A PIPE OR CULVERT SHALL BE CONSTRUCTED UNDER THE ENTRANCE IF NEEDED TO PREVENT SURFACE WATER FROM FLOWING ACROSS THE ENTRANCE OR TO PREVENT RUNOFF FROM BEING DIRECTED OUT ONTO PAVED SURFACES.
8. WATER BAR -A WATER BAR SHALL BE CONSTRUCTED AS PART OF THE CONSTRUCTION ENTRANCE IF NEEDED TO PREVENT SURFACE RUNOFF FROM FLOWING THE LENGTH OF THE CONSTRUCTION ENTRANCE AND OUT ONTO PAVED SURFACES.
9. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR PREVENT FLOWING SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND. MUD SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC ROADS, OR ANY SURFACE WHERE RUNOFF IS NOT CHECKED BY SEDIMENT CONTROLS, SHALL BE REMOVED IMMEDIATELY. REMOVAL SHALL BE ACCOMPLISHED BY SCRAPING OR SWEEPING. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.
10. CONSTRUCTION ENTRANCES SHALL NOT BE RELIED UPON TO REMOVE MUD FROM VEHICLES AND PREVENT OFF-SITE TRACKING. VEHICLES THAT ENTER AND LEAVE THE CONSTRUCTION-SITE SHALL BE RESTRICTED FROM MUDDY AREAS. WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
11. REMOVAL—THE ENTRANCE SHALL REMAIN IN PLACE UNTIL THE DISTURBED AREA IS STABILIZED OR REPLACED WITH A PERMANENT ROADWAY OR ENTRANCE.



B DANDY BAG INLET PROTECTION  
NOT TO SCALE

INSTALLATION:

- STAND GRATE ON END. PLACE DANDY BAG OVER GRATE.
- FLIP GRATE OVER SO THAT OPEN END IS UP. PULL UP SLACK. TUCK FLAP IN. BE SURE END OF GRATE IS COMPLETELY COVERED BY FLAP OR DANDY BAG WILL NOT FIT PROPERLY.
- HOLDING HANDLES. CAREFULLY PLACE DANDY BAG WITH THE GRATE INSERTED INTO CATCH BASIN FRAME SO THAT RED DOT ON THE TOP OF THE DANDY BAG IS VISIBLE.

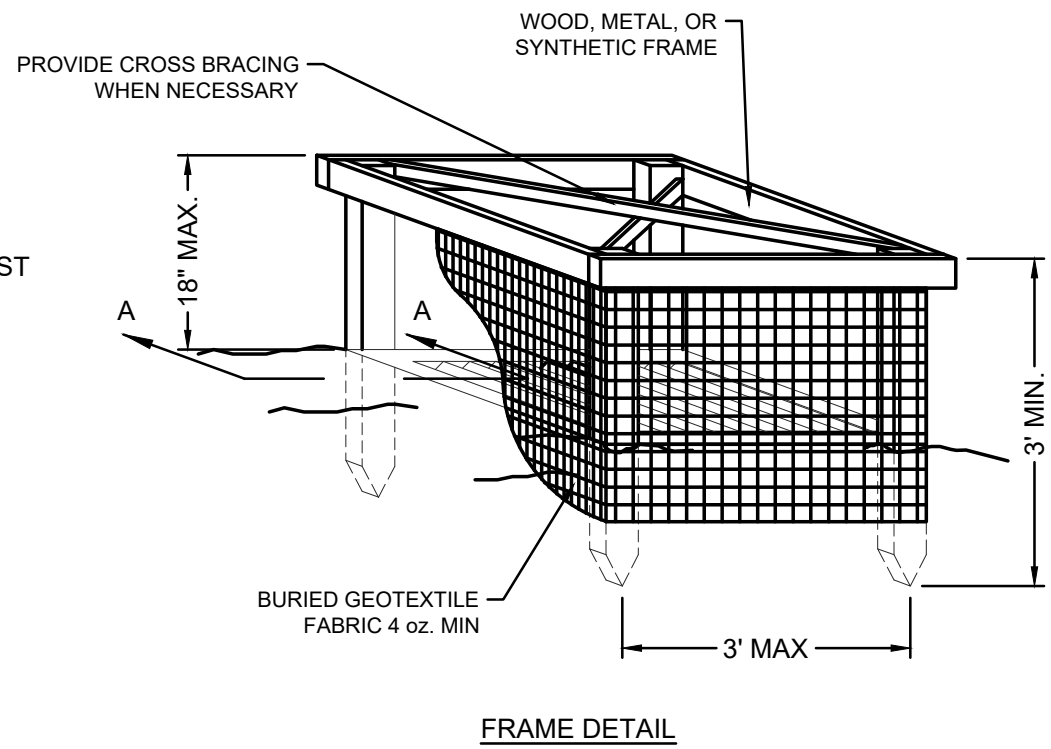
MAINTENANCE:

AFTER EACH STORM EVENT AND SILT HAS DRIED, REMOVE ACCUMULATED DEBRIS FROM THE SURFACE OF DANDY BAG WITH BROOM.

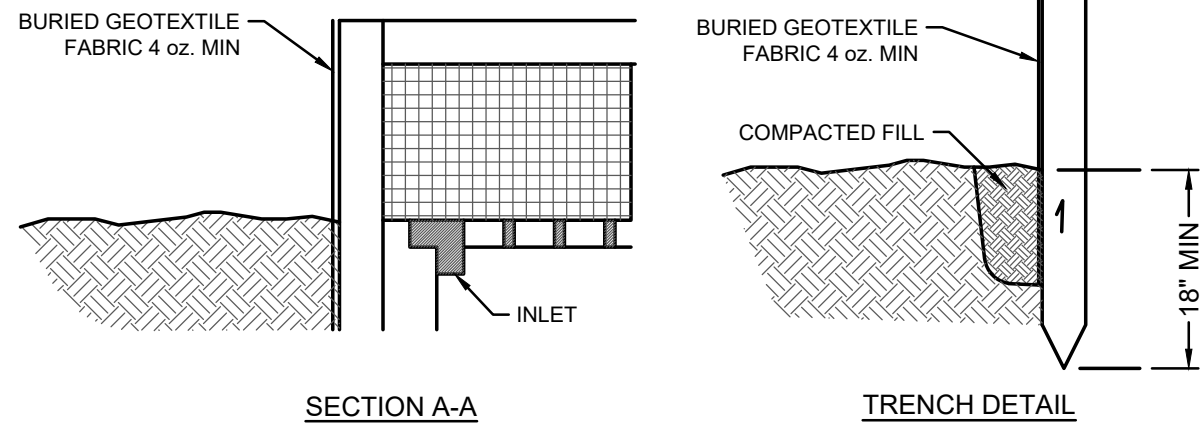
NOTE:

PROVIDE FOR INLETS LOCATED IN PAVEMENT

DANDY BAG WILL BE MANUFACTURED IN THE U.S.A. FROM A WOVEN MONOFILAMENT THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS	
GRAB TENSILE STRENGTH	ASTM D 4632
GRAB TENSILE ELONGATION	ASTM D 4632
PUNCTURE STRENGTH	ASTM D 4833
MULLEN BURST STRENGTH	ASTM D 3786
TRAPEZOID TEAR STRENGTH	ASTM D 4533
UV RESISTANCE	ASTM D 4355
APPARENT OPENING SIZE	ASTM D 4751
FLOW RATE	ASTM D 4491
PERMITIVITY	ASTM D 4491



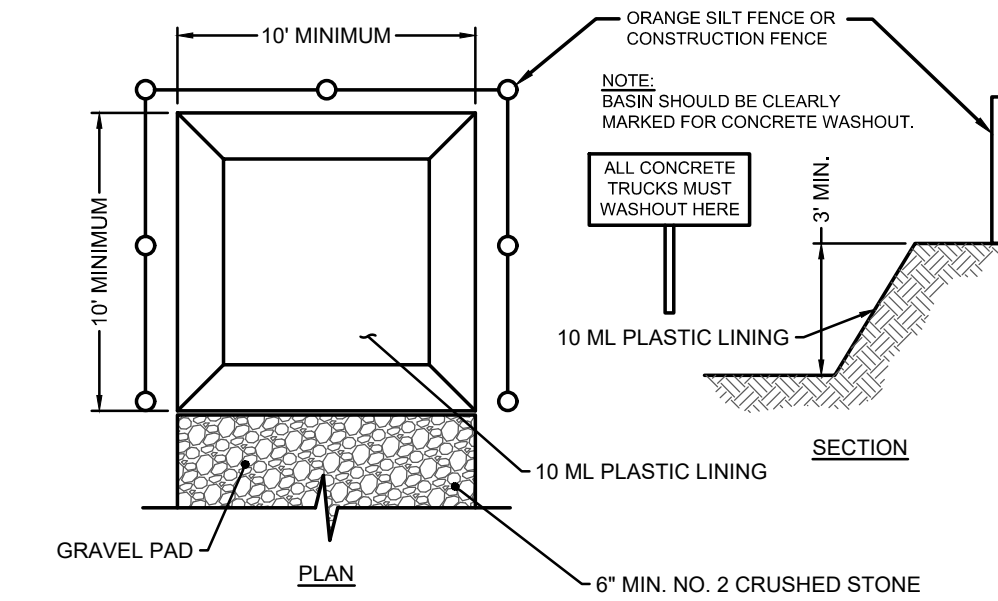
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NOTE:

PROVIDE FOR INLETS NOT LOCATED IN PAVEMENT

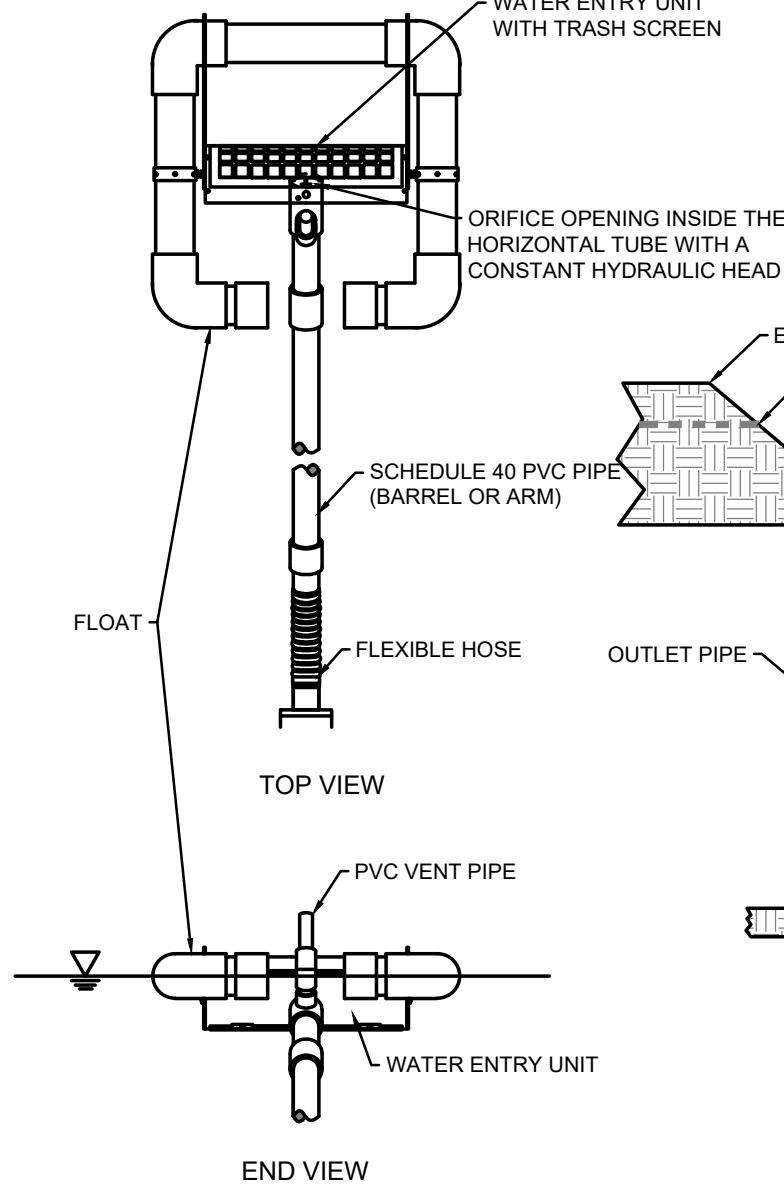
D SILT FENCE INLET PROTECTION  
NOT TO SCALE



NOTE:

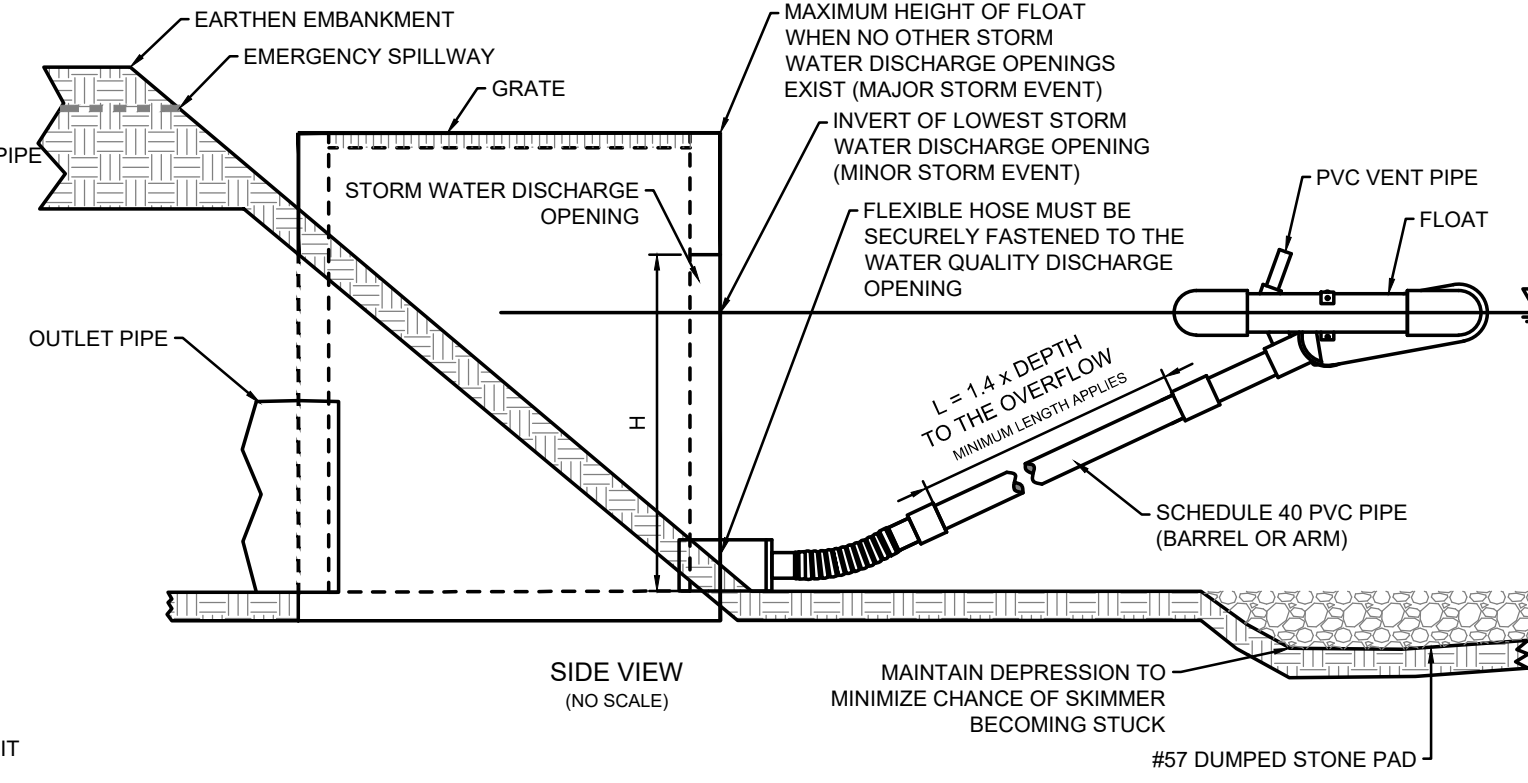
- CONCRETE WASHOUT AREA SHALL BE LOCATED A MINIMUM OF 100' FROM STORM SEWER INLETS, STREAMS, WETLANDS OR ANY OTHER SURFACE WATERS.
- IF CONCRETE WASHOUT AREA IS LOCATED AWAY FROM A PAVED SURFACE, CONSTRUCT A GRAVEL ACCESS ROUTE EQUAL IN COMPOSITION TO A CONSTRUCTION ENTRANCE.
- CONCRETE WASHOUT AREA SHALL BE SUFFICIENT SIZE TO CONTAIN CONCRETE WASTE GENERATED. LARGE SITES MAY REQUIRE MULTIPLE CONCRETE WASHOUT AREAS.
- PLASTIC LINING SHALL BE DOUBLE-LINED, CONTINUOUS 10-ML POLYETHYLENE SHEETING FREE OF HOLES, TEARS OR OTHER DEFECTS INSTALLED ON A SMOOTH, LEVEL SURFACE, FREE OF LARGE ROCKS AND DEBRIS.
- CONCRETE WASHOUT SIGNAGE SHALL BE CLEARLY VISIBLE AND LOCATED WITHIN 30 FEET OF EACH WASHOUT AREA.
- CONCRETE WASHOUT AREA SHALL BE COVERED DURING INCLEMENT WEATHER TO PREVENT OVERFLOW.
- PREFABRICATED, PORTABLE AND RE-USABLE CONCRETE WASHOUT CONTAINERS ARE ACCEPTABLE.
- CONCRETE WASHOUT AREA SHALL BE INSPECTED DAILY TO CHECK FOR DAMAGE AND DETERMINE IF IT NEEDS CLEANED OR REPLACED. ANY DAMAGE TO THE SIDEWALLS OR PLASTIC LINING SHALL BE REPAIRED IMMEDIATELY. REPLACE THE ENTIRE CONCRETE WASHOUT AREA WHEN IT IS 75% FULL.

E CONCRETE WASHOUT AREA  
NOT TO SCALE

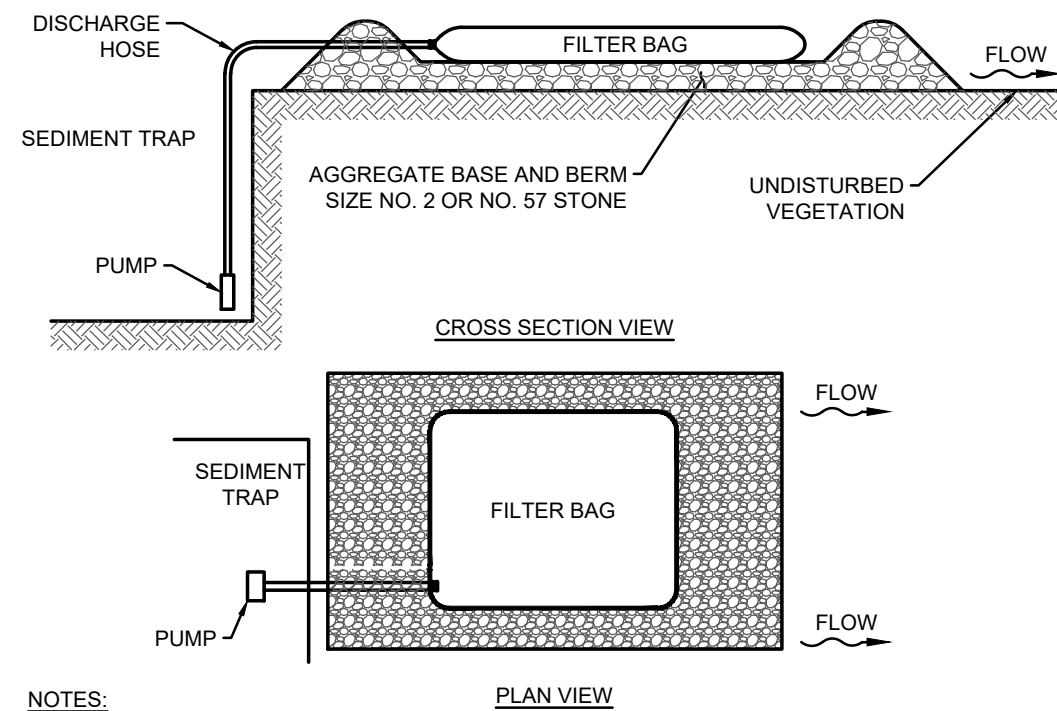


GENERAL NOTES:

- PROPER DESIGN MUST BE COMPLETED TO MINIMIZE PIPING AROUND DISCHARGE PIPE.
- PROPER ORIFICE OPENING MUST BE SELECTED TO ENSURE POND DRAINS IN CORRECT AMOUNT OF TIME. MODIFICATIONS MAY BE REQUIRED IF FIELD CONDITIONS WARRANT A CHANGE.
- EMBANKMENT MUST BE COMPACTED TO DESIGN SPECIFICATIONS.
- EMERGENCY SPILLWAY MUST BE CORRECTLY SIZED AND EROSION PROTECTION INSTALLED.
- EROSION PROTECTION MUST BE INSTALLED ALONG THE EMBANKMENT AND AT THE DISCHARGE END OF THE PIPE.
- INSPECT SYSTEM REGULARLY TO ENSURE IT IS FUNCTIONING IN A CORRECT MANNER.
- EIGHT SIZES OF SKIMMERS ARE AVAILABLE. REFER TO THE FLOW SHEET, CUT SHEET, AND INSTRUCTIONS ON WEB SITE FOR EACH SIZE.



G FAIRCLOTH SKIMMER WITH OUTLET STRUCTURE  
NOT TO SCALE



NOTES:

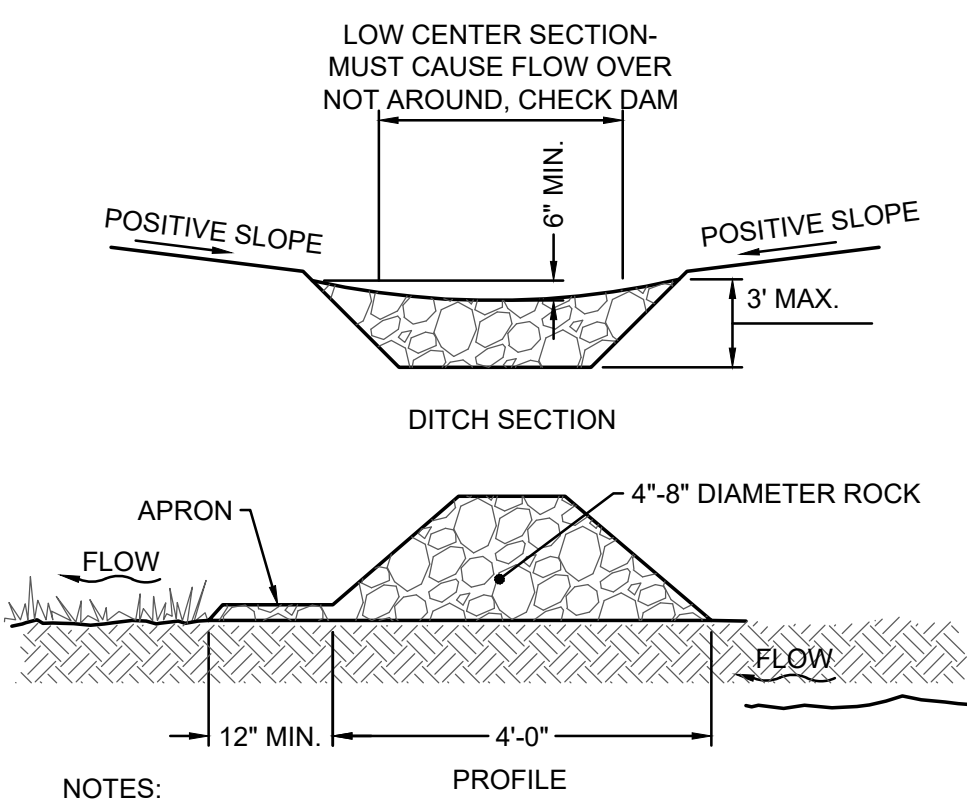
- THE CONTRACTOR SHALL PUMP MUDDY WATER DETAINED WITHIN THE SEDIMENT TRAP INTO A FILTER FABRIC BAG. THE BAG SHALL BE PLACED WITHIN A LEVEL UNDISTURBED AREA AS FAR AWAY FROM THE STORMWATER OUTFALL AS POSSIBLE. PLACE BAG ON TOP OF AN AGGREGATE PAD.
- A PERIMETER AGGREGATE BERM SHALL BE CONSTRUCTED AROUND THE BAG.
- PERIMETER SILT FENCE CONTROLS SHALL BE UTILIZED ALONG THE DOWNSTREAM SIDE OF THE BAG. INSTALL PERIMETER CONTROLS TO ENSURE THAT THE WATER FLOWING OUT OF THE BAG DOES NOT FLOW AROUND THE ENDS OF THE CONTROLS.
- UPON COMPLETION OF DRILLING ACTIVITIES, THE BAG SHALL BE REMOVED TO AN AREA AWAY FROM THE STORMWATER OUTFALL AND OPENED. REMOVE ACCUMULATED SEDIMENT AND PROPERLY DISPOSE OF THE MATERIAL. FILTER BAG SHALL BE JMD ENVIRO-PROTECTION FILTER BAG OR APPROVED EQUAL.

5. FILTER BAG SHALL BE REPLACED WHEN THE BAG IS HALF FILLED WITH SEDIMENT.

FILTER BAG SIZING**	
FILTER SIZE	MAX PUMPING RATE
5' x 15'	750 GPM
15' x 15'	1500 GPM
15' x 30'	3000 GPM

\*\*THE AMOUNT OF DISCHARGE WATER A BAG CAN EFFECTIVELY HANDLE DEPENDS ON THE PUMP FLOW RATE, THE AMOUNT OF SEDIMENT IN THE WATER, THE SOIL CONDITIONS UNDER THE BAG, AND THE DEGREE OF THE SLOPE. BAG SHOULD BE CONTINUALLY MONITORED.

H DEWATERING FILTER BAG  
NOT TO SCALE



NOTES:

- CONSTRUCT CHECK DAM SUCH THAT THE CENTER IS 6" LOWER THAN THE OUTER EDGES.
- SPACE CHECK DAMS SUCH THAT THE TOE OF THE UPSTREAM DAM IS AT THE SAME ELEVATION AS THE TOP OF THE DOWNSTREAM DAM.
- SIDE SLOPES SHALL BE A MINIMUM OF 2:1

F ROCK CHECK DAM  
NOT TO SCALE

REVISIONS	DATE	SHEET NO.	DESCRIPTION

APPROVAL PENDING NOT FOR  
CONSTRUCTION  
IN SUBMITTING BIDS IN RELIANCE ON  
THESE PLANS THE CONTRACTOR  
ASSUMES ALL RISKS OF ADDITIONAL  
COSTS OF REVISIONS DUE TO  
REQUIREMENTS OF THE OWNER OR  
GOVERNMENTAL AUTHORITIES AND  
MATERIAL REVISIONS IN THE COURSE  
OF COMPLETING THE FINAL DESIGN.

DATE:	09/08/2023
DRAWN BY:	APA
CHECKED BY:	BDS
JOB NUMBER:	2018.01836



PRELIMINARY

NOTE!!!  
THIS DRAWING IS NOT  
FOR CONSTRUCTION

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3/28/22 REVISED

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PHOTOMETRIC SITE PLAN

DATE: JANUARY 21, 2022

PROJECT #: 18319

REDWOOD POWELL HOME ROAD

HOME ROAD  
POWELL, OH



PS-1

1 OF 2

Luminaire Schedule						
Symbol	Tag	Qty	Label	Total Lamp Lumens	LLF	Description
	BB	38	P5665-1-13W-GU24CF	900	1.000	Pails Wall Sconce
	BA	288	B338MS15W30BN	N.A.	1.000	Garage Wall Sconce
	BC	177	WP7-A-18L3K	N.A.	1.000	Surface Mount Downlight
	SA	11	GV_100HP_00_XX_3N_XX_MCV	9500	1.000	100W Post Top

Calculation Summary				
Label	CakType	Units	Max	Min
CalcPts	Illuminance	Fc	16.3	0.0
CalcPts_1	Illuminance	Fc	14.2	0.0

PHOTOMETRIC SITE PLAN  
PHASE I - NORTH SECTION

SCALE: N.T.S.





PRELIMINARY

NOTE!!!  
THIS DRAWING IS NOT  
FOR CONSTRUCTION

REVISIONS		
1	3/28/22	REVISED

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ARCHITECTS

PHOTOMETRIC SITE PLAN

PROJECT #: 18319

DATE: JANUARY 21, 2022

REDWOOD POWELL HOME ROAD

HOME ROAD  
POWELL, OH

Redwood

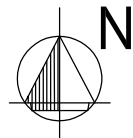
APARTMENT NEIGHBORHOODS

PS-2

2 OF 2



PHOTOMETRIC SITE PLAN  
PHASE I - SOUTH SECTION  
SCALE: N.T.S.





## transitional

### slim flush mount ceiling fixture



### Features

- Light Appearance: 3000K
- CRI 80+
- Ultra Slim, Low Profile
- TRIAC Dimmable
- Mounting Accessories Included with  
Optional O-Ring for Wet Applications
- Lifetime 35,000 Hours
- Retrofit Kit (RK) Includes E26 Socket Adapter

### Available Finishes

- **White (WT)**  
with Frosted Lens
- **Brushed Nickel (BN)**  
with Frosted Lens



Finish	Dimensions	Watts	Delivered Lumens	Retrofit Kit Included	Energy Star	Model No.	Product ID No.
●	5.5" x 1.25"	12w	840	-		B335MS12W30WT	.3388912
	5.5" x 1.25"	12w	840	✓		B335MS12W30WTRK	.3405123
	7.7" x 1.25"	15w	950	-		B338MS15W30WT	.3388647
	7.7" x 1.25"	15w	950	✓		B338MS15W30WTRK	.3405133
	12" x 1.25"	17w	1100	-		B3312MS17W30WT	.3388650
●	5.5" x 1.25"	12w	840	-		B335MS12W30BN	.3388911
	5.5" x 1.25"	12w	840	✓		B335MS12W30BNRK	.3405131
	7.7" x 1.25"	15w	950	-		B338MS15W30BN	.3388645
	7.7" x 1.25"	15w	950	✓		B338MS15W30BNRK	.3405135
	12" x 1.25"	17w	1100	-		B3312MS17W30BN	.3388651



## Products

You are here: [Home](#) / [Products](#) / [LED Wall Pack](#) / [WP7-A WP8-A WP9-A \(LED\)](#)



# WP7-A WP8-A WP9-A (LED)

## WP7-A WP8-A WP9-A

- Housing: Die-Formed Cold-rolled Steel with Epoxy Powder Coat Finish
- Shade: High Transmission Acrylic Create Excellent Light Distribution and Uniformity
- LED: High Efficiency, High CRI, Binned and Mixed to Reach Uniform Light
- Certification: ETL/cETL, Suitable for Wet Locations

## Downloads

[Data Sheet](#) | [IES File](#)

MODEL	INPUT VOLTAGE	INPUT WATTAGE	LED CT	LUMEN (TYP)
WP7-A- 05-15W- xxxxK	120V ~ 277V	15W	3000K	665
WP8-A- 05-23W- xxxxK	120V ~ 277V	22W	3000K	1290





## Jelly Jar 1-Light 7.5" Black Outdoor Wall Light

### \$3.98

#### Product Specifications:

**Variation:** Painted Black  
**Dimensions:** 4.5" L x 5.25" W x 7.5" H  
**Model Number:** 605469  
**Menard SKU:** 3565005  
**Shipping Dimensions:** 8.0 x 6.0 x 5.0  
**Shipping Weight:** 1.5 lbs  
**Product Height:** 7.5"  
**Product Width:** 4.5"  
**Product Depth:** 5.25"  
**Product Weight:** 0.99 LBS  
**Hardwire or Plug-in:** Hardwire  
**Product Material:** Metal  
**Shade/Diffuser Material:** Glass  
**Shade/Diffuser Finish:** Clear  
**Dusk to Dawn:** No  
**Motion Activated:** No

#### Online Availability

##### Ship to Home

Available for immediate shipment.

#### Store Availability

In-Stock\*\* at **MASSILLON**

Purchase In-Store to get this product immediately.

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#### Product Description

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#### Jelly Jar 1-Light 7.5" Black Outdoor Wall Light

- Color Finish: Black
- Shade Description: Clear Glass
- Included Accessories: Mounting Hardware
- Number of Bulbs Required: (1) 60 Watt Medium (E27) Base Bulb(s)
- Bulbs Included: No

**Brand Name:** Patriot Lighting

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**\*\* Please Note:** Prices, promotions, styles and availability may vary by store and online. While we do our best to provide accurate item availability information, we cannot guarantee in-stock status and availability as item quantities are constantly changing throughout the day. Inventory last updated 6/4/2014 at 5:00am CT. Online orders and products purchased in-store qualify for rebate redemption. Rebates are provided in the form of a merchandise credit check which can only be used in a Menards store.

**Menards**  
 5106 Menard Drive  
 Eau Claire, WI, 54703, USA  
[customerservice@menardsoc.com](mailto:customerservice@menardsoc.com)

## Cobra

### Cobra Head:

100W HPS ALT-100-SR  
150W HPS ALT-150-SR  
200W HPS ALT-200-SR  
400W HPS ALT-400-SR

### Overhead Wire:

CON-4-AAA-2-P

### Dead End:

SAA-DI-4

### Arm:

30" ALB-W-30-A-1-A  
4' ALB-W-4-S-1-A  
8' ALB-W-8-S-1-A  
12' ALB-W-12-S-1-A  
16' ALB-W-16-S-1-A

### Wood Pole:

30'5 POL-30-5  
35'5 POL-35-5

### Underground Riser:

URSR-2-LPM

### Cut-Off Cobra:

100W HPS ALT-100-SRC  
150W HPS ALT-150-SRC  
200W HPS ALT-200-SRC  
400W HPS ALT-400-SRC

### Underground

### Wire:

UCON-4-AL-600-L

### Trenching:

UTRH-3006-MACH-L

## Aluminum Pole

### Arm: (8' Only)

SLB-A-8-A-1S

### Pole:

30' LTP-FS-A-30-R-8  
35' LTP-FS-A-35-R-8

30' M. H.

### Ground:

GND-CR-SL

required in addition.

## Post Top

### Post Top Head:

100W ALT-100-SPBT  
150W ALT-150-SPBT

### Pole:

LTP-ED-F-17-R-BKS

Ground  
included  
with pole

## Shoe Box

### Shoe Box Head:

100W ALT-100-SSSZ  
250W ALT-250-SSSZ  
400W ALT-400-SSSZ

### Single Bracket:

ALB-F-S-1-S-BR

### Dbl. Bracket:

ALB-F-S-2L-S-BR

### Poles:

ROUND  
30' LTP-ES-F-30-R-T-BZT  
35' LTP-ES-F-35-R-T-BZT  
40' LTP-ES-F-40-R-T-BZT  
SQUARE  
30' LTP-ES-F-30-S-T-BZS  
35' LTP-ES-F-35-S-T-BZS

### Screw - In Base:

AREA LTD-AFDSF  
STREET LTD-SFDSF

Underground Wire:  
See under Cobra

## Open Bottom

100W HPS ALT-100-SOH  
150W HPS ALT-150-S-O-SF  
200W HPS ALT-200-SOF  
400W HPS ALT-400-SOF

### Standard Arm:

4' ALB-W-4-S-1-A

## Flood Lights

100W HPS ALT-100-SFYG  
250W HPS ALT-250-SFYG  
400W HPS ALT-400-SFYG  
250W MH ALT-250-HFYG  
400W MH ALT-400-HFYG

### BRACKET:

ALB-W-1-S-1-F

## Fusing:

Fuse Holder LTD-AFSHA

5amp LTD-AFSC5  
10amp LTD-AFSC10  
15amp LTD-AFSC15  
20amp LTD-AFSC20  
30amp LTD-AFSC30





## Planning & Zoning Commission

### Record of Action

Date: April 13, 2022

at 6:30 p.m.

#### 1) Case 2022-02FDP – Redwood Phase I

Applicant: Redwood LCC; represented by Todd Foley, POD Design  
Location: 3041  
Zoning: PC – Planned Commercial District  
Request: Review and recommendation of approval to City Council of a Final Development Plan for Phase 1 of a  $\pm 70$ -acre development for 24 buildings containing 126 residential units on  $\pm 25.70$  acres.

**MOTION:** Shaun Simpson moved to take the Final Development Plan of Redwood, LLC off the table for further discussion. Shawn Boysko seconded the motion.

Acting Chairman Little requested a roll call for passage: Shawn Boysko, yes; Ferzan Ahmed, yes; Ryan Herchenroether, yes; Bill Little, yes; Shaun Simpson, yes; and Elizabeth Bailik yes.

**VOTE:** Y 6 N 0 AB 0 (None)

**RESULT:** The motion passed, the case was removed from the table.

**MOTION:** Bill Little moved to recommend approval to City Council of the Final Development Plan (Case 2022-02FDP) submitted by Redwood, USA, LLC, located at 3041 Home Road for the first phase of a Planned Commercial District, for 25.7 acres of a  $\pm 70$ -acre mixed use development including the four deviations as outlined in the Staff Report, subject to the following conditions:

- 1) All subsequent phases for both residential and commercial use shall be required to come before the Planning and Zoning Commission for review and approval prior to moving forward with construction.
- 2) That the applicant make provisions for future agreements/easements with the Delaware County Sanitary Sewer District that shall be shown on the plan for potential future force main, to the satisfaction of the City Engineer.
- 3) That the stormwater management summary shall be updated to state that the future commercial site will be providing its own separate stormwater detention system that will be tributary to the storm system constructed with Redwood and that drainage

conveyance easements will be provided between parcels to pass through any offsite drainage.

- 4) That the plans be updated to indicate offsite parking space dimension meet City Code.
- 5) A traditional street, curb and sidewalk construction shall be required for the main artery of the development which begins with the entryway at Home Road and continues south through this phase and subsequent phases including Subarea 2. City Staff shall approve final engineering details prior to construction.
- 6) Secondary streets shall incorporate the Redwood integrated sidewalk design. The sidewalk portion will be a clearly differentiable color than the color of the street portion. The color shall be integrated into the concrete mix prior to pour rather than a post applied stain. City Staff shall approve the final colors.
- 7) The applicant shall ensure that the vinyl siding products proposed (Woodsman Select) shall be stored on site and shall be installed according to the exact manufacturer's specifications. Substitutions of designated materials shall not be allowed unless approved by City Staff.
- 8) City Staff shall approve final exterior material and color palette selections for each building prior to issuance of a building permit to ensure appropriate architectural variation throughout the development.
- 9) That the applicant shall continue in good faith to work with Staff and the Architectural Advisor to address ongoing concerns regarding architectural detailing. City Staff shall determine when this expectation has been satisfied.
- 10) All other requirements of the City Engineer shall be met prior to construction.
- 11) Continue to work with the City to finalize the TIF.

Shawn Boysko seconded the motion.

**VOTE:** Y 5 N 1 (Ferzan Ahmed) AB 0 (None)

**RESULT:** The motion passed, the Final Development Plan was recommended for approval to City Council.

#### STAFF CERTIFICATION

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**Claudia D. Husak, AICP**  
Planning Director/Zoning Administrator





**PLANNING AND ZONING COMMISSION  
MEETING MINUTES  
APRIL 13, 2022  
DRAFT**

[...]

**V) TABLED CASES**

**FINAL DEVELOPMENT PLAN REVIEW (2022-02FDP)**

**Applicant:** Redwood LLC; represented by Todd Foley, POD Design  
**Location:** 3041 Home Rd  
**Existing Zoning:** PC - Planned Commercial District  
**Request:** Review and recommendation of approval to City Council of a Final Development Plan for Phase 1 of a ±70-acre development for 24 buildings containing 126 residential units on ±25.70 acres.

1. [Redwood, Phase 1\\_FDP Staff Report.pdf](#)
2. [Redwood\\_FDP\\_Development Text.pdf](#)
3. [Redwood\\_Development Txt Addendum.pdf](#)
4. [Redwood Phase 1\\_FDP\\_Link.pdf](#)
5. [Redwood\\_History.pdf](#)

Planning Director Husak gave the Staff Report and advised the Commission Staff is recommending approval of the four requested deviations and the Final Development Plan for Redwood, LLC.

Todd Foley of POD Design, representing the applicant, gave a presentation.

A representative for Redwood, LLC spoke about vinyl siding advising they would be using a product by Norandex.

Acting Chairman Little opened the floor for public comment. Hearing none, he closed this public comment portion of the meeting.

Planning Director Husak advised this Final Development Plan Review was tabled at the last Planning and Zoning Commission meeting and stated to make things clear, based on advice from the Law Director, there should be a motion to move the Final Development Plan off the table.

Acting Chairman Little said he believed the Commission was to consider four deviations as well with this Final Development Plan, related to tree inventory, fencing material between patios, roof pitch and signage.

Shaun Simpson inquired if the motion to move the case off the table should be made now. Ms. Husak affirmed.

MOTION: Shaun Simpson moved to take the Final Development Plan of Redwood, LLC off the table for further discussion. Shawn Boysko seconded the motion.

Acting Chairman Little requested a roll call for passage: Shawn Boysko, yes; Ferzan Ahmed, yes; Ryan Herchenroether, yes; Bill Little, yes; Shaun Simpson, yes; and Elizabeth Bailik yes.

VOTE:           Y   6             N   0             AB   0   (None)

Motion passed 6-0-0.

Acting Chairman Little stated the Commission has not historically removed items from table with a motion. Mr. Ashrawi understood and said doing so creates a cleaner record.

Commissioner Simpson appreciated everything addressed. He added this was one of the most in-depth Final Development Plan that has been reviewed lately. He has no problem with the vinyl and obviously the scope of this project makes it easier from a maintenance standpoint and it is not public facing at this point. He also mentioned if the Commission was going to enforce the replacement of the dead trees, this will be a difficult project. From a fencing standpoint, he believes when it comes to rental units, the vinyl as long as it has the wood look, is a better product and one the Commission has approved this previously.

Commissioner Herchenroether thanked Mr. Foley for his thorough presentation. He said he was supportive of the deviations and appreciates the Staff Review and the history which was put together, as it was very helpful. The sidewalks are definitely an improvement but it does seem to be a bit narrow for the main drive being 22 feet. He discussed Phase 1 overlapping the lot to the north for the commercial site, as they are not aligned. He was curious why this was this way.

Planning Director Husak advised there has been discussion with the applicant with regard to the existing four lots currently which make up the 70 acres and there can be lot line adjustments through the County to align the lots.

Commissioner Herchenroether continued by saying he felt it was important to note these will be rental properties and he feels they have a good operator.

Commissioner Ahmed wanted some clarification about the height of the wedge on the sidewalks. Mr. Foley responded the primary street section, the north – south, is a 3-inch rolled curb and the curb is a foot deep. The overall width of that back of rolled curb to back of rolled curb is 24 feet with the additional 4 foot sidewalk.

Commissioner Ahmed asked how many homes were along the main path. Mr. Foley responded roughly 66-68 which was an estimate. Commissioner Ahmed asked how many homes were off the main path. Mr. Foley responded approximately 260-270 homes.



Commissioner Ahmed asked the status of the TIS. Mr. Foley advised it has been approved by the County.

Commissioner Ahmed spoke about the vinyl fencing and advised vinyl is fine with him. He added he previously raised the issue of a tree line as it was advised they have space limitation, but there is a raised sidewalk that provides separation that he wanted to see for 66 homes but the other 270 do not, yet you have the room. So from his prospective, they have not done what they were supposed to do.

Mr. Foley responded those homes on the east property line are the only homes of the project where there was a little more room behind those buildings, and they were able to slide the buildings back which allowed the sidewalk in. He also mentioned Redwood, as a design standard, wants to maintain certain depths on their driveways to ensure a) there is adequate parking space, and b) there is no interference with sidewalks. In order to achieve that standard depth of roughly 22 feet minimum and have the sidewalk, we had a bit of room to move the buildings east. As we move into the neighborhood pockets of the project, that is where things are getting a bit tighter. The stormwater requirement is on there because of the stream crossings, they present more of a challenge as we achieve what is required there and so that flexibility would come in the form of shortening driveways which is not an option for us. The other critical part to that is the FHA Accessibility Component. He added this was the solution they are hoping to get support on due to a variety of factors.

Commissioner Bailik also thanked Mr. Foley for the thorough presentation. She has no issues with the proposed deviations. She said the vinyl was fine. She appreciates the accessibility you are providing in the crosswalks and likes the color change. She likes the improvements to the crate patio, and the fencing is a fantastic addition. She appreciates Commissioner Ahmed's concerns with the sidewalks, she thinks in her position, the "spine" of the entire development, is where her concern is to which this is the place that speed would reach the highest. She said she is ok with the sidewalks as proposed. She added she feels they have come a long way to work with the Commission and it was appreciated.

Commission Boysko said this project has been ongoing for approximately three years now, and it is a very difficult site. The benefits the City is getting because of this project is great as Mr. Foley mentioned a TIF of about \$12 million dollars. Law Director Ashrawi advised the only document in place currently is the pre-annexation agreement which references the TIF Agreement. Commissioner Boysko asked is controlled on how that is used. Law Director Ashrawi affirmed by stating the TIF Agreement will address that as a matter of law. TIF proceeds are designed to be used for infrastructure and other public improvements in the TIF area.

Commissioner Boysko asked how Redwood would address people that say you are going to add 327 units, and this will be a burden to the school system. Jake Shields, a representative of Redwood, stated for every 100 units there are 7 minors that are in their community and specifically for this project it would be roughly 23 minors. He added they received these numbers as data they collected in the past.

Commissioner Boysko spoke about the three phases and the breakdown of the delineation of those phases seem arbitrary and wanted to know the justification for the phases. Mr. Foley stated

it is related to how it financed, how many units they want to bring on. Mr. Shields added that per HUD, the first phase has to be the phase with most units, second phase, having the second most units and so on. There was some discussion on the Fire Department's access as the second access for the Fire Department was not going in until Phase 2. Mr. Foley stated the Fire Department was fine with their phase design.

Commission Boysko said he was fine with the four deviations. He added this was a fabulous project.

Acting Chairman Little said he agreed with Staff comments and requested they continue to work with the architectural advisor and City Staff to clean up and finalize those architectural points. He thanked the Redwood team for the movement on the north-south sidewalk. In exchange for the sidewalk and trusting they will continue to work in good faith with the Architectural Advisor and Staff, he is fine with granting the four deviations. He then spoke of three different color variations, and it would be good to have Staff confirm materials and colors for each building prior to permit issuance.

Law Director Ashrawi clarified there was not a current TIF in place. It is contemplated a TIF agreement would be defined through legislation and those numbers would be generated from that information.

MOTION: Bill Little moved to approve Final Development Plan (Case 2022-02FDP) submitted by Redwood, USA, LLC, located at 3041 Home Road for the first phase of a Planned Commercial District, for 25.7 acres of a  $\pm$ 70-acre mixed use development and requested the following conditions:

- 1) All subsequent phases for both residential and commercial use shall be required to come before the Planning and Zoning Commission for review and approval prior to moving forward with construction.
- 2) That the applicant make provisions for future agreements/easements with the Delaware County Sanitary Sewer District that shall be shown on the plan for potential future force main, to the satisfaction of the City Engineer.
- 3) That the stormwater management summary shall be updated to state that the future commercial site will be providing its own separate stormwater detention system that will be tributary to the storm system constructed with Redwood and that drainage conveyance easements will be provided between parcels to pass through any offsite drainage.
- 4) That the plans be updated to indicate offsite parking space dimension meets City Code.
- 5) A deviation to allow for relief of the tree inventory and replacement requirements shall be allowed.
- 6) A deviation allowing for the use of vinyl privacy fencing material between patios on specifically noted buildings shall be granted.
- 7) A deviation to allow for buildings to be constructed using a 5:12 roof pitch shall be allowed.
- 8) A deviation allowing for more than one free-standing sign per lot shall be allowed.
- 9) A traditional street, curb and sidewalk construction shall be required for the main artery of the development which begins with the entryway at Home Road and continues south through this phase and subsequent phases including sub-area 2. City Staff shall approve final engineering details prior to construction.



- 10) Secondary streets shall incorporate the Redwood integrated sidewalk design. The sidewalk portion will be a clearly differentiable color than the color of the street portion. The color shall be integrated into the concrete mix prior to pour rather than a post applied stain. City Staff shall approve the final colors.
- 11) The applicant shall ensure that the vinyl siding products proposed (Woodsman Select) shall be stored on site and shall be installed according to the exacting manufacturer's specifications. Substitutions of designated materials shall not be allowed unless approved by City Staff.
- 12) City Staff shall approve final exterior material and color palette selections for each building prior to issuance of a building permit to ensure appropriate architectural variation throughout the development.
- 13) That the applicant shall continue in good faith to work with Staff and the Architectural Advisor to address ongoing concerns regarding architectural detailing. City Staff shall determine when this expectation has been satisfied.
- 14) All other requirements of the City Engineer shall be met prior to construction.
- 15) Continue to work with the City to finalize the TIF.

Law Director Ashrawi stated he did not catch all of the conditions, but there were four listed in the conditions that reference the deviations and he does not feel it is appropriate to have deviations as a condition of the approval. Those deviations are simply being approved and permitted as part of it. He would, at a minimum, remove those four and they should not be considered as conditions.

Acting Chairman Little said he would strike to remove items 5, 6, 7, and 8, which reference the deviations.

Planning Director Husak said it would be beneficial to state as part of the Motion that the Commission recommends the Final Development Plan with the four requested deviations as outlined in the report. Law Director Ashrawi added, this way they would still be addressed.

MOTION: Bill Little moved to recommend approval to City Council of the Final Development Plan (Case 2022-02FDP) submitted by Redwood, USA, LLC, located at 3041 Home Road for the first phase of a Planned Commercial District, for 25.7 acres of a ±70-acre mixed use development including the four deviations as outlined in the Staff Report, subject to the following conditions:

- 1) All subsequent phases for both residential and commercial use shall be required to come before the Planning and Zoning Commission for review and approval prior to moving forward with construction.
- 2) That the applicant make provisions for future agreements/easements with the Delaware County Sanitary Sewer District that shall be shown on the plan for potential future force main, to the satisfaction of the City Engineer.
- 3) That the stormwater management summary shall be updated to state that the future commercial site will be providing its own separate stormwater detention system that will be tributary to the storm system constructed with Redwood and that drainage conveyance easements will be provided between parcels to pass through any offsite drainage.
- 4) That the plans be updated to indicate offsite parking space dimension meet City Code.
- 5) A traditional street, curb and sidewalk construction shall be required for the main artery of the development which begins with the entryway at Home Road and continues south

through this phase and subsequent phases including Subarea 2. City Staff shall approve final engineering details prior to construction.

- 6) Secondary streets shall incorporate the Redwood integrated sidewalk design. The sidewalk portion will be a clearly differentiable color than the color of the street portion. The color shall be integrated into the concrete mix prior to pour rather than a post applied stain. City Staff shall approve the final colors.
- 7) The applicant shall ensure that the vinyl siding products proposed (Woodsman Select) shall be stored on site and shall be installed according to the exact manufacturer's specifications. Substitutions of designated materials shall not be allowed unless approved by City Staff.
- 8) City Staff shall approve final exterior material and color palette selections for each building prior to issuance of a building permit to ensure appropriate architectural variation throughout the development.
- 9) That the applicant shall continue in good faith to work with Staff and the Architectural Advisor to address ongoing concerns regarding architectural detailing. City Staff shall determine when this expectation has been satisfied.
- 10) All other requirements of the City Engineer shall be met prior to construction.
- 11) Continue to work with the City to finalize the TIF.

Shawn Boysko seconded the motion.

Acting Chairman Little requested a role call for passage: Ferzan Ahmed, no; Ryan Herchenroether, yes; Bill Little, yes; Shaun Simpson, yes; Elizabeth Bailik, yes; and Shawn Boysko, yes.

VOTE:        Y   5          N   1   (Ferzan Ahmed)        AB   0   (None)

Motion passed 5-1-0.

[...]





## Planning & Zoning Commission

### Record of Action

Date: February 9, 2022  
at 6:30 p.m.

#### FINAL DEVELOPMENT PLAN REVIEW (Case 2022-2FDP)

Applicant: Redwood LLC; represented by Todd Foley, POD Design  
Location: 3041 Home Rd  
Existing Zoning: PC – Planned Commercial District  
Request: Review and recommendation of approval to City Council of a Final Development Plan for Phase 1 of a ±70-acre development for 24 buildings containing 126 residential units on ±25.70 acres.

**MOTION:** Bill Little moved to table the Final Development Plan as represented by Todd Foley of POD Design for the property located at 3041 Home Road for the purpose of approving Phase 1 (25.7 acres) of a multi-phase multi-use development (70 acres) consisting of 24 buildings containing 126 residential units for more time to address the conditions that have been identified.

Shawn Boysko seconded the motion.

**VOTE:** Y – 7 N – 0 Abstain – 0

**RESULT:** The Final Development Plan was tabled.

#### STAFF CERTIFICATION

A handwritten signature in blue ink, appearing to read "Claudia D. Husak", is written over a horizontal line.

Claudia D. Husak, AICP  
Planning Director/Zoning Administrator



**PLANNING & ZONING COMMISSION  
MEETING MINUTES  
FEBRUARY 9, 2022**

**I) CALL TO ORDER/ROLL CALL**

Chairman Donald Emerick called the meeting to order at 6:30 p.m. Commission members in attendance were: Donald Emerick, Chair; Ferzan Ahmed; Elizabeth Bailik; Shawn Boysko; Ryan Herchenroether; Bill Little; and Shaun Simpson. Staff in attendance were: Claudia Husak, Planning Director; Elise Schellin, Development Planner; Steve Reynolds, Architectural Advisor; Yazan Ashrawi, Law Director; and Pam Friend, Administrative Assistant.

[...]

Chairman Donald Emerick recognized Ed Cooper and Trent Hartranft for their hard work and

**b. FINAL DEVELOPMENT PLAN REVIEW (2022-2FDP)**

**Applicant:** Redwood LLC; represented by Todd Foley, POD Design Location: 3041 Home Rd  
**Existing Zoning:** PC – Planned Commercial District  
**Request:** Review and recommendation of approval to City Council of a Final Development Plan for Phase 1 of a ±70-acre development for 24 buildings containing 126 residential units on ±25.70 acres.

1. [Redwood, Phase 1\\_FDP Staff Report.pdf](#)
2. [Redwood\\_FDP\\_Development Text.pdf](#)
3. [Development Text\\_2022-01-21-Addendum.pdf](#)
4. [Redwood Phase 1\\_FDP\\_Link.pdf](#)
5. [Redwood History.pdf](#)

Claudia Husak gave the project background and stated this was a request for review and recommendation to City Council of approval of a Final Development Plan for the first phase of residential development for the Redwood Project. This phase encompasses 25.7 acres of the 70-acre site, including 128 units in 26 buildings, 12.3 acres of open space and the entrance drive off Home Road. Further, on July 20, 2021, City Council approved an annexation of the northern 35 acres from Liberty Township as well as a Zoning Map Amendment with Preliminary Development Plan for the entire 70 acres to allow for a consolidated development on the site with up to 327 residential units as well as three lots for health care, senior housing and commercial uses.

Ms. Husak stated the approval by City Council amended the zoning from PI – Planned Industrial District in the City of Powell, and I – Industrial District in Liberty Township to PC – Planned Commercial District in the City of Powell. The Planning and Zoning Commission has



recommended approval to City Council on May 12, 2021 of the Zoning Map Amendment with Preliminary Development Plan. Prior to this action, a Sketch Plan was reviewed and comments provided in 2019 and the Development Committee commented on the proposal in 2020.

She continued with the update to application, stating based on input from the Commission and City Council at the Preliminary Development Plan, the following updates were made:

- Addition of visitor parking spaces
- 15' path easement to Liberty Park
- Turn lane included at Home Road
- Property line was rearranged so Redwood now has frontage on Home Rd, and included key for unit/architectural style.

Ms. Husak then spoke about the project details and reviewed the staff report. . She stated that the staff recommendation was for the Commission to recommend approval to City Council of this Final Development Plan with the requested deviations and the following conditions:

- 1) That the applicant make provisions for future agreements/easements with the Delaware County Sanitary Sewer District shall be shown on the plan for potential future force main, to the satisfaction of the City Engineer;
- 2) That the stormwater management summary be updated to state the future commercial site will be providing its own separate stormwater detention system that will be tributary to the storm system constructed with Redwood and that drainage conveyance easements will be provided between parcels to pass through any offsite drainage;
- 3) That the plans be updated to indicate offsite parking space dimension meet Code;
- 4) That the applicant continue to work with staff and the Architectural Advisor to address lack of detailing on key rear elevations and concerns about the vast roof expanses, and provide additional key plan indicating the color selection per building.

The City of Powell Architectural Advisor, Steve Reynolds, provided his review. He stated there are some items that do cause concern, the overall competitiveness of the product, the very nature of that does cause him concern as you think about street scape, etc., which was one of the requests in the previous meeting. He understands the change of materials and they are trying to understand from a perspective stand point, what will this look like.

Mr. Reynolds also stated that these renderings are continued birds eye views that would be very helpful to understanding in fact, is there variety in the shape and massing to this area. He also spoke about the fact that this neighborhood is not a four-sided architecture. He also stated that, as the advisor, he still wanted to review some of the elevations and although some of the renderings really help, it lacks a little bit of variety. He spoke about the vinyl being approved, but feels he would still like to see a fiber cement product, something mimicking a natural product. The commercial component in the front, it appeared it would be developed at the same time, there is some concern of whether this will be ancillary use or be completely different.

Todd Foley of POD Design, applicant, gave his presentation. He began by stating they have come a long way in the four years they have been working on this site. He added there have been additional renderings, the key map did not identify the color scheme that go with each building type on the project. The commercial component out front is not a part of this phase. The phase they are prepared to move forward on is the 126 units and subsequent phases will follow beyond that. He spoke about the first crossing, the Maple Glen neighborhood, the middle section, is Oak

Grove neighborhood and the residual acreage to the south would be Elmwood neighborhood. He spoke about differentiating architecturally, the neighborhoods, to not provide the same building type design. There are 4 building types which all come with some unique characteristics.

Mr. Foley added they have no issue with any of the conditions which staff has commented on. The development of the private street would be a part of Phase 1. He added there will be a sidewalk that extends out to Home Road which will also be a part of Phase 1. Liberty Township is going to allow them to connect to their path network, which will interface with their on-street sidewalk network. He showed the sign Redwood was expecting to use if approved. He advised they are all single story buildings. He went through the elevations of the project as well as color pallet for the units. Every unit has a 2 car garage and an additional 2 car parking is available. He also stated there is some discussion about the materials and noted the vinyl is an upgraded vinyl from a quality perspective and they get a much more variety with the color pallet of the vinyl.

Chairman Donald Emerick opened the floor for public comment, and hearing none, he closed the public comment portion on this application.

Mr. Simpson asked what responsibilities do they have on the front portion, since this is visible from the street, we are not talking about concrete washouts being in the commercial area. Mr. Foley advised Redwood would be purchasing the entire site and while they are not developing the commercial piece up front, that would be their front door as they come into the project. He also added the construction would be less evasive due to the single story product, and they would be responsible for the maintenance out front, and he doesn't see this being an upcoming issue. Mr. Ryan Herchenroether stated presently, Redwood isn't under contract for the front piece and wondered if this was correct. Mr. Foley stated Redwood is purchasing the entire property, but this front piece is not part of this application. He wanted to see some views from the Home Road overpass in that 98% of the people here are going to be driving by the property. Mr. Foley stated portions of the Redwood Project would not be visible. Mr. Herchenroether asked the status of the TIS. Ben Shilling with American Structure Point stated the traffic study has been approved and they have been working with the County to get the required left and right turn lanes incorporated in the plans.

Mr. Little stated he felt like there was a lot of work left to do. He stated he has made multiple visits to their sites in Delaware, Marysville and New Albany to understand their product. Mr. Little then spoke of the property out front and wanted to know the status for he believed he was told that it was going to be very soon to be in contract. Mr. Foley advised a senior living user, and they are not part of this application. Mr. Little spoke of the signage and wanted to know who maintained the access road. It was advised by Mr. Foley Redwood would be responsible for that. He then spoke of mailbox and trash service and was advised trash was by private hauler and presently, there will be a mailbox kiosk for neighborhood one and neighborhood two, and neighborhood three they will have to get with the Post Office. Mr. Little spoke of maintenance of the ground and whose responsibility it was to do this, and was advised there will be on-site maintenance that will be responsible for everything on the exterior of the building, including lawn care. He stated he went to the project in Delaware and spoke of the pile of snow on the sidewalk, therefore, they were not maintaining that. Mr. Foley stated that was a maintenance needed to do a better job with that. Mr. Foley added the Delaware project has evolved into a company. He added removing the full curb allows them to get away from the driveways that they have, and cleans the street look up a bit and this is a program they implement across their portfolio. Mr. Little stated from a safety point, this should be looked at again. He stated he couldn't approve this tonight for he has higher



expectations, and he would like to see the sidewalk issue addressed and improvement in material selections, at least from a front façade standpoint.

Mr. Ahmed asked if all three phases would be single story units and was advised yes. He further asked if all of the units have a combination of vinyl and either brick or stone and was advised yes. He spoke of the common spaces between rows of houses, a large common green area with trees and wondered if this was going to be uniform between all of the rows of houses. Mr. Ahmed spoke of a buffer from the property and the railroad line. He also spoke about the traffic study if something else is built other than a nursing home. He spoke of common areas and was advised there was none. Mr. Ahmed said the vinyl fence stated he would not be able to support that, and would not be able to support the plan unless a proper sidewalk with a proper tree lawn separating the sidewalk from the road.

Ms. Bailik said that she appreciated the connectivity that is being proposed and appreciated them being proactive and felt was a very important component. She stated she agreed with Mr. Ahmed and Mr. Little about the sidewalk, and has concerns about the lack of having one as it is a guard for safety. She also stated she felt this should be tabled so there is a sureness with the City Architect as well as Staff the details are acceptable. She also stated the efforts so far show a willingness to bring this project to Powell and that was appreciated.

Mr. Boysko advised this project has been around for a long time. He added this site was a challenging one. He said they have done a great job in developing this and this was the right use and product for this area. He stated he agreed with some of the concerns that were spoke of. He spoke of the timing of the project and was advised when the will start with Phase 1 and will not stop until Phase 3 is complete. Mr. Boysko stated the concern of the phases of design. He wondered why they wouldn't be approving all of the phases. He was advised that as Redwood grown, they are putting a lot of thought into their materials and design. Mr. Boysko stated the Commission would like to approve the phases at the same time and leaves him wondering what would happen with Phase 2 and then Phase 3.

Chairman Emerick spoke about the color selection and wanted to know the difference in the quality of the colors. He was advised the make-up of the color is the same, and the more of color is more premium. Chairman Emerick stated he would also be in favor of tabling this as well.

**MOTION:** Bill Little moved to table the Final Development Plan as represented by Todd Foley of POD Design for the property located at 3041 Home Road for the purpose of approving Phase 1 (25.7 acres) of a multi-phase multi-use development (70 acres) consisting of 24 buildings containing 126 residential units for more time to address the conditions that have been identified.

Shawn Boysko seconded. Chairman Donald Emerick called for a roll call for this Final Development Plan to be tabled: Shawn Boysko, yes; Ryan Herchenroether, yes; Bill Little, yes; Shaun Simpson, yes; Donald Emerick, yes; Ferzan Ahmed, yes; and Elizabeth Bailik, yes.

Motion passed, 7 ayes, nays, none, in absentia, none.

Final Development Plan, Tabled.



ORDINANCE 2021-20  
Adopted July 20, 2021

**AN ORDINANCE APPROVING A ZONING MAP AMENDMENT WITH PRELIMINARY DEVELOPMENT PLAN FOR 70 +/- ACRES AT 3041 HOME ROAD, AMENDING THE ZONING MAP FROM PI, PLANNED INDUSTRIAL DISTRICT – CITY OF POWELL AND I, LIBERTY TOWNSHIP INDUSTRIAL DISTRICT TO PC, PLANNED COMMERCIAL DISTRICT CONTINGENT UPON APPROVAL OF THE PENDING ANNEXATION TO THE CITY OF POWELL.**

**WHEREAS,** at their meeting on May 12, 2021, the Planning and Zoning Commission of the City of Powell recommended approval of the Zoning Map Amendment with Preliminary Development Plan for 70 acres at 3041 Home Road, changing the existing zoning from PI, Planned Industrial District – City of Powell and I, Liberty Township Industrial District to PC, Planned Commercial District; and

**WHEREAS,** the Zoning Map Amendment with Preliminary Development Plan has been submitted to Council by the Planning and Zoning Commission pursuant to the provisions of Section 1131.11 of the Codified Ordinances of Powell;

**WHEREAS,** City Council has determined that the implementation and approval of the Zoning Map Amendment and Preliminary Development Plan is in the best interest of the residents of the City of Powell;

**NOW THEREFORE BE IT ORDAINED BY THE CITY OF POWELL, DELAWARE COUNTY, OHIO AS FOLLOWS:**

Section 1: That contingent upon and subject to approval of the pending annexation application, the zoning map shall be amended to reflect a zoning change from PI, Planned Industrial District – City of Powell and I, Liberty Township Industrial District to PC, Planned Commercial District, for the property described in the legal description attached hereto and incorporated herein by reference as Exhibit "A," and subject to the Preliminary Development Plan incorporated herein as Exhibit "B." Subject to approval of the pending annexation application, the Development Director shall change the zoning map for the subject parcel to PC, Planned Commercial District.

Section 2: The applicant shall submit a Final Development Plan in accordance with the Powell Zoning Code, to be reviewed by the Planning and Zoning Commission and City Council. The applicant must obtain a recommendation of approval of a Final Development Plan by the Planning and Zoning Commission and final approval by City Council.

Section 3: It is hereby found and determined that all formal actions of this Council concerning and relating to passage of this Ordinance were adopted in an open meeting of the Council and that all deliberations of this Council and any of its committees which resulted in such formal actions were in meetings so open to the public in compliance with all legal requirements of the City of Powell, Delaware County, Ohio.

Section 4: That this Ordinance shall take effect on the earliest period allowed by law.

**VOTE ON ORDINANCE 2021-20:**

 7/21/2021  
Frank Bertone  
Mayor

 7/21/2021  
Karen J. Mitchell  
City Clerk

**EFFECTIVE DATE:** August 19, 2021



This legislation has been posted in accordance with the City Charter on this date 7/21/2021  
City Clerk

City Council  
Frank Bertone, Mayor

Jon C. Bennehoof

Tom Counts

Heather Karr

Brian Lorenz

Melissa Riggins

Daniel Swartwout





**ORDINANCE 2021-19**  
Adopted July 20, 2021

**AN ORDINANCE ACCEPTING THE ANNEXATION OF 35.336 ACRES, MORE OR LESS, LOCATED ON THE SOUTH SIDE OF HOME ROAD BETWEEN THE CSX RAILROAD TRACKS TO THE WEST AND OLD LIBERTY ROAD TO THE EAST, FROM LIBERTY TOWNSHIP TO THE CITY OF POWELL.**

**WHEREAS,** a Petition having been filed with the Board of Delaware County Commissioners for annexation of 35.336 acres, more or less, located on the south side of Home Road, between the CSX railroad tracks to the west and Old Liberty Road to the east, to the City of Powell by Andrew Wecker, Agent; and

**WHEREAS,** proceedings having been had before the Board of Commissioners of Delaware County on April 8, 2021, wherein said Commissioners approved the annexation; and

**WHEREAS,** more than sixty (60) days having elapsed from the date of filing of the transcript of such approval by the Board of Delaware County Commissioners with the City Clerk.

**NOW THEREFORE BE IT ORDAINED BY THE CITY OF POWELL, DELAWARE COUNTY, OHIO AS FOLLOWS:**

Section 1: That the proposed annexation, as applied for in the petition by Andrew Wecker, Agent, which petition was filed with the Board of County Commissioners of Delaware County, Ohio, on February 18, 2021, and which petition prayed for the annexation to the City of Powell of certain territory adjacent thereto and hereinafter described, which petition was approved for annexation to the City of Powell by the Board of County Commissioners on April 8, 2021, be, and hereby is, accepted. The territory annexed hereby is described in the legal description attached hereto as Exhibit "A" and made a part hereof as though fully rewritten herein. The certified transcript of the proceedings for annexation with an accurate map of the territory, together with the petition for annexation and other papers relating to the proceedings thereto of the County Commissioners are all on file with the Clerk of the City of Powell and have been for more than 60 days.

Section 2: That the Clerk be, and hereby is, authorized and directed to make three copies of this Ordinance, to each of which shall be attached a copy of the transcript of proceedings of the Board of County Commissioners relating thereto and a certificate as to the correctness thereof. The Clerk shall then forthwith deliver one copy to the County Auditor, one copy to the County Recorder, and one copy to the Secretary of State, and shall file notice of this annexation with the Board of Elections within thirty days after it becomes effective.

Section 3: It is hereby found and determined that all formal actions of this Council concerning and relating to passage of this Ordinance were adopted in an open meeting of the Council and that all deliberations of this Council and any of its committees which resulted in such formal actions were in meetings so open to the public in compliance with all legal requirements of the City of Powell, Delaware County, Ohio.

Section 4: That this Ordinance shall take effect on the earliest period allowed by law.

**VOTE ON ORDINANCE 2021-19:**

Frank Bertone  
Mayor

Date

7/21/2021

Karen J. Mitchell  
City Clerk

Date

7/21/2021

**EFFECTIVE DATE:** August 19, 2021



This legislation has been posted in accordance with the Charter on this date

City Clerk

City Council  
Frank Bertone, Mayor

Jon C. Bennehoof

Tom Counts

Heather Karr

Brian Lorenz

Melissa Riggins

Daniel Swartwout



**CITY COUNCIL  
MEETING MINUTES  
JULY 20, 2021**

**1) CALL TO ORDER/ROLL CALL**

City Council members present include Frank Bertone, Jon C Bennehoof, Tom Counts, Heather Karr, Brian Lorenz, and Dan Swartwout. Melissa Riggins was absent. Also present were Andrew D White, City Manager; Yazan S Ashrawi Esq., Law Director; Claudia Husak, Development Planner; Chris Huber, City Engineer; Karen Sybert, Finance Director; and Karen J. Mitchell, City Clerk.

**2) PLEDGE OF ALLEGIANCE**

**3) PROCLAMATIONS**

**3.a Prostate Cancer Awareness Month - Prostate Cancer Awareness Month.docx**

**4) CITIZEN PARTICIPATION**

Mayor Bertone opened the citizen participation session for items not included on the agenda. Hearing none, the Mayor close the public comments session.

**5) APPROVAL OF MINUTES**

**5.a Minutes of June 15, 2021 – 06152021 City Council Minutes.docx**

MOTION: Brian Lorenz moved to adopt the 5.a) Minutes of June 15, 2021. Tom Counts seconded the motion. Jon C. Bennehoof abstained. By unanimous consent of the remaining members, the minutes were adopted.

**6) CONSENT AGENDA**

**6.a June 2021 Departmental Reports**

06.2021 Communications Department.pdf  
06.2021 Development Department.pdf  
06.2021 Finance Department.pdf  
06.2021 Building Department.pdf  
06.2021 Police Department.pdf



MOTION: Jon C Bennehoof moved to approve the 6) CONSENT AGENDA. Brian Lorenz seconded the motion. By unanimous consent of the remaining members, the Consent Agenda was adopted.

## **7) RESOLUTIONS**

### **7.a RESOLUTION 2021-11: A RESOLUTION TO ESTABLISH THE ESTIMATED REVENUES FOR THE CITY OF POWELL FOR THE FISCAL YEAR ENDING DECEMBER 31, 2022.**

Cover Page  
2021-11\_res.docx  
2021-11 res Exh A.pdf

Karen Sybert, Finance Director, introduced the legislation.

The Mayor opened this item to public comment. Hearing none, the Mayor closed public comments and opened this matter up for discussion by Council.

MOTION: Tom Counts moved to adopt 7) RESOLUTION 2021-11: A RESOLUTION TO ESTABLISH THE ESTIMATED REVENUES FOR THE CITY OF POWELL FOR THE FISCAL YEAR ENDING DECEMBER 31, 2022. Jon C Bennehoof seconded the motion. By unanimous consent of the remaining members, Resolution 2021-11 was adopted.

## **8) ORDINANCES: SECOND READING(S)**

### **8.a ORDINANCE 2021-19: AN ORDINANCE ACCEPTING THE ANNEXATION OF 35.336 ACRES, MORE OR LESS, LOCATED ON THE SOUTH SIDE OF HOME ROAD BETWEEN THE CSX RAILROAD TRACKS TO THE WEST AND OLD LIBERTY ROAD TO THE EAST, FROM LIBERTY TOWNSHIP TO THE CITY OF POWELL.**

Cover Page  
2021-19\_ord.docx  
2021-19\_ord Exh A.pdf  
Pre\_Annexation CC Minutes\_01052021.pdf

Claudia Husak, Planning Director, introduced the legislation.

The Mayor opened this item to public comment. Hearing none, the Mayor closed public comments and opened this matter up for discussion by Council.

MOTION: Tom Counts moved to adopt 8.a) ORDINANCE 2021-19: AN ORDINANCE ACCEPTING THE ANNEXATION OF 35.336 ACRES, MORE OR LESS, LOCATED ON THE SOUTH SIDE OF HOME ROAD BETWEEN THE CSX RAILROAD TRACKS TO THE WEST AND OLD LIBERTY ROAD TO THE EAST, FROM LIBERTY TOWNSHIP TO THE CITY OF POWELL.

Jon C Bennehoof seconded the motion.

VOTE: Y 6 N 0 (None) AB 0 (None)

### **8.b ORDINANCE 2021-20: AN ORDINANCE APPROVING A ZONING MAP AMENDMENT WITH PRELIMINARY DEVELOPMENT PLAN FOR 70 +/- ACRES AT 3041 HOME ROAD, AMENDING THE ZONING MAP FROM PI, PLANNED INDUSTRIAL DISTRICT**

**– CITY OF POWELL AND I, LIBERTY TOWNSHIP INDUSTRIAL DISTRICT TO PC, PLANNED COMMERCIAL DISTRICT CONTINGENT UPON APPROVAL OF THE PENDING ANNEXATION TO THE CITY OF POWELL.**

Cover Page  
2021-20\_ord.docx  
2021-20\_ord Exh A.pdf  
Redwood History.pdf

Ms. Husak reviewed the legislation and advised of Staff's recommendation for approval by Council.

The Mayor opened this item to public comment. Hearing none, the Mayor closed public comments and opened this matter up for discussion by Council.

Todd Foley, Pod Design; James Shields, Redwood; and Shawn Goodwin, American Structurepoint, were called to answer questions of Council.

MOTION: Jon C Bennehoof moved to adopt 8.b) ORDINANCE 2021-20: AN ORDINANCE APPROVING A ZONING MAP AMENDMENT WITH PRELIMINARY DEVELOPMENT PLAN FOR 70 +/- ACRES AT 3041 HOME ROAD, AMENDING THE ZONING MAP FROM PI, PLANNED INDUSTRIAL DISTRICT – CITY OF POWELL AND I, LIBERTY TOWNSHIP INDUSTRIAL DISTRICT TO PC, PLANNED COMMERCIAL DISTRICT CONTINGENT UPON APPROVAL OF THE PENDING ANNEXATION TO THE CITY OF POWELL.. Tom Counts seconded the motion.

VOTE: Y 6 N 0 (None) AB 0 (None)

**9) COMMITTEE REPORTS**

**9.a Community Diversity Advisory Committee - 07.21.2021\_cdac\_ag.pdf**

**9.b Operations Committee - 07.20.2021\_oc\_ag.pdf**

**10) CITY MANAGER'S REPORT/CITY CALENDAR**

**10.a Calendar - City Calendar.jpg**

Mr. White talked about potential considerations and opportunities for the Redwood TIF; updated Council on the current job openings within the City; and the number of resident calls concerning coyote interactions in public areas within the City.

**11) OTHER COUNCIL MATTERS**

Mayor Bertone and Councilmember Bennehoof thanked Karen J. Mitchell, City Clerk, for her service to the City and wished her well on her move to Georgia.

**12) EXECUTIVE SESSION**

MOTION: Jon C Bennehoof moved at 8:37 p.m. to enter into 12) EXECUTIVE SESSION. Brian Lorenz seconded the motion.

VOTE: Y 6 N 0 (None) AB 0 (None)



**7.c ORDINANCE 2021-18: AN ORDINANCE AUTHORIZING THE CITY MANAGER TO ENTER INTO A PARKING AGREEMENT WITH GB 8 NORTH LIBERTY STREET, LLC.**

Cover Page  
2021-18\_ord.docx  
2021-18\_ord Exh A.pdf

Mr. White stated that the Applicant has worked out a parking agreement with a third party so this Ordinance is no longer needed. Mr. White recommended tabling this matter indefinitely.

The Mayor opened this item up for public comment.

Vince Margello, 1900 W. Powell Road, was called to speak. He feels that the parking agreement is for a parking lot that is too far away from the proposed business, the proposed business will draw a large amount of cars, and that patrons will continue to choose to park in his parking lot across the street because it is more convenient.

Chris Freiheit, 18 N. Liberty St., was called to speak. He has businesses that surround this project. He supported Jeni's when it was brought in. He also has concerns about how the crowds this business would draw would affect the parking for his surrounding businesses.

Hearing nothing further, the Mayor closed the public comment session and opened it up for discussion of Council.

MOTION: Tom Counts moved to table 7.c) ORDINANCE 2021-18. Heather Karr seconded the motion.

VOTE: Y 5 N 1 (Brian Lorenz) AB 0 (None)

**8) ORDINANCES: FIRST READING(S)**

**8.a ORDINANCE 2021-19: AN ORDINANCE ACCEPTING THE ANNEXATION OF 35.336 ACRES, MORE OR LESS, LOCATED ON THE SOUTH SIDE OF HOME ROAD BETWEEN THE CSX RAILROAD TRACKS TO THE WEST AND OLD LIBERTY ROAD TO THE EAST, FROM LIBERTY TOWNSHIP TO THE CITY OF POWELL.**

Cover Page  
2021-19\_ord.docx  
2021-19\_ord Exh A.pdf  
Pre\_Annexation CC Minutes\_01052021.pdf

Ms. Husak reviewed both Ordinance 2021-19 and Ordinance 2021-20 together as companion Ordinances. This legislation seeks to annex 35 acres into the City from Liberty Township and add that to an adjacent 35 acres already within the City. All 70 acres would then have the current zoning changed to Planned Commercial.

The Mayor opened this item up for public comment. Hearing none, he closed the public comment session and opened it up for discussion of Council.

Steve Martin, Esq., 50 N. Sandusky, Delaware, was called to speak. Mr. Martin gave a brief history of the development and the build out plan.

Ordinance 2021-19 was taken to a second reading.

**8.b ORDINANCE 2021-20: AN ORDINANCE APPROVING A ZONING MAP AMENDMENT WITH PRELIMINARY DEVELOPMENT PLAN FOR 70 +/- ACRES AT 3041 HOME ROAD, AMENDING THE ZONING MAP FROM PI, PLANNED INDUSTRIAL DISTRICT – CITY OF POWELL AND I, LIBERTY TOWNSHIP INDUSTRIAL DISTRICT TO PC, PLANNED COMMERCIAL DISTRICT CONTINGENT UPON APPROVAL OF THE PENDING ANNEXATION TO THE CITY OF POWELL. Exhibit B**

[2021-20\\_ord.docx](#)  
[2021-20\\_ord Exh A.pdf](#)  
[Redwood History.pdf](#)

Ordinance 2021-20 was taken to a second reading.

**8.c ORDINANCE 2021-21: AN ORDINANCE MODIFYING APPROPRIATIONS FOR THE CALENDAR YEAR 2021.**

[Cover Page](#)  
[2021-21\\_ord.docx](#)

Mr. White explained that this appropriation was regarding the Seldom Seen TIF for public infrastructure to the Powell Grand development. The City has established a base level cost estimate of reimbursable expenditures for the developer for public improvements.

The Mayor opened this item up for public comment. Hearing none, he closed the public comment session and opened it up for discussion of Council.

MOTION: Tom Counts moved to suspend the rules as to 8.c) ORDINANCE 2021-21. Brian Lorenz seconded the motion.

VOTE: Y 6 N 0 (None) AB 0 (None)

MOTION: Tom Counts moved to adopt 8.c) ORDINANCE 2021-21. Brian Lorenz seconded the motion.

VOTE: Y 6 N 0 (None) AB 0 (None)

**8.d ORDINANCE 2021-22: AN ORDINANCE AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH MARQUEE ARTS & ENTERTAINMENT LLC TO PROVIDE EVENT STRATEGY AND MANAGEMENT SERVICES, AND DECLARING AN EMERGENCY.**

[Cover Page](#)  
[2021-22\\_ord.docx](#)  
[2021-22\\_ord Exh A.pdf](#)

Mr. White introduced the legislation and stated that this would allow him the ability to enter into a contract with an events coordinator to help the City promote its events for the remainder of 2021.

Attorney Ashrawi noted some changes to the contract did not make it into the agreement and he went over those changes with Council.



The Mayor opened this item up for public comment. Hearing none, he closed the public comment session and opened it up for discussion of Council.

Councilmember Swartwout recused himself from this item.

MOTION: Tom Counts moved to suspend the rules as to 8.d) ORDINANCE 2021-22. Heather Karr seconded the motion.

VOTE: Y 5 N 0 (None) AB 1 (Dan Swartwout)

MOTION: Tom Counts moved to adopt 8.d) ORDINANCE 2021-22. Heather Karr seconded the motion.

VOTE: Y 5 N 0 (None) AB 1 (Dan Swartwout)

**9) COMMITTEE REPORTS - 06.15.2021\_oc\_ag.pdf**

**10) CITY MANAGER'S REPORT/CITY CALENDAR - City Calendar.jpg**

Mr. White updated Council on the parking summit that happened earlier that day; was himself briefed on broadband legislation by the Law Director; and reported on his conversation with Administrator Schuiling regarding Liberty Fire/EMS reimbursement.

Mr. White will be out of the office during the week of July 5. Mr. Tyler will serve as Acting City Manager at that time. Mr. White recommended not holding the July 6th Development and Council meetings. Council agreed to not hold a Council meeting on July 6; however, Councilmember Lorenz may still wish to move forward with Development Committee.

**11) OTHER COUNCIL MATTERS**


Councilmember Lorenz spoke about his conversation with Senator Brenner regarding the broadband issue and urged Senator Brenner to work to rectify those sorts of issues.


**12) ADJOURNMENT**

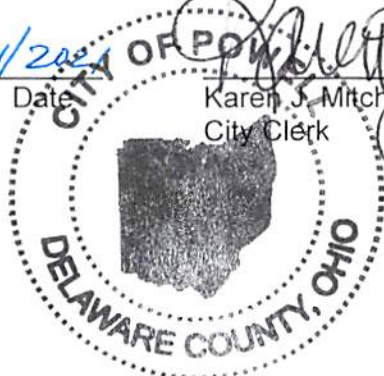
MOTION: Tom Counts moved to ADJOURN at 8:44 p.m. Brian Lorenz seconded the motion.

VOTE: Y 6 N 0 (None) AB 0 (None)

**MINUTES APPROVED: July 20, 2021**

 7/21/2021  
Frank Bertone,  
Mayor

 7/21/2021  
Karen J. Mitchell  
City Clerk





## Planning & Zoning Commission

### Record of Action

Date: February 9, 2022  
at 6:30 p.m.

#### FINAL DEVELOPMENT PLAN REVIEW (Case 2022-2FDP)

Applicant: Redwood LLC; represented by Todd Foley, POD Design  
Location: 3041 Home Rd  
Existing Zoning: PC – Planned Commercial District  
Request: Review and recommendation of approval to City Council of a Final Development Plan for Phase 1 of a ±70-acre development for 24 buildings containing 126 residential units on ±25.70 acres.

**MOTION:** Bill Little moved to table the Final Development Plan as represented by Todd Foley of POD Design for the property located at 3041 Home Road for the purpose of approving Phase 1 (25.7 acres) of a multi-phase multi-use development (70 acres) consisting of 24 buildings containing 126 residential units for more time to address the conditions that have been identified.

Shawn Boysko seconded the motion.

**VOTE:** Y – 7 N – 0 Abstain – 0

**RESULT:** The Final Development Plan was tabled.

#### STAFF CERTIFICATION

A handwritten signature in blue ink, appearing to read "Claudia D. Husak", is written over a horizontal line.

Claudia D. Husak, AICP  
Planning Director/Zoning Administrator





**PLANNING & ZONING COMMISSION  
MEETING MINUTES  
FEBRUARY 9, 2022**

[...]

**b. FINAL DEVELOPMENT PLAN REVIEW (2022-2FDP)**

**Applicant:** Redwood LLC; represented by Todd Foley, POD Design  
**Location:** 3041 Home Rd  
**Existing Zoning:** PC – Planned Commercial District  
**Request:** Review and recommendation of approval to City Council of a Final Development Plan for Phase 1 of a ±70-acre development for 24 buildings containing 126 residential units on ±25.70 acres.

1. [Redwood, Phase 1\\_FDP Staff Report.pdf](#)
2. [Redwood\\_FDP\\_Development Text.pdf](#)
3. [Development Text\\_2022-01-21-Addendum.pdf](#)
4. [Redwood Phase 1\\_FDP\\_Link.pdf](#)
5. [Redwood History.pdf](#)

Claudia Husak gave the project background and stated this was a request for review and recommendation to City Council of approval of a Final Development Plan for the first phase of residential development for the Redwood Project. This phase encompasses 25.7 acres of the 70-acre site, including 128 units in 26 buildings, 12.3 acres of open space and the entrance drive off Home Road. Further, on July 20, 2021, City Council approved an annexation of the northern 35 acres from Liberty Township as well as a Zoning Map Amendment with Preliminary Development Plan for the entire 70 acres to allow for a consolidated development on the site with up to 327 residential units as well as three lots for health care, senior housing and commercial uses.

Ms. Husak stated the approval by City Council amended the zoning from PI – Planned Industrial District in the City of Powell, and I – Industrial District in Liberty Township to PC – Planned Commercial District in the City of Powell. The Planning and Zoning Commission has recommended approval to City Council on May 12, 2021 of the Zoning Map Amendment with Preliminary Development Plan. Prior to this action, a Sketch Plan was reviewed and comments provided in 2019 and the Development Committee commented on the proposal in 2020.

She continued with the update to application, stating based on input from the Commission and City Council at the Preliminary Development Plan, the following updates were made:

- Addition of visitor parking spaces
- 15' path easement to Liberty Park
- Turn lane included at Home Road
- Property line was rearranged so Redwood now has frontage on Home Rd, and Included key for unit/architectural style.

Ms. Husak then spoke about the project details and reviewed the staff report. . She stated that the staff recommendation was for the Commission to recommend approval to City Council of this Final Development Plan with the requested deviations and the following conditions:

- 1) That the applicant make provisions for future agreements/easements with the Delaware County Sanitary Sewer District shall be shown on the plan for potential future force main, to the satisfaction of the City Engineer;
- 2) That the stormwater management summary be updated to state the future commercial site will be providing its own separate stormwater detention system that will be tributary to the storm system constructed with Redwood and that drainage conveyance easements will be provided between parcels to pass through any offsite drainage;
- 3) That the plans be updated to indicate offsite parking space dimension meet Code;
- 4) That the applicant continue to work with staff and the Architectural Advisor to address lack of detailing on key rear elevations and concerns about the vast roof expanses, and provide additional key plan indicating the color selection per building.

The City of Powell Architectural Advisor, Steve Reynolds, provided his review. He stated there are some items that do cause concern, the overall competitiveness of the product, the very nature of that does cause him concern as you think about street scape, etc., which was one of the requests in the previous meeting. He understands the change of materials and they are trying to understand from a perspective stand point, what will this look like.

Mr. Reynolds also stated that these renderings are continued birds eye views that would be very helpful to understanding in fact, is there variety in the shape and massing to this area. He also spoke about the fact that this neighborhood is not a four-sided architecture. He also stated that, as the advisor, he still wanted to review some of the elevations and although some of the renderings really help, it lacks a little bit of variety. He spoke about the vinyl being approved, but feels he would still like to see a fiber cement product, something mimicking a natural product. The commercial component in the front, it appeared it would be developed at the same time, there is some concern of whether this will be ancillary use or be completely different.

Todd Foley of POD Design, applicant, gave his presentation. He began by stating they have come a long way in the four years they have been working on this site. He added there have been additional renderings, the key map did not identify the color scheme that go with each building type on the project. The commercial component out front is not a part of this phase. The phase they are prepared to move forward on is the 126 units and subsequent phases



will follow beyond that. He spoke about the first crossing, the Maple Glen neighborhood, the middle section, is Oak Grove neighborhood and the residual acreage to the south would be Elmwood neighborhood. He spoke about differentiating architecturally, the neighborhoods, to not provide the same building type design. There are 4 building types which all come with some unique characteristics.

Mr. Foley added they have no issue with any of the conditions which staff has commented on. The development of the private street would be a part of Phase 1. He added there will be a sidewalk that extends out to Home Road which will also be a part of Phase 1. Liberty Township is going to allow them to connect to their path network, which will interface with their on-street sidewalk network. He showed the sign Redwood was expecting to use if approved. He advised they are all single story buildings. He went through the elevations of the project as well as color pallet for the units. Every unit has a 2 car garage and an additional 2 car parking is available. He also stated there is some discussion about the materials and noted the vinyl is an upgraded vinyl from a quality perspective and they get a much more variety with the color pallet of the vinyl.

Chairman Donald Emerick opened the floor for public comment, and hearing none, he closed the public comment portion on this application.

Mr. Simpson asked what responsibilities do they have on the front portion, since this is visible from the street, we are not talking about concrete washouts being in the commercial area. Mr. Foley advised Redwood would be purchasing the entire site and while they are not developing the commercial piece up front, that would be their front door as they come into the project. He also added the construction would be less evasive due to the single story product, and they would be responsible for the maintenance out front, and he doesn't see this being an upcoming issue.

Mr. Ryan Herchenroether stated presently, Redwood is not under contract for the front piece and wondered if this was correct. Mr. Foley stated Redwood is purchasing the entire property, but this front piece is not part of this application. Mr. Herchenroether wanted to see some views from the Home Road overpass in that 98% of the people here are going to be driving by the property. Mr. Foley stated portions of the Redwood project would not be visible. Mr. Herchenroether asked the status of the TIS. Ben Shilling with American Structure Point stated the traffic study has been approved and they have been working with the County to get the required left and right turn lanes incorporated in the plans.

Mr. Little stated he felt like there was a lot of work left to do. He stated he has made multiple visits to their sites in Delaware, Marysville and New Albany to understand their product. Mr. Little then spoke of the property out front and wanted to know the status for he believed he was told that it was going to be very soon to be in contract. Mr. Foley advised a senior living user, and they are not part of this application. Mr. Little spoke of the signage and wanted to know who maintained the access road. It was advised by Mr. Foley that Redwood would be responsible for that. He then spoke of mailbox and trash service and was advised trash was by a private hauler and presently, there will be a mailbox kiosk for neighborhood one and neighborhood two, and for neighborhood three they will have to get with the Post Office.

Mr. Little spoke of maintenance of the ground and whose responsibility it was to do this, and was advised there will be on-site maintenance that will be responsible for everything on the exterior of the building, including lawn care. He stated he went to the project in Delaware and spoke of the pile of snow on the sidewalk, therefore, they were not maintaining that. Mr. Foley stated that was a maintenance needed to do a better job with that. Mr. Foley added the Delaware project has evolved into a company. He added removing the full curb allows them to get away from the driveways that they have, and cleans the street look up a bit and this is a program they implement across their portfolio. Mr. Little stated from a safety point, this should be looked at again. He stated he could not approve this tonight for he has higher expectations, and he would like to see the sidewalk issue addressed and improvement in material selections, at least from a front façade standpoint.

Mr. Ahmed asked if all three phases would be single story units and was advised yes. He further asked if all of the units have a combination of vinyl and either brick or stone and was advised yes. He spoke of the common spaces between rows of houses, a large common green area with trees and wondered if this was going to be uniform between all of the rows of houses. Mr. Ahmed spoke of a buffer from the property and the railroad line. He also spoke about the traffic study if something else is built other than a nursing home. He spoke of programming or amenities for the common areas and was advised there were none planned. Mr. Ahmed said the vinyl fence stated he would not be able to support that, and would not be able to support the plan unless a proper sidewalk with a proper tree lawn separating the sidewalk from the road.

Ms. Bailik said that she appreciated the connectivity that is being proposed and appreciated them being proactive and felt was a very important component. She stated she agreed with Mr. Ahmed and Mr. Little about the sidewalk, and has concerns about the lack of having one as it is a guard for safety. She also stated she felt this should be tabled so there is a sureness with the City Architect as well as Staff the details are acceptable. She also stated the efforts so far show a willingness to bring this project to Powell and that was appreciated.

Mr. Boysko advised this project has been around for a long time. He added this site was a challenging one. He said they have done a great job in developing this and this was the right use and product for this area. He stated he agreed with some of the concerns that were discussed. Mr. Boysko stated the concern of the phases of design. He wondered questioned they would not be approving all of the phases. He was advised that as Redwood has grown as a company, they are putting a lot of thought into their materials and design. Mr. Boysko stated the Commission would like to approve the phases at the same time and leaves him wondering what would happen with Phase 2 and then Phase 3.

Chairman Emerick spoke about the color selection and wanted to know the difference in the quality of the colors. He was advised the make-up of the color is the same, and the more of color is more premium. Chairman Emerick stated he would also be in favor of tabling this as well.

MOTION: Bill Little moved to table the Final Development Plan as represented by Todd Foley of POD Design for the property located at 3041 Home Road for the purpose of approving Phase 1 (25.7 acres) of a multi-phase multi-use development (70 acres) consisting of 24 buildings containing 126 residential units for more time to address the



conditions that have been identified. Shawn Boysko seconded. Chairman Donald Emerick called for a roll call for this Final Development Plan to be tabled: Shawn Boysko, yes; Ryan Herschenroether, yes; Bill Little, yes; Shaun Simpson, yes; Donald Emerick, yes; Ferzan Ahmed, yes; and Elizabeth Bailik, yes.

Motion passed, (7-0)

The Final Development Plan was tabled.

[...]



**CITY COUNCIL  
MEETING MINUTES  
January 5, 2021**

**CALL TO ORDER/ROLL CALL**

A regular Zoom meeting of Powell City Council was called to order by Mayor Frank Bertone on Tuesday, January 5, 2021 at 7:28 p.m. City Council members present included Jon C. Bennehoof, Frank Bertone, Tom Counts, Heather Karr, Brian Lorenz, Melissa Riggins and Daniel Swartwout. Also present were Andy White, City Manager; Yazan Ashrawi, Legal Counsel; Megan Canavan, Assistant City Manager; Stephen Hrytzik, Chief of Police; Jeffrey Tyler, Community Development Director; Elise Schellin, Development Planner; Aaron Scott, Assistant City Engineer; Karen J. Mitchell, City Clerk; and interested parties.

[...]

**SECOND READING:** [ORDINANCE 2020-38](#): AN ORDINANCE AUTHORIZING THE CITY MANAGER TO ENTER INTO A PRE-ANNEXATION AGREEMENT WITH BREAGHA PLANA II, LLC AND REDWOOD USA LLC. ([EX. A](#)) ([MEMO](#))

Mr. White: Similar to some of the discussion we had with a smaller proposal north of Home Road, we are still working out the kinks of our process flow. Jeff has some great ideas. Unfortunately, we are not at that point of implementation. We would like to be, but this is something we have talked about extensively. I believe Mr. Martin is available for any questions you may have.

For the general record, this is a 70-acre parcel, half of which resides in the City and the other half is in the township. It is a challenging site as we have learned in the discussion at Development Committee and with Council. At the outset, the applicant has made some modifications, especially with the frontage of the property that abuts Home Road, to include a more significant footprint of commercial development, medical, and some planned expansion going forward. Jeff can speak to the actual project and what we would receive having worked with Redwood Development in other communities. Bringing it into the City brings us an afforded opportunity to regulate a high quality project.

Mr. Tyler: Like the last development, when we get to the entitlement review, I think we are going to be looking at a quality of development. I have had some experience with Redwood at my previous job. In both instances, they produced a good quality development for those communities. They met the needs of those communities and they were able to provide for us higher quality materials than what they started with. They were really a good company to work with from that aspect and they met a need for empty nesters and service members that worked at the base to use these particular facilities on a temporary basis in some instances, but not necessarily with the empty nesters.

Councilmember Swartwout: I just wanted to point out something in the memo that was provided that might have slightly mischaracterized something I said. It says here at the first reading, one council person noted that he had seen a sketch plan with 325 apartment units versus the current 331 apartment units and commented that this was the reverse of the norm as density normally should (?) go down as a development plan proceeds through the process. Actually what I had said was that the numbers had gone down based on the suggestions of our Planning & Zoning Commission the first time this went through the process in 2009 [sic] from our sketch plan review, from the Staff memo at the Wednesday, August 14, 2019 meeting changes since the last submission. The applicant has responded to P&Z Commission's request. They have lowered the amount of apartment units and increased the amount of office space on the north side of the property. So I was not just making the point that density should go down during the process, I was responding to something that was actually suggested by our P&Z Commission and I just wanted to clarify that so that we are all on the same page.

I had a few questions for Staff. This is the first step in the process of many steps, is it not? [Mr. Tyler: Yes.] Everything we have to go through to get to where this becomes an approved development. As a Council, we would still have to approve a



resolution to provide services, correct? [Mr. Ashrawi: Yes.] We have to approve the annexation, correct? [Mr. Ashrawi: For the portion that is not within the City, that is correct.] We have to approve the rezoning, correct? [Mr. Ashrawi: Yes.] We have to approve the development plan and we would have to approve, based on some of the notes here in the pre-annexation agreement, any kind of TIF agreement between the developer and the City. [Mr. Ashrawi: Yes.] Therefore, we have five more steps to go through to get this to be an approved project. If this were not to be passed anywhere along the line based on whatever concerns are raised, or there is not something that anyone can come to an agreement on, then this pre-annexation agreement allows everyone to walk away. In layperson's terms, would that be a good characterization?

Mr. Ashrawi: It would. I appreciate you bringing that up and I think Mr. Martin would agree with me. The pre-annexation agreement was negotiated and agreed upon and memorialized some time ago. The pre-annexation is simply a roadmap. Moreover, through a lot of the redline changes that had been made, it made that very clear. One that comes to mind as an example, there was a term that contemplated or required a TIF agreement that was changed specifically to suggest that the parties can work toward TIF agreements but that is a separate agreement. This does not lock the City into anything short of going through the entitlement process and approval every step of the way as you have laid out.

Councilmember Swartwout: When this parcel and a project somewhat similar to this was brought before Council for a resolution of services back in 2019, it passed by a 4-3 vote. I was one of the three that voted against it. I still have tremendous concerns about the project going forward. I have tremendous concerns of how this corresponds with our Comprehensive Plan. I have tremendous concerns about how little industrial land we have left, especially with the Sawmill Parkway natural growth corridor being cut off. I do have concerns about the density. However, I am going to vote yes for this for the exact same reason I laid out to Yaz. We have many steps along the way to address these concerns. Because this is a process that has been started and there are quite a few people who feel that what we have now is better than what we had before, and I certainly hope it is even better than what we have now, I will vote yes so this process can continue.

The Mayor opened this item to public comment. Hearing none, he closed the public comment session.

MOTION: Councilmember Counts moved to adopt Ordinance 2020-38. Councilmember Bennehoof seconded the motion.

VOTE: Y 7 N 0

**City Council**

Frank Bertone, Mayor

Jon C. Bennehoof

Tom Counts

Heather Karr

Brian Lorenz

Melissa Riggins

Daniel Swartwout



## Record of Action

### PLANNING & ZONING COMMISSION

Wednesday, May 12, 2021  
7:00 P.M.

#### 1. ZONING MAP AMENDMENT & PRELIMINARY DEVELOPMENT PLAN REVIEW (Case 2021-05Z/PDP)

Applicant: Redwood USA, LLC  
Location: 3041 Home Rd  
Existing Zoning: PI – Planned Industrial District, City of Powell, and  
I – Liberty Township Industrial District  
Proposed Zoning: PC – Planned Commercial District, City of Powell  
Request: Review and recommendation of approval to City Council of a zoning map amendment with Preliminary Development Plan from Liberty Township Industrial District & City of Powell Planned Industrial District to Planned Commercial District, for a mixed-use development on ±70 acres.

**MOTION 1:** Commissioner Little moved to recommend approval to City Council of a request for a Zoning Map Amendment for the property located at 3041 Home Road, as represented by Redwood USA, LLC, from the existing zoning of PI – Planned Industrial District, City of Powell, and I – Liberty Township Industrial District to the proposed zoning of PC – Planned Commercial District, City of Powell, for the purpose of developing a mixed-use development on a combined +/- 70 acres.

Commissioner Cooper seconded the motion.

VOTE: Y-6 N-0 (Bailik absent)

**MOTION 2:** Commissioner Little moved to recommend approval to City Council of a request for a Preliminary Development Plan for the property located at 3041 Home Road, as represented by Redwood USA, LLC, for the purpose of developing a mixed-use development on a combined +/- 70 acres, subject to the following conditions:

- 1) That the development text be updated taking into account the comments from Staff, the Architectural Advisor, and the Commission consistent with the City of Powell expectations as it relates to issues such as sign setback, lot coverage, roof pitches, numbering and lettering, prior to Council review.
- 2) That the applicant shall work with Staff and the Architectural Advisor prior to submittal of the Final Development Plan so as to address items identified by Staff, the Architectural Advisor, and the Commission members, such as building architectural variety, garage door orientation, use of proper materials, etc., to ensure effective preparation for the Final Development Plan submission.
- 3) That a stormwater feasibility study demonstrating proper stormwater management shall be provided as a part of the Final Development Plan.
- 4) The Applicant shall provide adequate data to demonstrate that a one-year pre-developed storm will be detained for the 100-year post-developed event.

Commissioner Cooper seconded the motion.

VOTE: Y-6 N-0 (Bailik absent)





Planning & Zoning Commission  
Donald Emerick, Chairman  
Bill Little, Vice Chairman  
Trent Hartranft

Shawn Boysko

Ed Cooper

Shaun Simpson

Elizabeth Bailik

## MEETING MINUTES May 12, 2021

Chairman Don Emerick called a meeting of the Powell Planning & Zoning Commission to order on Wednesday, May 12, 2021 at 7:00 p.m. Commissioners present included Bill Little, Shawn Boysko, Ed Cooper, Trent Hartranft, Shaun Simpson and Don Emerick. Elizabeth Bailik was absent. Also present were: Jeffrey Tyler, Community Development Director; Claudia Husak, Planning Director; Elise Schellin, Development Planner; Aaron Scott, Assistant City Engineer; Steve Reynolds, Architectural Advisor; Karen J. Mitchell, City Clerk; and interested parties.

[...]

### REZONING & PRELIMINARY DEVELOPMENT PLAN (Case 2021-05Z/PDP)

Applicant: Redwood USA, LLC  
Location: 3041 Home Road.  
Existing Zoning: PI – Planned Industrial, City of Powell, and I – Liberty Township Industrial District  
Proposed Zoning: PC – Planned Commercial District, City of Powell  
Request: Review and recommendation of approval to City Council of a Zoning Map Amendment with Preliminary Development Plan from Liberty Township Industrial District & City of Powell Industrial District to Planned Commercial District for a mixed-use development on +/- 70 acres.

Steve Martin, 50 N Sandusky St., Delaware, Attorney for Applicant: Last time we were here there was a motion to table the Preliminary Development Plan based on about a dozen conditions or concerns. Before we filed revisions, we addressed each of them in a memorandum in response and sent it to the City.

*Concern 1. That the Applicant work with the Liberty Township Fire Department to address concerns regarding the geometry of the private drives and gain assurance the site can be sufficiently served in case of an emergency;* That was started in the fall of 2018 and has been ongoing. They have seen the site plan, and there have been numerous conversations.

*Concern 2. That a phasing plan be provided that aligns with the subarea boundaries, including identifying the proposed offsite improvements and the schedule/phasing of construction and implementation.* We have been a little more specific on it in the subdivision areas so there are now phasing exhibits. We gave you the detail of the offsite improvements. Most of those are also set forth in the Pre-Annexation Agreement because they are going to be handled through a TIF.

*Concern 3. That the Applicant provide a sketch/concept plan to indicate how a commercial component would be laid out on Lot 3.* We are providing a sketch concept plan for Lot 3. That is the third lot of the commercial that we do not have anybody for. Please understand that we are looking into the future and guessing who might want it. We have a user for Lots 1 and 2, but this is just a guess.

*Concern 4. That a storm water feasibility study demonstrating proper storm water availability is provided as part of the Final Development Plan.* The storm water feasibility plan is due at Final Development Plan.

*Concern 5. That the Applicant agree, as part of the Final Development Plan, to submit a revised Traffic Impact Study in coordination Delaware County.* Again, this is to be included at the Final Development Plan, but Shawn will also

be addressing that this evening because there have been communications back and forth with the City's review of the traffic impact study.

*Concern 6. That the Applicant work with Staff and Liberty Township to provide a dedicated public pathway system connecting the eastern property boundary to the Woods of Powell neighborhood.* This was mentioned in both Concern Nos. 6 and 9 of the motion. We are not proposing putting a separate public pathway along the eastern boundary because for a good portion of that way, it would be about 100 feet from the public pathway into Liberty Park, which we are proposing to connect to those two with the emergency access in Phase 3 of the apartments. Also where there is the mail center and a parking lot there with a path of about 100 feet if Liberty Township will permit it, we will connect there. Then you will be tied in. We can tie in and go to The Woods of Powell pathway with the secondary access pathway and get on that pathway. We cannot go south. When I started talking to Dave Betz (former Development Director, retired) more than two years ago, it was indicated that this was simply not feasible because of the woods and wetlands, and in our southern 5 acres, there is also remediated brown field from the railroad. But we can connect in and there are quite a number of pathways other than the sidewalk along the street within the apartment areas.

*Concern 7. That the Applicant demonstrate the proposed private roadway and sidewalk combination has been implemented in other projects.* The contiguous sidewalk and private streets are on the same level and there are pictures of it in the plan. That was done in response to FHA. We do not recommend rumble strips because someone will eventually drive on the sidewalk to avoid part of it. If you put in any other barriers, you defeat the accessibility.

*Concern 8. That the Applicant provide, at the Final Development Plan step, adequate information to demonstrate a one year pre-developed storm will be detained for the 100 year post-developed event.*

*Concern 9. That the Applicant work with Staff to identify opportunities for a shared-use path along the east side of the development.*

*Concern 10. That the Applicant investigate potentially paving a short section of gravel path in the Township to make a path connection.* We were asked to investigate paving a short section of gravel path in the Township to make a path connection. I don't know exactly that is referring to, but if you look at the fiscal impact study attached, there is about \$12.8 million in TIF dollars that will go to the City and we think it would simply be better for the City to work with the Township if you want to pave a section of a gravel path in Liberty Park.

Then it was indicated that Staff was concerned that there are no other service oriented business permitted such as a restaurant. The specific permitted use of the plan is service businesses. I intentionally put service businesses rather than personal service businesses so that it is broader and could cover a lot of things. Although I indicated that restaurant was not a viable use, in the revised plan we added restaurants.

*Concern 11. That the Applicant satisfactorily address all comments within the staff report in regard to the proposed development text, particularly pertaining to divergences, lot coverage, building materials and architecture.* There was an error on the request for a divergence on the height limitation on the apartments and that has been remedied. With respect to the architecture, most of those things come at a later date and are not really items to be considered at this point.

As to the four proposed conditions on the Preliminary Development Plan, we will update it between now and going to Council regarding the sign setbacks. We will try with lot coverage. This is an apartment complex so you do not really have lots. We have a 25% green space, so there is not a ton of lot coverage. The density, instead of the permitted 9, is 5.5. Items 2, 3 and 4 are Final Development Plan issues as the motion indicates.

We think we have been responsive. We have a good plan that presents a lot of benefits to the City.

Todd Foley, POD Design, 100 Northwoods Blvd., Ste. A., Columbus: I have our full presentation that we provided last time but I do not intend to go through the entire thing again. We have added some things to it and it is there for reference as we answer any questions you may have moving forward. I will highlight a few things tonight.

*Phasing.* This graph shows how we will be phasing the project with Phase 1 closest to Home Road and including the commercial component. With respect to out lot 3, we looked at two different scenarios. One is for a multi-tenant approach and the other is an office building concept plan. We believe this demonstrates that we can create a concept that allows some flexibility.

*Architecture – Foundations.* We provided you a lot of conceptual information for the senior components up front and the commercial area, as well as the Redwood units in the back. We previously provided the upgrade options. I spent some



time with Steve Reynolds and talked about how we can look at the standard sets of buildings and start to address some of his concerns and Staff's concerns working with this kind of pallet of options. In our previous presentation, I talked about how in order to bring the scale down of this project we have the ability to create these smaller neighborhoods, each with their own character, within the larger site. Architecture, landscaping, and signage – we provided you with a lot of extra detail because we thought it was really important to understand the whole context of what our overall vision is. We know that we will be diving into this more fully through the Final Development Plan process. We are fully onboard with the comments in the Staff Report related to architecture and I think we have some options to help mitigate some of the concerns that Staff has presented.

*Landscape Plan– Open Space Plan.* We intend to have extensive connectivity. The emergency access path really affords a great opportunity to interface with the path network that goes to the south. It provides access to the YMCA, the school, and everything along Liberty Road. We feel that this has a great dual purpose for the project and will directly interact with our internal network system. While we do not have direct resolution yet, we intend to continue to have conversations with the park as another form of connectivity.

*Onstreet Sidewalk.* The sidewalk is a different color from the street. It is not common presently in other communities, but Redwood does it on all their communities and it is well received.

Shawn Goodwin, Engineer, American Structurepoint, 2550 Corporate Exchange Drive, Columbus: There really is no change from the last time we talked. We have been through a couple iterations with the City and County on the traffic study. The findings have not changed. We still have a right turn lane and left turn lane at our entry. The right turn lane is 225 feet. The left turn lane is 205 feet. We really only have to build the right turn lane because there is already a two-way left turn lane there. As you may recall, the County has a CIP project going on right now for all of Home Road and they are really mitigating all of our impacts if we had them because they are doing growth projections with their improvements and taking care of everything. The only other thing we had was we were required to put in an additional 200 feet of right turn lane at Liberty Street, but the County does not want that because it will interfere with a driveway, so they sent over a fee-in-lieu-of that we would be required to pay for not building that turn lane.

We have answered the City's questions with some intersection versus stopping sight distance. They had some questions on anticipated trucks based on different uses. We also answered a queuing question and we had a conversation with Chris [Huber, City Engineer] to resolve that. We just resubmitted to the City and County yesterday and have conditional approval from the County.

Claudia Husak, Planning Director, presented the Staff Report. (Exhibit 2)

Steve Reynolds, Architectural Advisor: We met last week to preview some of the items we had previously talked about. I understand that many of those items will become part of a later submission. However, we did share a real interest in reviewing the materials whether it be natural materials that is a little bit more in line with what we see in the City of Powell. Also trying to create some diversity within those communities. Right now it does appear that there is a homogenous sort of tone throughout all three phases so we are working to somehow separate those up to help create some identity for each one of those phases. We talked about some of the individual features that seem to repeat amongst a lot of the different models, so maybe again there is a way that some of those features can identify or anchor some of those communities. I don't believe I have any comments that would impact the approval today but rather my continued involvement as they develop the process and the plan.

Chairman Emerick opened the matter up for public comments. The Chairman acknowledged an email that came in from Michael & Randi Jones that mainly expressed concern about the impact of the increase of traffic on Home Road with this development as well as left turns out of the community. This email comment will be entered into the record. (Exhibit 3)

Mr. Goodwin: One reason we think this is a good fit for this type of development is with the Home Road overpass and the way it was designed, it is really only meant for primarily car access at the access point. When you bring truck access into play on a steeper slope like this, you actually increase your intersection sight distance by a calculation based on the fact that it is a truck and there is a slope. We submitted those during the traffic study and it is pretty clear that when it is vehicular traffic, mostly car, that there is not a sight distance issue. However, if you had something in there that was predominantly truck, such as a heavy manufacturer or industrial, then this could be a problem.

The second part of that is that we did a queuing analysis for the intersection to see how it was functioning with the stop-controlled only and it functions well. It seems small, but we are showing 10 and 30 foot stacking blinks in the am and the pm peak. That is a couple of cars or a half of car during worst case conditions, and those gaps are anywhere from 17 to 30 seconds or 20 to 40 seconds delay in making that left turn, if it were during peak hours. I do not anticipate any issues. The County Engineer made it very clear that they do not want a signal there.

Commissioner Hartranft: Are the lights in sync on Home Road from Liberty Road down to Sawmill Parkway?

Mr. Goodwin: I assume so, but I do not know that answer. I know the County will be redoing all of that and that is a pretty standard design anymore.

Hearing nothing further, Chairman Emerick closed the public comment session and opened the floor for comments and questions from the Commission.

Commissioner Cooper: I think we are moving along quite well. All of our concerns from last time have been addressed. I see no reason not to approve both motions and move on to the next development stage.

Commissioner Boysko: I agree. I appreciate the effort that this team has put into this application. You talked a little bit about lot 3 and the potential development of that and you are speculating that it could be a strip center or office use. I do not think it is important to me on defining how that is developed, but I assume that there will be development standards that will guide that development in the future. I thought we had talked about the best use for lot 3 being an extension of the assisted care/memory care/assisted living facility. Is that no longer the case?

Mr. Martin: The skilled nursing facility and the assistant living facility are on lots 1 and 2. If we could get another user of that nature, yes we would put it on lot 3, but it will go to the first user that meets the requirements. Redwood does not like to sit on land.

Commissioner Boysko: As that space is developed, I assume that would come back to the Commission for approval?

Mr. Martin: We would probably be coming in piecemeal with Final Development Plans even for the various phases.

Commissioner Boysko: Two other items that we talked about was the use of vinyl siding. Steve, have you talked about the use of vinyl siding and going through the specs and quality of that?

Mr. Reynolds: Yes, we did talk about that last week, and it was encouraged. I know that this will be part of the upcoming final development components. I do not know if there has been any motion to change what those materials are, but it was discussed.

Commissioner Boysko: I think the Commission had some concerns about allowing vinyl materials and I think we are relying on you to help with that or for the Applicant to provide some material samples to help sell the quality of that vinyl material product.

Mr. Reynolds: It was recommended that material samples be provided at the next level of development.

Commissioner Boysko: I still feel there is a strong need to interconnect this with Liberty Park. You mentioned that you already have the access drive to the east as one primary connection and then also at the mail center as a possible connection. I think we should discuss alternates if that is not acceptable to Liberty Park and they do not allow that for some other connection. In my opinion, I think there should be two in addition to the drive. We have the drive that is on Phase 3. Phase 1 is a logical place for the first connection to Liberty Park at that mail center. I also think there is an opportunity in Phase 2 with the trails that wind through the woods that are pretty well developed. Is it Liberty Park or Delaware County that is going to determine when or if that connection is possible?

Mr. Martin: If you look at the site's eastern boundary, except for two little lots fronting Home Road, you have land owned by Liberty Township or owned by the school district. We have already worked out the connection with the school district. We will continue to work with Liberty Township. Jim Frey with Redwood would tell you that we would like to have more than 3 or 4 connections because we consider that an amenity for the residents, but we have to deal with Liberty Township the entire length. Not all of it is the park, but it is all Liberty Township. It is really hard to have a fall back plan if Liberty Township does not cooperate.

Commissioner Boysko: Understood. I am concerned that if you are unable to negotiate this, then what is the option then? Without an official connection, people are going to make the connection no matter what – they will make their own connection and that is not a good solution. Is a future connection along Home Road a possibility by stubbing a sidewalk to the edge of your property for future connection across the other three residential properties and maybe connect to the park to the east?

Mr. Foley: We are already intending to extend our sidewalk all the way up to Home Road as a part of our improvement, so we are showing a path connection that moves from the Redwood area along the shared private drive out to Home



Road. I think that would be an option to consider. We can study whether or not a stub eastbound to the property line could give that some momentum. I think we can be prepared at the Final Development Plan stage to present that and I would also anticipate that we will have had some further discussions with Liberty Park as well.

Commissioner Simpson: Is there any way to get over there to the main path on the other side of the road without connecting to the park before or after Home Road becomes five lanes? Liberty Trace and all those communities have that path.

Mr. Foley: I don't know what kind of legs it gets going over Home Road, but I do not think that is what we are trying to accomplish. Perhaps there is an opportunity where we can stub it. I'm not sure how those three lots along Home Road play out in the future. But it would be great to have a place for our future residents to go once they get up to Home Road.

Commissioner Boysko: Other than that, I think it is a great development and solves a lot of problems. Jeff, with respect to the TIF money, do we need to define what that is and how that is used or is that just funds that City Council will appropriate appropriately?

Jeff Tyler, Community Development Director: That is correct. We are working with Engineering to develop our CIP program so eventually that will be programed into that program.

Commissioner Simpson: I was okay sending this on to the next stage last time, so I do not have many questions now. As mentioned before, this is a very difficult site without much use and I am always looking for the best possible of something. With the traffic, with industrial use with trucks going in and out of the overpass, this would not exactly be the best use there. I do love having the commercial in front. The only thing I mentioned before [as a concern], are the materials, mainly the vinyl. Traffic seems to be working its way through, the TIF use, and making sure we do see the out parcels coming back to us when those get developed. Outside of that, I look forward to seeing the Final Development Plan. We are sensitive to school occupancy right now. Are their occupancy limits on these units?

Jim Frey, Senior Vice President, Redwood Apartments: They are all 2 bedrooms, 2 bathrooms with a den. Our occupancy is 1.9 persons per unit. Over 100 units, it is typical to have 7-9 school age children. There is a limit of 4 people per unit.

Commissioner Hartranft: Thanks again for coming back and presenting to us again tonight. It seems like we have been at this for a while. I am supportive of the plan. We have come a long way from where it started in 2018. I like the use of it, especially the front use with the assisted living and skilled nursing. I like the utilization of the land itself. I think the way you tied in to three different sections is going to be a good utilization of the area. In particular, coming up with the emergency access that is utilizing some school property was a great move on your part. I look forward to you coming back in front of us.

Commissioner Little: I have some general comments that reaffirm what I have heard. I think it is really important to us that you follow our architectural guidelines and our deemed appropriate material choices at Final Development Plan timing. If you are suggesting something that is an alternative, we will need to understand why you are proposing that alternative. I also think what you call the architectural variety is also critical in my mind. We have a lot of units here and we need to have some sort of sense of differentiation.

Do you have a binding agreement in place for construction of the two elderly care facilities?

Mr. Martin: Yes, there is a firm contract with Foundation Health.

Commissioner Little: Given the long history of this property, do we have any site cleanup issues?

Mr. Martin: Environmental was done quite a long time ago. The only issues on the site were on the southern portion from the railroad and that was remediated before it went to the City.

Commissioner Little: We have talked about the two buildings up front and looked at some rough architecture renderings. I would compare this as apartments and the elderly buildings. A few years ago we worked with Spectrum on their elderly facility on Sawmill Parkway. The amount of attention to detail that we put into that review at the Final Development Plan should probably serve as a guide to how we handle this at the Final Development Plan stage so we are consistent with what we do.

Mr. Martin: Foundation Health has built in Southern Delaware County. One of their facilities is just to the east of, or behind, the Mt. Carmel health facility that fronts on SR 23. It has been completed within the last 2 or 3 years.

Commissioner Little: The three small parcels along Home Road, who owns those?

Mr. Martin: Two are residential houses. One is in an LLC and the facility is just being used for some type of storage.

Commissioner Little: We have two potential problems. If you look at the growth numbers we looked at during our Comprehensive Plan, the amount of traffic on Sawmill Parkway, Home Road, even Liberty are pretty scary. To push all this traffic and pedestrian traffic into this one pinch point, we may have some concerns. If you happen to drive along Home Road, the speed limit might be 50 mph, but there is a pretty wide range of speeds that are being driven. We may be potentially setting ourselves up for concern at some point down the road. From my perspective, it behooves us, at least for the pedestrian and the bicycle traffic, to push it to that intersection at the park where there is a signal and there is a safe way for people to cross Home Road. I would like to ask you to ask the Township for a collector road between your entry way road and the park entrance as a way to get to a signal. If the Township says no, can you get that in writing because there is a history of them not being afraid to put that in writing when things that seem to make that kind of sense are not accepted.

Mr. Martin: Before we came to the City, the very first meeting was with Liberty Township and [and we were told] the Fire Department does not want access through the park. That was the first place we were trying to get a second access. We tried. We went into contract and started talking about the secondary access in 2018 and we did not come in with having a secondary access and only an emergency access until we got the easement agreement with the schools.

Commissioner Little: I am actually talking about a third option.

Mr. Frye: We will talk to Liberty Township again and if that does not work, perhaps we can talk to the neighbors next door and see if we can get an easement across their property and put a bike path there.

Commissioner Little: Even a formal response would be nice to have as we move forward. Eventually when we talk about widening Home Road and the amount of traffic that is going to be generated there, it is probably worth revisiting this issue.

The integrated road and sidewalk concept. Can you give me the closest address to a place that I can go look at an example of it?

Mr. Foley: The project in Marysville, Milford Crossing, Phase 2 is where they started implementing this type of design. I think the Delaware project with some of the later phases would also be close.

Commissioner Little: Would these also be the sites to go to if I wanted to look at the vinyl siding and vinyl shakes you are proposing?

Mr. Foley: Any of the sites have it. I would encourage you to go to the Marysville project. Phase 2 is a relatively new design that has some upgraded elements to it. The Delaware project, on Routes 36/37 behind the Meijer and Kohls on Glen Road, called Quail Pass, in some of the later phases. They will all utilize the vinyl shake siding, vinyl horizontal siding, the stone water table, some of the different trim features, and some may have the dormers in them as well.

Commissioner Little: From a Staff standpoint regarding the discussion about the eastern most pathway, what's Staff's viewpoint on that? The Applicant identified that there was a pathway they felt was not needed because there was another pathway relatively close.

Ms. Husak: It has to do with all of those paths not being on the Applicant's site so having to cross property into the Township is the difficulty in connecting or building those connections.

Commissioner Little: Was the original requirement for a path to be along the border there?

Mr. Reynolds: Wasn't that connection at the southern end of the site? You were assuming the TIF dollars would be better spent by the Township working with the City?

Ms. Husak: I think that is true. On the original proposal in April we had not been able to identify that there was actually path connections through that emergency access, so that alleviated some of our concerns on that end of the site.

Commissioner Little: Perhaps at the Final Development Plan, if we can bring what is existing there, and where a pathway would make sense to put in there to make all this work right, then we will know what we should do and, if nothing else, we can prepare for it moving forward. You are saying Liberty Township just will not agree, so just what you



believe we should do in this situation. A simple rendering of what the right thing would be so that we have something to go from moving forward.

Mr. Martin: We will ask again because we want it as an amenity. It is just unfortunate that there is a political issue.

Chairman Emerick: I do not have much to add at this point. I too am concerned about architectural elements, particularly the planned use of vinyl siding. We have not traditionally allowed vinyl siding in Powell. In fact, our Code prohibits it. That is something that I will be looking at very closely. But I want to thank you for working with both Staff and the Commission to get us to this point and we look forward to continuing that.

MOTION: Commissioner Little moved to approve a Zoning Map Amendment for the property located at 3041 Home Road, as represented by Redwood USA, LLC, whereas the zoning shall be changed from existing zoning of PI – Planned Industrial District, City of Powell, and I – Liberty Township Industrial District to the proposed zoning of PC – Planned Commercial District, City of Powell, for the purpose of developing a mixed-use development on a combined +/- 70 acres, subject to the following condition:

1. City Council shall approve the Zoning Map Amendment.

Commissioner Cooper seconded the motion.

VOTE: Y-6 N-0 (Bailik absent)

MOTION: Commissioner Little moved to approve the Preliminary Development Plan for the property located at 3041 Home Road, as represented by Redwood USA, LLC, for the purpose of developing a mixed-use development on a combined +/- 70 acres, subject to the following conditions:

1. The development text shall be updated taking into account the comments from Staff, the Architectural Advisor, and the Commission consistent with the City of Powell expectations as it relates to issues such as sign setback, lot coverage, roof pitches, numbering and lettering, prior to Council review.
2. The Applicant shall work with Staff and the Architectural Advisor prior to submittal of the Final Development Plan so as to address items identified by Staff, the Architectural Advisor, and the Commission members, such as building architectural variety, garage door orientation, use of proper materials, etc., to ensure effective preparation for the Final Development Plan submission.
3. That a storm water feasibility study demonstrating proper storm water management shall be provided as a part of the Final Development Plan.
4. The Applicant shall provide adequate data to demonstrate that a one-year pre-developed storm will be detained for the 100-year post-developed event.

Commissioner Cooper seconded the motion.

VOTE: Y-6 N-0 (Bailik absent)



## STAFF REPORT

### PLANNING & ZONING COMMISSION

Wednesday, May 12, 2021  
7:00 P.M.

#### 1. ZONING MAP AMENDMENT & PRELIMINARY DEVELOPMENT PLAN REVIEW

Applicant: Redwood USA, LLC  
Location: 3041 Home Rd  
Existing Zoning: PI – Planned Industrial District, City of Powell, and  
I – Liberty Township Industrial District  
Proposed Zoning: PC – Planned Commercial District, City of Powell  
Request: Review and recommendation of approval to City Council of a zoning map amendment with Preliminary Development Plan from Liberty Township Industrial District & City of Powell Planned Industrial District to Planned Commercial District, for a mixed-use development on ±70 acres.

Aerial Site Image: <https://goo.gl/maps/bxiou2KMVqjF6ePy5>

#### Project Background

The ±70 acres at 3041 Home Rd is currently vacant. The northern two parcels (±35 acres), where GFS Chemicals was previously located, is outside the City of Powell boundary, in Liberty Township, and the applicant is in the process of annexing these parcels into the City. The southern two parcels (±35 acres) are within the City of Powell boundaries and are zoned Planned Industrial District.

The Planning and Zoning Commission first reviewed the Redwood project on July 10, 2019 as an informal Sketch Plan. At the Sketch Plan review, there was concern over rezoning the property and the proposal's consistency with the Comprehensive Plan. However, it was noted that these parcels have been sitting vacant for 10+ years without any interest from industrial developers, as this is a difficult piece of property to make work for industrial, logistically, due to the Home Road overpass. Concerns over architecture, volume of units, and traffic were also voiced. The minutes from the July 10, 2019 meeting are included in Commissioner's packets, and the Sketch Plan Review Staff Report is attached.

Following the Sketch Plan review, the Development Committee of City Council reviewed an updated proposal on November 4, 2020. The updated plans included new site details on the assisted living and skilled nursing facilities along the Home Rd frontage, and an economic analysis to demonstrate some financial benefits of the proposal. Additionally, the applicant's attorney stated there is a firm contract between Redwood and Foundation Health on this part of the development. Four of the five Committee members were in support of the project moving forward as proposed. Minutes from the November 4, 2020 Development Committee meeting are included in the meeting packet.

City Council passed a Services Resolution on March 16, 2021, and the applicant's Pre-Annexation Agreement was approved with Ordinance 2020-38. The applicant has also filed an annexation petition with Delaware County.



## Proposal Update

The Commission reviewed this proposal at their April 14, 2021 meeting and tabled both requests to allow the applicant to revise the proposal to address staff comments and concerns. Overall, while the proposed land use deviates from the future land use map in terms of proposing a largely residential use, the Commission found the proposal to be a positive addition to the City. The Commission recognized the site challenges in terms of access and geometry greatly limit the potential of industrial development and commended the applicant for including the two senior housing components to the north.

Some Commissioners urged the applicant to further explore additional site access, however the existing site boundaries limit public access to Home Road with emergency access provided through the Olentangy Liberty Middle School site, which has been reviewed and approved by the Liberty Township Fire Department.

The applicant has updated the submission to include a detailed statement addressing the items and concerns highlighted by staff from the last review. Additional updates include conceptual layouts indicating options for the potential development patterns of the third commercial lot in Subarea A.

The proposed development text has been revised to include updates sections addressing phasing, path connections and building materials. The numbering and labeling conventions within the development text are not consistent and should be clarified prior to City Council review.

## Proposal Overview

The applicant is requesting review and a recommendation of approval to City Council of an amendment to the Zoning Map to Planned Commercial District (PC) as well as a review and recommendation of approval to City Council for a preliminary development plan. The Zoning Code includes provisions for a Zoning Map Amendment to a Planned District with the approval of a Preliminary Development Plan. Both items are requested for approval as part of this application. Both requests will require final approval by City Council via an Ordinance. Upon approval, the applicant is able to request review and approval of the final development plan, which, based on the Zoning Ordinance will constitute an amendment addition to the zoning of the property as stated in Section 1143.11 of the Code. Once approved the final development plan will act as the official zoning regulation of the property. This step may be done in phases.

The proposal is to construct 327 multi-family dwelling units in 61 buildings, with a health care/commercial component along Home Rd. The proposal is made up of two subareas, Subarea A (11 acres) and Subarea B (59 acres).

### *Subarea A*

This subarea is the proposed commercial area to the north of the site proposed to be developed with a skilled nursing facility on the southern portion of the subarea which consist of 4.2 acres. An assisted living/memory support building is proposed to the north on a lot of approximately 2.6 acres. The skilled nursing facility is proposed to be approximately 64,700 square feet to accommodate 80 rooms and the memory care facility is postponed at a size of approximately 65,000 square feet to accommodate 54 rooms. In addition to these two proposed facilities, a ±3.9 acre commercial lot is shown on the plans. No details have been submitted to address the potential development pattern of this parcel. The development text proposes a limited range of office uses, as well medical, veterinary and elderly care uses. While personal services are proposed to be permitted, Staff is concerned that no other service-oriented businesses are permitted such as restaurant, which may provide an additional amenity to employees and/or residents within the area.

### *Subarea B*

This subarea is 59 acres and is proposed for a maximum of 327 multi-family dwelling units on ±59 acres, with an overall residential density of ±5.5 du/ac. There are 61 buildings shown on the plan with the largest building

accommodating eight units and the smallest building accommodating three units. Each unit has a two-car garage and additional parking in the driveway.

#### *Site Conditions*

The CSX railroad tracks are the eastern boundary of the site and Liberty Park is to the west. To the south is the Woods of Powell neighborhood. The southern portion of the site is heavily wooded and there are wetlands present which are proposed to be preserved. Two streams cross the center of the site. The northern portion of the site contains the vacant buildings which were used by GFS Chemicals as well as the access drive off Home Road. The site has a depth of approximately 4,000 feet from the north to the south and an average width of 800 feet.

#### *Proposed Layout*

The proposal shows an access drive on the eastern portion of the site off Home Road, which previously served the GFS facility. All drives internal to the site are proposed to be private. As described above, the northern portion of the site is intended to be development with the elderly care facilities. Lot 1 is along the northern boundary fronting Home Road and shows a rectangular building with a central courtyard and a sizeable porte-cochère on the east side. Parking is proposed to the east and west sides of the building.

The skilled nursing facility in Subarea A (Lot 2) is indicated as a rectangular, one-story building with two interior courtyards. Access is shown off the main access drive from the east and around the entirety of the building. Limited parking is shown to the north and south.

Lot 3, which does not include a proposed layout as part of the proposal is located to the west with frontage along the railroad and Home Road. Access is indicated off a main drive that allows provides access to Lots 1 and 2.

Subarea B, which is intended to be developed with the apartments will also be accessed off the main drive off Home Road. There are three distinct areas of development within this subarea between the streams, which will be preserved with the proposed layout along with the vegetation surrounding the streams. There are several home footprints of varying sizes to accommodate the units. Each unit includes a two car garage with each unit being ranch-style and proposing dormers to indicate additional height.

Staff and the Architectural Advisor previously shared concerns with the continuous paving for the road/sidewalk and requested the applicant investigate installing rumble strips, ribbon curb and/or barriers. The applicant has assured staff that the proposed interaction between the drives and the walk has been successfully implemented in other Redwood developments. The applicant has provided photographs from other neighborhoods that show the difference in pavement color more clearly than in the previous submittal. The applicant also indicates that the proposal meets FHA accessibility regulations.

As mentioned above, the revised proposal includes two different concept layouts for the third commercial lot to the north in response to Staff and Commission concerns regarding the lack of development partner and timeline. It is expected that that commercial lots will develop in later phases and will each pursue the final development plan step separately from Redwood.

The submission has been updated to more clearly indicate the path connections to adjacent facilities through the emergency access drive on the middle school property.

#### *Development Text*

The proposed development text includes development regulations, including setback information which appear appropriate for the proposal. The building height was revised from 45 to 30 feet. Open space and landscaping appears to be adequately addressed in the text. However, Staff is unable to identify a need to alleviate the



proposal to adhere the maximum lot coverage of 20% as required in the Code. The applicant has included a divergence for the use of high quality vinyl lap and shake siding. Not addressed are divergences for roof pitches, which are required to be 8 over 12 in the Code as well as the sign setback from the right-of-way. Lastly, there are discrepancies with the numbering/labelling of paragraphs in the development text, which should be addressed prior to Council review.

#### *Architecture*

As part of the previous review, the architectural advisor noted there could be a lot of garages for the frontages based on the submitted elevations and encouraged the applicant to explore the use of side-loaded options and variations of garage door styles. While a need to include variation between blocks or phases for the Redwood units, the applicant has not made revisions to the proposed elevations and/or unit types as the palette has been indicated as a standard for Redwood. The Commission did not comment on a need for more architectural variety.

As proposed, the roofs are expansive and staff requests that the applicant reevaluate the use of fake shed dormers and consider cupulas to break up the roof line and simplify some of the gables on the front elevation.

Given this proposal will be further defined during the final development plan stage, Staff encourages the applicant to consider making modifications to the architecture to address these comments.

### Comprehensive Plan Consistency

#### *Land Use Plan*

The parcels are designated as “Employment Center” in the land use portion of the Comprehensive Plan.

Office, tech space, and manufacturing are ideal for this land use type. However, as suggested in the intent statement to the right, the boundaries between Mixed Use Centers and Employment Centers may be ambiguous. The Redwood proposal includes employment-generating opportunities with the skilled nursing and memory care facilities, along with a residential component, which is expressed as an appropriate use in some Employment Center locations.

Additionally, this proposal works in tandem with the annexation of ±35 acres from Liberty Township into the City of Powell. This annexation is in line with the strategic annexation policy that Powell, “pursues targeted annexations, and geographically ‘fills out’ to create a consolidated service area. This expansion can also go beyond Home Road to incorporate school facilities and commercial areas there” (Comprehensive Plan, pg. 26). Given the inconsistencies of developing in multiple jurisdictions and lack of access to the southern Powell parcels, the Redwood proposal is not feasible without the annexation and re-zoning of the northern two parcels.

#### **Intent**

Employment generating land uses are critical to Powell’s fiscal health, contributing to the City’s revenue base. The community currently has a limited amount of employment centers; existing business parks and corridors should be encouraged to infill with additional facilities if possible. Incorporating new employment centers will be an important part of Powell’s growth strategy. A variety of office, tech/flex space and clean manufacturing/assembly facilities should be encouraged in key locations. It should be noted that Mixed Use Centers also provide employment opportunities, including a mixture of office and retail uses. Likewise, the boundaries between adjacent Mixed Use Centers and Employment Centers may be fuzzy. Employment-generating institutional uses with a residential component, such as nursing homes and assisted living facilities, are appropriate in some locations as well.

#### *Fiscal Analysis*

Municipal income taxes are Powell’s largest source of general fund revenue, making up about 44% of the City’s total revenue (Comprehensive Plan, pg. 85). The fiscal analysis on the Scenario 2a: Strategic

Annexation of Powell's future development explains some strategic reasons for developing senior housing, similar to that which Redwood is proposing. The Comprehensive Plan states, "These households will generate demand for medical services, which could be developed close by and would generate high levels of income and property taxes. Other providers of senior-oriented goods and services might also be attracted." It should be noted that the proposed Redwood units are not restricted to senior housing, but are geared towards those who are downsizing, or young professionals without children. According to the Comprehensive Plan, this is also a consideration for community cohesion and quality of life, as it provides housing stock for Powell residents to age in place within the community they call home. The Redwood Mixed Use Development proposal includes a fiscal impact study created by Bill LaFayette of Regionomics. The study states, "The net present value to Powell of the Redwood proposal is \$8.2 million, compared to the \$1.14 million for the industrial alternative." Please note that these results are based on assumptions as outlined in the proposal document.

### Ordinance Review

The Code, Section [1141.07](#) does not contain specific criteria for zoning map amendments, however, City Council has previously indicated a general support to change the zoning of the site as part of the annexation agreement, which was adopted on January 5, 2021. The Code includes criteria for a request for Zoning Map Amendment to a Planned District, which requires the review and approval of a Preliminary Development Plan. The applicant has provided a detailed Preliminary Development Plan, many details of which will be further defined at the Final Development Plan step. Staff recommends the Commission recommend approval to City Council of both the Zoning Map Amendment request and the Preliminary Development Plan. These requests will require approval by Council in form of an ordinance.

In terms of the amendment request for a Planned District (Planned Commercial District in this instance) the Code provides the following criteria as part of Codified Ordinance 1143.11(g):

- (1) If the proposed development is consistent with the intent and requirements of this Zoning Ordinance;**  
This proposal provides a housing need within the City and the applicant has updated the development details in accordance with the Zoning Ordinance. The applicant should update the development text to clarify sign setbacks, lot coverage and roof pitches as well as the numbering/labelling conventions.
- (2) The appropriateness of the proposed land uses with regard to their type, location, amount, and intensity, where not specifically specified in this Zoning Ordinance;**  
The proposed land uses are appropriate in terms of location, type and intensity. Staff continues to have concerns regarding the lack of variety and the prominence of garages in the residential portion of the proposal. While the Commission did not comment on a need for more architectural variety, Staff encourages the applicant to consider making modifications to the architecture to address these comments with the final development plan.
- (3) The relationships between uses, and between uses and public facilities, streets, and pathways;**  
Staff appreciates the proposed uses as well as the open spaces. No public facilities are proposed or required as part of this project. The plans indicate a connection from the emergency access drive to adjacent facilities to Liberty Park and the Woods of Powell neighborhood.
- (4) Adequacy of provisions for traffic and circulation, and the geometry and characteristics of street and pathway systems;**  
All internal streets are intended to be private, which is appropriate given the proposed development.



- (5) **Adequacy of yard spaces and uses at the periphery of the development;**  
This criteria has been met.
- (6) **Adequacy of open spaces and natural preserves and their relationships to land use areas and public access ways;**  
The applicant will be required to provide information for floodway/flood plain boundary, OEPA Olentangy River buffer, and the City of Powell Stream Corridor Protection Zone per City Code 1147.16, as it pertains to potential impacts of the proposed development with the Final Development Plan.
- (7) **The order, or phases, in which the development will occur and the land uses and quantities to be developed at each phase;**  
As part of the Final Development Plan, the applicant will be required to provide a stormwater feasibility study demonstrating proper stormwater availability for required stormwater volumes. The one year pre-developed storm shall be detained for the 100 year post-developed event. In addition, the applicant will be required to provide information for floodway/flood plain boundary, OEPA Olentangy River buffer, and the City of Powell Stream Corridor Protection per City Code 1147.16, as it pertains to this site. The calculations shall be included as part of the Final Development Plan.
- (8) **Estimates of the time required to complete the development and its various phases;**  
The plans and text have been updated to address phasing in accordance with the subareas. Once approved, final development plans expire within 2 years of original approval.
- (9) **Improvements to be made by the Municipality, if any, and their cost;**  
This proposal does not require any improvements made by the City. A Traffic Impact Study has been submitted to address the internal roadway geometry as well as site access, none of which will be funded by the City.
- (10) **The community cost of providing public services to the development;**  
No public improvements are required for this application.
- (11) **Impacts of the development on surrounding or adjacent areas.**  
The applicant has submitted a Traffic Impact Study to the City that is currently being coordinated with Delaware County, identifying the proposed offsite improvements and the schedule/phasing of construction and implementation.

### Staff Recommendation

The Planning and Zoning Commission should make two motions for this proposal, one for the Zoning Map Amendment application, and one for the Preliminary Development Plan application. Both items will require approval by City Council as an Ordinance.

#### Motion 1

Staff recommends the Planning and Zoning Commission recommend approval to City Council of the Zoning Map Amendment.

#### Motion 2

Staff recommends the Planning and Zoning Commission recommend approval of the Preliminary Development Plan to City Council with the following conditions:

- 1) That the development text be updated, prior to Council review to address the sign setback, lot coverage, roof pitches and numbering/labelling;

- 2) That the applicant work with Staff, at the Final Development Plan stage, to address building variety and garage door orientation to the extent possible;
- 3) That a stormwater feasibility study demonstrating proper stormwater availability is provided as part of the final development plan;
- 4) That the applicant provide, at the Final Development Plan step, adequate information to demonstrate a one year pre-developed storm will be detained for the 100 year post-developed event.





## STAFF REPORT

### PLANNING & ZONING COMMISSION

Wednesday, April 14, 2021  
7:00 P.M.

#### 1. ZONING MAP AMENDMENT & PRELIMINARY DEVELOPMENT PLAN REVIEW (Case 2021-05Z/PDP)

Applicant: Redwood USA, LLC  
Location: 3041 Home Rd  
Existing Zoning: PI – Planned Industrial District, City of Powell, and  
I – Liberty Township Industrial District  
Proposed Zoning: PC – Planned Commercial District, City of Powell  
Request: Review and recommendation of approval to City Council of a zoning map amendment with Preliminary Development Plan from Liberty Township Industrial District & City of Powell Planned Industrial District to Planned Commercial District, for a mixed-use development on ±70 acres.

**MOTION 1:** Commissioner Little moved to table a proposal for a zoning map amendment for the property located at 3041 Home Road, as represented by Redwood USA, LLC, until concerns are addressed that are identified at the time of the initial preliminary development plan submittal. Commissioner Cooper seconded the motion.

VOTE: Y-4 N-3 (Boysko, Hartranft, Simpson)

**MOTION 2:** Commissioner Little moved to table a proposal for a preliminary development plan for the property located at 3041 Home Road, as represented by Redwood USA, LLC, until concerns are addressed that are identified by Staff at the time of the initial preliminary development plan submittal. Those concerns include:

- 1) That the applicant work with the Liberty Township Fire Department to address concerns regarding the geometry of the private drives and gain assurance the site can be sufficiently served in case of an emergency;
- 2) That a phasing plan be provided that aligns with the subarea boundaries, including identifying the proposed offsite improvements and the schedule/phasing of construction and implementation;
- 3) That the applicant provide a sketch/concept plan to indicate how a commercial component would be laid out on Lot 3;
- 4) That a stormwater feasibility study demonstrating proper stormwater availability is provided as part of the final development plan;
- 5) That the applicant agree, as part of the final development plan, to submit a revised Traffic Impact Study in coordination Delaware County;
- 6) That the applicant work with Staff and Liberty Township to provide a dedicated public pathway system connecting the eastern property boundary to the Woods of Powell neighborhood;
- 7) That the applicant demonstrate the proposed private roadway and sidewalk combination has been implemented in other projects;
- 8) That the applicant provide, at the Final Development Plan step, adequate information to demonstrate a one year pre-developed storm will be detained for the 100 year post-developed event;
- 9) That the applicant work with Staff to identify opportunities for a shared-use path along the east side of the development;
- 10) That the applicant investigate potentially paving A short section of gravel path in the township to make a path connection;
- 11) That the applicant satisfactorily address all comments within the staff report in regard to the proposed development text, particularly pertaining to divergences, lot coverage, building materials and architecture.

Commissioner Cooper seconded the motion.

VOTE: Y-5 N-2 (Boysko, Hartranft)

Commissioner Cooper seconded the motion.

VOTE: Y-6      N-0      (Bailik absent)





Planning & Zoning Commission  
Donald Emerick, Chairman  
Bill Little, Vice Chairman  
Trent Hartranft

Shawn Boysko

Ed Cooper

Shaun Simpson

Elizabeth Bailik

## MEETING MINUTES April 14, 2021

Chairman Don Emerick called a meeting of the Powell Planning & Zoning Commission to order on Wednesday, April 14, 2021 at 7:03 p.m. via Zoom. Commissioners present included Bill Little, Elizabeth Bailik, Shawn Boysko, Ed Cooper, Trent Hartranft, Shaun Simpson and Don Emerick. Also present were Andrew White, City Manager (late); Jeffrey Tyler, Community Development Director; Claudia Husak, Planning Director; Elise Schellin, Development Planner; Yazan Ashrawi, Law Director; Karen J. Mitchell, City Clerk; and interested parties.

[...]

### REZONING & PRELIMINARY DEVELOPMENT PLAN (Case 2021-05Z/PDP)

Applicant: Redwood USA, LLC  
Location: 3041 Home Road.  
Existing Zoning: PI – Planned Industrial, City of Powell, and I – Liberty Township Industrial District  
Proposed Zoning: PC – Planned Commercial District, City of Powell  
Request: Review and recommendation of approval to City Council of a Zoning Map Amendment with Preliminary Development Plan from Liberty Township Industrial District & City of Powell Industrial District to Planned Commercial District for a mixed-use development on +/- 70 acres.

Stephen Martin, Esq, 50 N. Sandusky St., Delaware, Attorney for Applicant: We have been working on this for the last 2 ½ years and met with various committees. The site plan been in front of Development Committee and P&Z Commission twice and before City Council with the pre-annexation agreement. Currently on annexation, 35 acres of this project is already in the City of Powell. The north 35 acres is not. It is in Liberty Township. On the northern parcel, there are some dilapidated structures that will have to be razed. It has been zoned Industrial since beginning of Liberty Township zoning and is the only thing that has been on the site.

The southern 35 acres were exchanged with the City of Powell a number of years ago after it got that ground and the 12 acre preserve to the south from M/I Homes for the Woods of Powell development. On these parcels are wetlands areas, and at one time, a pull-off site for northbound railroad cars which resulted in a polluted site that had to be remediated. These 35 acres was zoned by the City in 2005 as Planned Industrial. That specific zoning provided the secondary access would not be needed and took no consideration of the stream crossings or the wetlands, both of which are necessary today.

This is probably one of the most difficult large site, 70 total acres, to access any place in the county because the railroad sits to the west, to the south there is the 12-acre wooded preserve with wetlands, to the east are the public entities, and to the north is Home Road with the overpass. The overpass relocated the drive from this parcel from Home Road to the far eastern boundary of the property. On the far eastern boundary, the level of Home Road is approximately 10 feet above the level of the rest of the ground. In the northwest corner, it is about 30 feet because of the overpass. The overpass creates very limited sight conditions.

The county engineer has indicated that there will not be a traffic light there under any circumstances. So this is the access issue. Under today's fire code, a secondary access is required. We spent a ton of time exploring options, starting with Liberty Township, to get an access through the park. That was not successful. I was also told by your former Development Director a few years ago that there was no way I could get access through the preserve on the

south side. We also spoke with CSX about possibly utilizing the old maintenance road, but they would not allow it. Fortunately we are able to negotiate and have an agreement and easement, which I am holding in escrow, for a secondary access paved road with bollards that runs from the middle-school parking lot to the tract of land to provide that necessary access. Maintaining that road and the parking lot is in the pre-annexation agreement so that the Fire Department and any other emergency vehicles can get in there when needed.

This is the second annexation petition we filed. We filed an annexation petition 2 years ago and the time was just not working. We had a number of things we still needed to work out, so we withdrew that annexation. In January of this year, we worked out a pre-annexation agreement and refiled the annexation petition. We worked long and hard with the City on a map for what could be at this site. If this goes through, you will now have a corridor to annexation to the north. The pre-annexation agreement has provisions for a TIF that will yield about \$14 million dollars to the City, \$1.2 million for off-site improvements for Redwood, \$12.8 million for the City to use elsewhere. It is a 75%, 10-year TIF. Although the apartments are residential, under the TIF statutes, rentals are considered commercial.

We are not annexing all the way to Home Road, so Home Road will still be the county's responsibility. The sewer extension is just to the site. It is to the east and has to come under Home Road. These estimates were provided by Bill Lafayette's economic study who used this site plan and was also the economist used on the City's Comprehensive Plan.

Todd Foley, POD Design, 100 Northwoods Blvd., Ste. A, Columbus: We are the planning consultant and landscape architect for the project. We highlighted that we have been at this for quite some time. We have had multiple meetings with Staff, we have been before this body with a Sketch Plan. Right now we are at this stage to request a Zoning Map Amendment and Preliminary Development Plan approval through the Commission with the hopes of getting a recommendation to move on to City Council. From there, assuming we are approved at City Council, it would allow us to come back to you with a final development plan.

This is a multi-phase, multi-mixed use project with commercial components along with a multi-family neighborhood component as well. Redwood is going to be developing Subarea B. Subarea A, as presented in our application, we have Foundations Health Systems with us, and then there is a third parcel not spoken for at this point.

Subarea A is an 11-acre commercial component. Throughout the process and past discussions, the idea behind this was what kind of user - commercial, industrial, or office - what is this site really going to attract? It hasn't been successful in attracting anything for an extended period of time. We have been fortunate through this evolution process to provide an appropriate amount of commercial ground to create a new tax base, securing a future growth pattern for the City, and with the multi-family component preserving some of the natural space.

We are proposing 327 units. The density is 5 ½ units per acre. We tried to break the project down into smaller neighborhoods. Our phase lines are located around the existing stream areas that go east-west, respecting the corridor-protected zone that was required and providing appropriate buffers to protect those corridors. Things like architecture, landscape, street layout, and open space and sidewalk locations will allow us to create some modest but effective details and help break the scale down and keep it a more aesthetically pleasing community. While we are required to have 20% open space, we are providing close to 43% open space.

Coming back to subarea A, right now there is a shared private street that will come through the project. That street will provide access to the commercial area. Right now that commercial area is comprised of a skilled nursing facility (approximately 80 rooms) and an assisted living facility (approximately 54 rooms) with a memory support building. There will be another shared drive that comes back through to the remaining commercial parcel in the back. We believe these proposed commercial uses are a great use for the site by providing an appropriate level of visibility from a marketing perspective, these uses complement each other, and there is a long term synergy with the type of residents that tend to live in Redwood communities. These buildings will be appropriately landscaped, have quality architecture that is in harmony with what Redwood provides. We think it is a great opportunity to have all that on one parcel.

Right now we will have a public drive that comes through this project. It will be landscaped. There will be a sidewalk connection all the way out to Home Road. There will be a variety of planted trees, but will be focused on a maple species. There are four different building types constructed by Redwood. The architectural intent is to not build the same building over and over again for 327 units. For example, some of the buildings will have front porches centered around a green open space area with path connections. Another building, along the south and railroad, will have screened in porches. There will be very specific tree and landscape pallets to signify that you are crossing over into another neighborhood. Our emergency access will connect at the southeast part of the site. Our retention basin will have a walking trail around it.

Our streets are concrete and are proposed at 26 feet wide. Redwood provides a 22 foot wide drive aisle. There is a four-foot on street sidewalk connection. The streets are all concrete and do not have curbs. The on street sidewalk is



poured separately but it is an integral cross section with the street and is stained a contrasting color so that it stands out as a dedicated walking path.

On the Subarea B portion, it is all single-story, market rate apartments. There are no 2-story units. These are all units that are owned and maintained by Redwood who is a vertically integrated company that own and maintain their portfolios. Right now that portfolio is upwards of 13,000 units across many states and there is a wait list on them. Redwood is entrenched in the central Ohio area so there are plenty of opportunities to visit some of their other sites.

Every unit is a 2 bedroom, 2 bath, with a 2 car attached garage. Some end units have a four season room attached and there are at least four different open-floor layouts within each of the four building types. They are all FHA and ADA compliant. There is no on-street parking for the entire project. There will be parking areas spaced out throughout the site. These predominantly attract empty nesters over age 50 who tend to be long-term residents. There will be young professionals as well. Monthly rental rates are expected to be about \$1,650 to \$2,200 per month. Applicants are required to have a credit and background check.

Shawn Goodwin, Engineer, American Structure point, 2550 Corporate Exchange Drive, Columbus: I manage our Ohio civil group in Columbus. As previously mentioned, we have been working on this for 2 ½ years. We have had numerous conversations with the county engineer, the City, as well as the Fire Department. We coordinated with the Fire Department in a couple of meetings and they recently provided a letter of service. They are accepting of the way we have staged access to the site. We have full curb cut on the road and, in the southeast corner, we have the secondary emergency access to the middle school. The Fire Department is okay with the layout and density. The only thing that remains is that we need to provide water demand calculations and some additional fire truck movement exhibits which we can do. They are good with everything we have provided so far.

With respect to traffic, the Home Road overpass creates a challenge for larger trucks. We provided a traffic impact study, which was formally submitted to the City and county for the second time yesterday. We have shown that with semi traffic the sight distance as you look west is problematic as you get blocked up by the overpass. If you are predominantly vehicular traffic like we expect here, we had solid sight distance from the proposed curb cut location. This is one of the reasons why Delaware County made it clear to us that a traffic signal would not be supported here. They do not want to have another traffic signal along their Home Road corridor. As a result, we do not want to put a lot of slow moving traffic at that curb cut on Home Road. Fortunately, Delaware County has a large CIP project in the works for Home Road, they are in stage 3, and will be going out to bid shortly. They take care and mitigate for every improvement that we may be responsible for along Home Road. The only thing required as part of our project in addition to what they are going to be providing is a right turn lane into the site. We have a westbound left turn lane into the sight, but that will be handled by Delaware County's project, and a potential extension of an eastbound right turn lane at the Liberty Road intersection. In early conversations with the county, they indicated that they would not want us to extend that turn lane any further than they already have it designed. One of the reasons they stopped it short was to avoid impact to an existing driveway that is on the south side of Home Road, so we may or may not need that improvement.

Storm water management stream corridor protection zones. We submitted our stream water report to the City Engineer as stream corridor protection zone calculations. We had a conversation with them a few weeks ago, made some edits, and resubmitted that back and met all stream corridor protection zone and storm water management requirements for the City of Powell.

The last thing I will mention is the utilities. We have been talking to Delaware County Regional Sewer District as well as DELCO Water. Both have the ability to service this site and we have letters of serviceability from both of them. Gravity sewer will be coming from the north of Home Road and can service the entire site with gravity. Water would also be coming from the north of Home Road.

Mr. Foley: Let's now talk about the architectural proposals. The front building is a two story building. The third outparcel, which there is not a user for at this time, is in the back and we are not providing any detail for it now. The variety of architecture features give it a very residential feel. The commercial buildings complement each other and the proportions are great. The predominant accent element is stone on the building and, along with accent pieces on the roof, window configurations, etc., create some variety and different styles to those two uses.

With the Redwood product, there are four different building types. This site will have configurations ranging from 4 units to 8 units. Each of the 327 units are nicely sized with a unique architectural pallet within the four building types. There are 7 design upgrades to help build the variety of architectural styles. These are the standard elevations, so there is a stone water table, horizontal siding and we utilize Shake siding for the peaks of the roof. It is all a high quality vinyl product with different color palettes to help with variety and the combined upgraded elements to dilute the impact. The square footage ranges from 1,294 to 1,381. Those units that have a sun room have square footage around 1,600. We

are at a preliminary development stage and so are not final with our elevations so there is further opportunity to discuss options, but I wanted to make the point that we have tools in our tool belt to create an aesthetically pleasing design package and support this neighborhood concept that we have.

Through the interior part of the site, there will be granite countertops, upgraded cabinetry, luxury vinyl tile flooring, and everything is energy efficient with 2x6 exterior walls and R19 insulation. Redwood is a very green company. This is a top of the line feel as you come into the units. Every building will have extensive landscaping. There will not be any ribbon parking lots so every unit is going to have a 2 car garage and each driveway will be large enough to have an additional 2 parking spots.

We are not required at this stage to have a detailed landscape plan but we thought it was important that we highlighted that we are already thinking about landscaping. It is going to be a big part of this project. There is a lot of acreage and natural features to celebrate. We are envisioning a landscape buffer that would separate the commercial uses from the Redwood community. We want an entry with street trees and up lighting. We will be required to do a tree survey at the final development plan stage, but we thought it was important to highlight that as a design element.

We have already taken a look and feel it is important that this mixed use PUD has a common element for things like signage and lighting, etc. We have traditional pedestrian sidewalks that are going to exist in the commercial area. There are more walking elements to provide an extensive network throughout the entire community with an opportunity to connect with the park next door. We still have to do some more homework on that issue, but it would be a huge benefit.

There are several big picture benefits for the community. Some are more land based. The idea of this rezoning and annexation will allow the back acreage to come into Powell, allow for growth opportunity that the City doesn't currently have because the parcel lives in Liberty Township, and allow for continued connection to the north to help support economic growth. We believe this mixed-use project will bring viable users to the table. This site has been dormant for a long time because it was not marketable. This project will provide real economic benefits, the TIF, the income tax and jobs that are created, and a housing stock that is not readily available currently but would allow those that grew up in Powell and want to stay in Powell after downsizing to do so.

Ms. Husak reviewed the Staff Report. Mr. Reynolds, due to some technical difficulty, was unable to stay on the call. However, his comments are incorporated into the architectural paragraph of the Staff Report. Staff recommendations are contained in Staff Report.

Staff is not comfortable recommending approval at this time and recommended the Commission table this request to a future meeting, including the Zoning Map Amendment request as well as the approval of the Preliminary Development Plan to City Council with those eleven items outlined.

Chairman Emerick opened the matter up for public comments. Hearing none, Chairman Emerick closed the public comment session and opened the floor for comments and questions from the Commission.

Commissioner Simpson: That was quite an in-depth presentation and I appreciate that. I know we have gone through the use of this before a couple of years ago. Originally I had a problem with the frontage with it being commercial. From a use standpoint, I now think this is about as good a use as we can get for this site with it being commercial up front and residential in the back. I am not sure there is any other use for that in the back. I think we can all agree that having some commercial in there is a benefit from an income tax/business stand point. It is also going to feed well into some of the other sites, whether it is the future Kroger site, the Ohio State Hospital and their outbuildings, and the potential commercial sites the Township is looking at right now.

Density at 5.5% is strong. I do have concerns with the entering and exiting of that space, but the current plan with the county helps to alleviate a lot of those as well. The one thing I want to make sure is that there are occupancy limits of some sort in these units as it seems like the target is to have young professionals and older residents who would not have a very strong impact on our schools, which we are sensitive to right now. There are many little things that I know we can see later that are supposed to be on the final development plan, so I can wait on those. I was a little concerned, since this was an active site, on the connectivity to other parts of the City, so I would like to see those addressed. Outside of that, I appreciate all the time with this. It is very comprehensive and about as a highest and best use as is out there for us.

Commissioner Bailik: I agree with Shaun regarding connectivity with the bike/walking paths. My biggest concern is the lack of access. You call it an emergency access, but is that just for emergency vehicles? I would have concerns not just for access emergency vehicles, but access for the people living there. It seems like there is a lot of little dead ends and I can imagine traffic jams coming out of that location. From a safety standpoint it is not just emergency vehicles, but



providing the residents two means of egress from that development as a preference.

I would also have concerns with any unresolved issues with the Fire Department. If they have additional recommendations or concerns those should also be addressed. I would agree that it is a very difficult site to develop, but based on the proposed occupants, older individuals, young professionals, and people that need care, I do think it needs to have two access points to serve that type of community. I think that sums up where I am at.

Commissioner Cooper: I really don't know that I can add a thing, or ask anything, that hasn't already been asked. I would actually agree, for a change, with Staff's recommendation that we table this matter until we get some more information and move forward. I think this is a great start though.

Commissioner Boysko: I think Stave Martin, Todd Foley, and Shawn Goodwin did a fabulous job presenting the project. We have seen this for a long time. We have seen this grow and develop into what it is now. This is a very difficult site with all the obstacles and challenges they have with the site. Between the wetlands, the brown lands, the mediation that had to be done, the railroad along the western border, the Home Road overpass; you name it, this project has every little bit of all these challenges.

Initially I did agree with Beth when this project first came on about two means of egress, or access points. But this sight is landlocked. It is landlocked on Home Road, along the railroad tracks, and for this to be a viable site, there really is only one access point available. I am very surprised that Steve Martin was able to get an easement through the schools and that is a feat in itself to get that access through their property. I think that goes a long way. I don't know if one of you can address the two means of egress and the feasibility of having that be a public access.

Mr. Martin: The school was absolutely adamant that they did not want public use for that. There will be bollards on it at both ends and basically it will only be used by emergency vehicles on a need basis. The school has the option, should they change their mind, to that put back to the ball diamonds. Their present plan is not to, but I could honestly see them using that for maintenance vehicles. We have assumed that it is an excellent walking path since it is large enough to handle a fire truck to connect to the trails that run from the south up to Home Road and through the park.

We would love to have two access points. There is only one feasible public road access point and that is due south through the 12 acre Liberty Preserve. One could build a road through the 5 acres of wooded wetlands and then the 12 acres the City has, but in the initial conversation I had with Staff in the fall of 2018, I was told that this was an absolute no, not even for a trail connecting through there. You are familiar with the situation between Liberty Township and Powell in certain instances. We could not even get emergency access through Liberty Park. Fortunately we were able to work out something with the school. It is pretty much a landlocked island. We can revise the plan if the City would let us put a road through and connect to the street in Woods of Powell, but I think you would have some problems with some of the residents there.

Commissioner Boysko: Steve, the other point Beth made that I think is valid and was brought up before is the volume that these types of developments create. There was a traffic study done and effect that this has on that connection to Home Road. I don't know if that traffic impact study speaks to the volume of traffic that is coming in and out of that development.

Mr. Goodwin: It does and we submitted that to the City and the county. It has a queuing analysis in there so you can see that the queuing potential is in the a.m. and p.m. peak. There are no issues with queuing on our northbound entrance on Home Road. We do not impact Home Road at all. They have right of access, so we have to wait for that to clear, but it is not showing any issues with stacking.

Commissioner Boysko: You mentioned off-site improvements of a right turn lane going east on Home Road onto your property?

Mr. Goodwin: Yes. So there is a right-turn lane eastbound at the main entrance and then a westbound left-turn lane at the main entrance.

Commissioner Boysko: And the westbound is going to be done as part of the Home Road improvements that Delaware County's doing?

Mr. Goodwin: Yes and it is actually already a two-way left turn lane there. With Delaware's improvements they are going to maintain it.

Commissioner Boysko: Someone mentioned connectivity and I agree that there is an opportunity for connectivity. I

understand Jim Frye's developments and how they are independent of anything else. I know you have a connection through the roadway easement through the school property. I think there is a real opportunity as you get past the 11 acre commercial development that it could connect and there's a good opportunity to connect a stronger pedestrian connection to Liberty Park right where one of the pavilions are. I know that the overpass is oversized and it also has an addition 10-12 feet on the other side of the stripe for bikes. Is there an opportunity to connect some type of trail along Home Road to make some hike-bike connection to Liberty Park?

Mr. Goodwin: We agree. That was actually where we initially wanted to have a secondary emergency access. Any help with Liberty Township to get that done would be fantastic. I don't see any reason why we couldn't.

Mr. Martin: There is an OPALS trails master plan that is on Liberty Township's website and prepared by Liberty and Preservation Parks. They are going to have the trail on the north side of Home Road. If you look at the trails within Liberty Park as they go to Home Road, there are two points where they hit Home Road, and one is at the traffic light at Liberty and one at the traffic light at the park. I think under no circumstances would we want to put a trail to Home Road when the trail is going to be on the north side of Home Road and we do not have a traffic light. We will try to connect to the trail within the park.

Commissioner Boysko: Normally I may take exception to the density but because you are really isolated by the railroad tracks and Home Road, Liberty Park, etc., I really don't have an issue with the density or the type of housing that is being proposed. The one story developments, the ADA/FHA types of units I do think lend themselves more toward senior level people, so that would minimize the traffic impact and the impact on the schools. They will see a large impact already with all the POD development to the north.

I do have a few other questions about the commercial development. You showed some footprints and elevations of the skilled nursing and assisted living. Is there an operator identified for them yet or is this still conceptual?

Mr. Martin: Redwood is in contract with Foundation Health. Foundation Health has appeared before the Development Committee a few times. They own about 57 facilities and are the largest operator in the state. That is where the payroll numbers came from that are in Bill Lafayette's report.

Commissioner Boysko: Steve, do you see the phasing happening as it is shown where it progresses from north to south and the commercial development happens first?

Mr. Martin: The phasing is on the map. There are three phases. My guess is Foundations might start after Redwood. Redwood is here and ready to go.

Mr. Foley: We are at a point now where we are presenting the cumulative vision for the sight. The Foundation Group and that commercial entity will have their own Final Development path. The Redwood would mostly likely be the first thing in the ground. The trick with the site is the ability to development it because there is no second access point, but right now the plan is north to south and you would see Phase 1 for Redwood first and the Foundation folks would be on their own timeline but in that same neighborhood.

Commissioner Boysko: I know Jim Frey has a great development to the north in Delaware. I am curious to see how that is progressing. That has been open for some years I think.

Mr. Foley: The one behind Kohl's? [Commissioner Boysko: Yes.] I am glad you brought that up. That is a project that has a lot of parallels to what we are discussing here tonight. At the time it was the largest one they had in Central Ohio, a three phase project, and it is under construction now. They have developed through an evolution of their product on that site so from their Phase 1 compared to their Phase 3 product you can see their growth and commitment to redesigning and proving their product. That is a booming area and they have a wait-list on that project.

Commissioner Boysko: I knew it was large, but is there a risk of over-saturating the market with these two developments so close together?

Mr. Foley: I do a tremendous amount of work with Redwood and they are surgical with their market research. They are in tune with the demographics and saturation of the area. They have been targeting this area for a long time, so we would not have an application in front of you if there was a concern with that.

Commissioner Boysko: With regards to Staff's comments on storm water management, do you see any concerns with meeting any of those requirements?



Mr. Goodwin: No concerns. Everything is sized for the storm water. We made a couple of adjustments based on some comments from the City Engineer and resubmitted that back [audio issues] and we are able to accommodate all the setback requirements.

Commissioner Boysko: How do we spend that \$12.8 million dollars? Does this Board get to determine how or where that is utilized? Can you explain some of the restrictions on how that TIF money and where that TIF money is applied?

Jeffrey Tyler, Community Development Director: We are entering into some discussions on a five-year CIP plan. That plan will be developed over the next few months. This discussion will be a part of the development of that plan. Once that plan comes out, then I think we will be able to report back more intelligently on how we are going to spend these funds.

Commissioner Boysko: I think this is fabulous. I have seen this evolve over the past few years and am glad to see this finally get some momentum to get this started. I am a big proponent of this. For this entire 70 acre development, if our only concerns are some connectivity and pathways, materials and finishes, then I think you have done a great job getting us to this point and I am comfortable moving on to the next phase of a final development plan.

Andrew White, City Manager: I think that is a good question, Shawn, about the income. The dollars that we have available right now that will come in, if the structure is successfully adopted, will definitely be invested back into that infrastructure. I think it is key to work it out and to have it on the record that Council has already addressed that this is what they would like to do with a portion of these proceeds.

Commissioner Boysko: We too have talked in previous applications about the development at the intersection of Liberty Road and across from the middle school and the potential roundabout there because of all the development that is happening, the traffic concerns that this creates, it would be great if some of the TIF funding could go toward that roundabout development.

Mr. White: Absolutely, I 100% agree.

Commissioner Hartranft: I want to thank the Redwood team and everyone that came back. We have been through this for quite a while now and appreciate the details you have put forward to us tonight. You have been hard at work during the time off since you were last in front of us.

I think one thing that really stood out to me is that Redwood still has ownership in their communities. I think that is a big deal. We approved a huge development off of Sawmill Parkway and Seldom Seen Road, and now a few years later, it has been sold to another company and things are not as smooth after that happened. I appreciate a company that comes in and wants to stay in communities they develop and wants to partner with the community they build in.

Secondly, the variance in the buildings cannot be understated. We appreciate that. You have a lot of different buildings, a lot of different variances. I appreciate the architect's input. I think the more variety on the dormers or the shed dormers makes a difference to the community, so I would support those variances as well and those changes in the buildings.

With regards to walkability and connection, I actually think that the way it is set up now with that connection into the middle school, if you have ever walked that path, that path actually connects all the way to the downtown from the middle school path.

As to the traffic study, I understand that that is a problem or an area that will be seen as someplace that probably was not designed the best when that overpass was put in. They really extended that overpass to a point where that property is very much at a deficit compared to the properties that are around it. It is not anything you had anything to do with, but I think it was the county and the way it was designed. Regardless of where it is at now, you guys are making the best of that area. For people that have not been involved in this as long as others, that property has been sitting empty, vacant, and for sale for about 10 to 15 years. No one has been able to go into that property, it has just been sitting there becoming dilapidated and overgrown. If there would have been something that could have been viable in that area over those past 10-15 years, I think it would have already gone in. Now that the overpass is in there, I think it is at a greater disadvantage. So having a company come in that has this plan and can bring this tax base to our community and has this reputation and wherewithal to do what they want to do, I think it is a great alternative for that property.

The thing we also need to keep in mind as a Commission is that if we drag our feet, they can go to Liberty Township and annex the entire section into the Township and that cuts us off from any kind of annexation going north. That has already happened catty-corner off of Home Road. That developer came in front of us, didn't like what we had to say,

and went to the Township. As you can tell, they have a huge development of apartments in there now. At this point, it looks like it is our only avenue to go north of Home Road if we want this to work.

The eleven items that Staff brought up are well pointed out, but I don't think they would be something that couldn't be worked out prior to a final development. I do not see any reason why we would need to delay this at this point. These eleven items are things that are sometimes already asked of an Applicant and required to be presented at a final development plan, so I think they are onboard with this. I wouldn't see the need to table this motion and I think I would approve Redwood to move forward and be comfortable with it.

Commissioner Little: Thanks for coming back. I agree with Staff's comments. As I stated before, I have mixed emotions about rezoning this property because it is one of the few industrial zoned properties that we have in the City. In our Comprehensive Plan we wanted to keep it that way and add further industrial properties and/or commercial development along the railroad. That, in turn, would help us with our financial base, improve our overall revenue flows to the City. But then the Township nixed that with the POD. The Home Road overpass, as already mentioned, makes it a difficult property to promote. So regardless, I believe it is in the best interest of the City to annex the northern most property that is in this proposal to give us that further link going north. I am open to changing the use of the property from the current zoning.

Coming into the City of Powell, I would like to see Redwood put forth a proposal that meets our typical architectural expectations in the City of Powell. I think working with Staff and the Architectural Advisor, you can choose to get there.

Regarding Claudia's comment about the third sub-lot, or whatever you chose to call that, I think when you come forward, it would be to give us some sort of rendering of what you would envision going on at that spot so that we can, in turn, improve the overall spirit of the development, if that is what the Commission chooses. That way you would come back later with the specificity of what you want to put on that particular parcel, but I think it is important that we understand the guidelines of what you are envisioning going there. Given the size of this and a lot of the open issues, I personally believe that tabling at this point seems to make sense.

One comment about bollards. There is a development, a condo association in the middle of Scioto Reserve that decided that bollards could be good to stop cut-through traffic. They have experienced that high school kids and bollards don't play well together, so what you propose to put there should be something that is substantial that may require some effort to remove it. Eventually we need to understand things like mail, trash, all the materials the City would expect in the development, along with the landscaping.

I think it is important to connect to the pathways within the park. It really is unfortunate that the Township won't give you access to the park and/or the traffic light at Home Road. I think any bicycle and/or pedestrian traffic should be encouraged to go through the park where you have the light available to cross over Home Road. From a traffic study standpoint, I don't know if you looked at projections of where Home Road is going to be going. Once Home Road becomes a 5 lane major connector, I don't know if your traffic studies have taken that into account.

Mr. Goodwin: The County Engineer made us do a 20-year projection so it includes our traffic and projected traffic from the area. They made us analyze the existing condition as the current plan that they are getting ready to build. So not only did we take into account what they are going to build, but we took into account a 20-year projection beyond just us, so everything in the area along Home Road.

Commissioner Little: Ok, so we can look at those numbers. With the whole relationship between the City and the Township, I would encourage you to plan as if you may eventually be able to get that access to the park along Home Road with a sub-road that would, in turn, allow a second access point at the traffic light at the park. I think once Home Road moves to 5-lanes, once everybody understands the situation and hopefully relationships get better, at least plan in your engineering that you can make that connection in the future.

Given the size and all the details that are involved, I think some more work addressing the issues that have been brought up by Staff, we table it and come back.

Chairman Emerick: I don't have new questions that haven't already been asked. My comments pretty much align with what Bill has just said.

Commissioner Simpson: If we table this tonight, I'm assuming we would come back in two weeks, correct?

Ms. Husak: It will have to be a month because we have to have time to meet the notification deadlines.

Chairman Emerick: The next scheduled meeting would be May 12, 2021.



Ms. Husak: Yes, that is correct and the submission deadline for that meeting would be Friday, April 23 which gives the Applicant about a week and a half to work with us to potentially maybe also simplify some of the submission materials.

MOTION: Commissioner Little moved to table a proposal for a Zoning Map Amendment for the property located at 3041 Home Road, as represented by Redwood USA, LLC, until concerns are addressed that are identified at the time of the initial Preliminary Development Plan submittal. Commissioner Cooper seconded the motion.

VOTE: Y-4 N-3 (Boysko, Hartranft, Simpson)

MOTION: Commissioner Little moved to table a proposal for a Preliminary Development Plan for the property located at 3041 Home Road, as represented by Redwood USA, LLC, until concerns are addressed that are identified by Staff at the time of the initial Preliminary Development Plan submittal. Those concerns include:

1. That the Applicant work with the Liberty Township Fire Department to address concerns regarding the geometry of the private drives and gain assurance the site can be sufficiently served in case of an emergency;
2. That a phasing plan be provided that aligns with the subarea boundaries, including identifying the proposed offsite improvements and the schedule/phasing of construction and implementation.
3. That the Applicant provide a sketch/concept plan to indicate how a commercial component would be laid out on Lot 3;
4. That a storm water feasibility study demonstrating proper storm water availability is provided as part of the final development plan;
5. That the Applicant agree, as part of the final development plan, to submit a revised Traffic Impact Study in coordination Delaware County;
6. That the Applicant work with Staff and Liberty Township to provide a dedicated public pathway system connecting the eastern property boundary to the Woods of Powell neighborhood;
7. That the Applicant demonstrate the proposed private roadway and sidewalk combination has been implemented in other projects;
8. That the Applicant provide, at the Final Development Plan step, adequate information to demonstrate a one year pre-developed storm will be detained for the 100 year post-developed event;
9. That the Applicant work with Staff to identify opportunities for a shared-use path along the east side of the development;
10. That the Applicant investigate potentially paving a short section of gravel path in the Township to make a path connection;
11. That the Applicant satisfactorily address all comments within the staff report in regard to the proposed development text, particularly pertaining to divergences, lot coverage, building materials and architecture.

Commissioner Cooper seconded the motion.

VOTE: Y-5 N-2 (Boysko, Hartranft)



## MINUTES

### DEVELOPMENT COMMITTEE

Village Green Municipal Building  
Council Chambers  
47 Hall Street  
**November 4, 2020**  
**6:00 p.m.**

The meeting began at 6:03 p.m. Those present included:

**Committee Members:** Brian Lorenz, Chairman; Heather Karr & Melissa Riggins (late), Councilmembers; Andrew White, City Manager; Elise Schellin, Development Planner; David Lester (late), Citizen Representative; Shawn Boysko, P&Z Representative was present via Zoom; and Donald J. DePalma, Citizen Representative, was absent.

**Staff/Others:** Chris Huber, City Engineer; Aaron Scott, Assistant City Engineer; Megan Canavan, Assistant City Manager; Karen J. Mitchell, City Clerk; Yazan Ashrawi, Legal Counsel; Jason Woodward from TowerCo, and other interested parties.

**Approval of Minutes:** The minutes of October 6, 2020 were approved as written.

### Today's Business

- **TowerCo – Stealth Tower Site – Legislation Updates/Financial Implications:** Brian reviewed the history of this proposal. After the Committee expressed disinterest in the original proposal, TowerCo has come back with a stealth tower that somewhat changes the layout and look of the facility. The Committee also requested that TowerCo provide it with some additional information on their small cell program as well. Elise explained the Board of Zoning Appeals process would be TowerCo's first step for the conditional use permit. Any appeal from the BZA process would go through Council. Yaz explained the legal issues involved. Some of the recent legislation stripped all authority from local jurisdictions regarding small cells. HB478 gave some authority back to local jurisdictions to regulate to small cells, primarily through design, guidelines, and safety protocols. Andy also mentioned discussion of a land swap and the financial component that brings. The original proposal offered a 4-acre parcel across the railroad tracks from Seldom Seen.

Residents Heather Luke, Bartholomew Run, and Tracy O'Neill, 239 Weatherburn Drive in Falcon Ridge expressed their concerns for the neighborhood and the park should this move forward. Arbor Ridge is an established, highly used, neighborhood park. They want to understand the process and keep the neighbors surrounding the park informed.

Shawn Boysko liked the land swap and thought it sounded like a great trade off. He felt that the aesthetics of the tower could be worked through and recommends following the BZA approval process. Heather Karr still has concerns on the possibility of numerous small cells being put in without any City control or input if this is not approved. Therefore, she is okay to go forward with the BZA process. Melissa Riggins does not think it is an appropriate location and is not in favor of moving forward at all. David Lester is for the tower at its proposed location. Brian Lorenz does not like it in the park and will not support it, but will not stand in the way of the process playing out.

**ACTION PLAN:** Staff was directed to relate to TowerCo that there are three members supportive of TowerCo going through BZA process and moving forward, but two members are not in favor of locating the tower in the park at all. If they do file an application, they should be prepared for public outcry.

- **Redwood Development Update:** Andy updated the Committee on the history of this proposed development, including the annexation of 35 acres, the co-joining of those 35 acres to an adjacent parcel of 35 acres, to develop multifamily, ranch-style homes. The Redwood group has done an economic analysis to demonstrate some of the financial benefits to this new proposal and modified the proposed frontage of this property to include an assisted living facility, a skilled nursing facility, and a commercial flex piece, which would add to the tax base. They bring this new concept for consideration. Steve Martin, Esq., attorney for Redwood, provided the history of the parcel and the legal background. Todd Foley, POD Design and Jim Frey, Redwood Communities, went over the details of the new proposed development. The residential portion remains the same as before. The representative from Foundation



Health commented that the commercial piece, an 80-unit skilled nursing facility and 50-unit assisted living facility at full capacity would generate approximately \$5 million in payroll. Mr. Martin also pointed out that there is a firm contract between Redwood and Foundation Health on this part of the development that was not in place before. Redwood was proposing three, 75% 10-year TIFs, but are now proposing two. Proposed changes to the TIF in that Redwood would get \$1.2 million in which \$750,000 would be expended offsite on the school district's property to provide a secondary emergency access road from the parking lot. The easement is specific to Redwood, is in escrow, and would not be recorded if this development does not go through. They calculate the TIF will yield approximately \$13 million plus dollars. This annexation would also give the City a corridor to the north that was cut off by Liberty Township with Liberty Grand. Redwood also took out two railroad quiet zones.

**ACTION PLAN: The Committee was asked for a thumbs up/down on the entitlement process. David Lester: Thumbs down. He is highly against this. Shawn Boysko: Thumbs up. He is pro-development and mentioned how difficult it has been to development this parcel in the past with all the issues it has. This proposal has required Redwood to bring many pieces together. Heather Karr: Thumbs up. She is intrigued with the assisted living and skilled nursing and likes the future annexation potential. She does have some concern about density. Melissa Riggins: Thumbs up. She is in favor of moving forward and likes that it gives the City the ability to move north. Brian Lorenz: Thumbs up. He is in support of moving forward and feels it gives the City opportunities. The values of the TIF will make a huge impact to help the City pay for infrastructure improvements. Andy White said that he views this as a strategic opportunity and it would allow the City to have some level of control of the surrounding areas through partnerships.**

- **CIP Proposals Update:** Chris went over the RFQs for CIP plan development. There were seven very good responses and Staff is trying to narrow that down to 3 or 4 to move forward with an interview process in an effort to do some capital improvement projects as well as put a program in place that is tied to the budget. This may help the City get some grants to help fund some of the infrastructure projects.
- **Wellness Facility:** Andy is looking at a private company that focuses on public/private partnerships. Brian, Frank and Andy looked at one of those partnerships with a wellness facility in New Albany, the Heit Wellness Facility, for the possibility of considering a similar arrangement within the City. The first step in the process would be to look at a proposed feasibility analysis at an estimated cost of \$60,000. The process could come out of Development Committee and then into Finance Committee. Regardless of whether the City moves forward, Andy feels that there is value to the data within the report that would be produced with 90-120 days from initiation. This is preliminary in concept and he just wanted to introduce it. Brian commented that he believes the City currently lacks spaces such as this and our current Parks & Rec programming is limited to young children, but teenagers, adults and seniors are underserved. It also gives us a potential revenue source. Frank added that it was a unique piece of property in New Albany and he appreciates how it is tied into the school and integrated with other medical facilities. This could potentially be customized to tie into Powell's needs.

**Adjournment** - Having no further business to come before the Committee, the meeting was adjourned at 7:27 p.m.



Planning & Zoning Commission  
Donald Emerick, Chairman  
Bill Little, Vice Chairman  
Trent Hartranft

Shawn Boysko

Ed Cooper

Joe Jester

Shaun Simpson

## MEETING MINUTES July 10, 2019

A meeting of the Powell Planning & Zoning Commission was called to order by Vice Chairman Little on Wednesday, July 10, 2019 at 7:00 p.m. Commissioners present included Shawn Boysko, Ed Cooper, Trent Hartranft, Joe Jester, Bill Little and Shaun Simpson. Donald Emerick was absent. Also present were Dave Betz, Development Director; Derick Stadge, Architectural Advisor; Leilani Napier, Planning & Zoning Clerk; and interested parties.

[...]

### SKETCH PLAN REVIEW

Applicant: Redwood USA, LLC  
Location: 3041 Home Road  
Existing Zoning: (PI) Planned Industrial District – City of Powell & Liberty Township  
Proposed Zoning: (PC) Planned Commercial District  
Request: Review a Sketch Plan proposal to annex two (2) parcels from Liberty Township into the City of Powell and rezone the resulting four (4) contiguous parcels from (PI) Planned Industrial to (PC) Planned Commercial in order to construct a multi-phased, mixed-use development which includes multi-family, office and assisted living on approximately eight (8) acres.

Steve Martin, Attorney, Manos, Martin & Pergram Co., 50 North Sandusky Street, Delaware, said he is here on behalf of Redwood. I normally wouldn't take much time to talk at a Sketch Plan but there have been some questions coming up with folks in the newspaper and regarding the period of time/timing of the annexation petition. Redwood went into contract for this 35-acre property in the City of Powell and for the 35-acre property in Liberty Township. This property is in between Liberty Park and the railroad. The property owner, in a trade with the City, acquired 25 acres to the south after the City got it from MI Homes during remediation. We first met with City Staff last November. There are a number of issues with this property. There is a total of 70 acres. When this many acres are developed you have to have a secondary access. We've talked to the Fire Department and Liberty Township's administration about getting access through Liberty Park. This was problematic. We later acerbated things by filing the annexation petition. Redwood is a rental project with private streets. It is very difficult, if not impossible, to have an apartment project partly in a Township without an income tax and partly in a City with an income tax. We've spent a substantial period of time trying to find a secondary emergency access to be used only in the event of an emergency. The City had no interest in going to the south through the wetlands and out through a subdivision. We had a discussion with the railroad, to no avail. There is a road along the railroad tracks part of the way. The Township wasn't receptive. It appears we have worked out a solution with the Olentangy local school district. We received a redlined agreement back within the past week. This property is very adversely impacted by the Home Road project in 2008 – 2009. There was a jury trial and the issue was whether there was damage to the resident. The defendant's argument was the property was rendered not viable as commercial or industrial due to the elevation and relocation of the drive. The jury agreed and the defendant was awarded close to two-thirds of a million dollars in damage to the value of the property. Questions have been in the newspaper asking why we filed the annexation petition before coming before Planning & Zoning Commission. We met with the City's Development Committee and it is very questionable, if the City has jurisdiction, to hear an application without the property being in the City or pending an annexation petition. We filed the annexation petition and shortly thereafter filed the application for the Sketch Plan review. The timing of the acceptance of the annexation and the Final Development Plan approval would be about the same. If Redwood doesn't get the re-zoning, there won't be a Final Development Plan. The owner of this property has been trying to dispose of the property for a number of years. Trucco has had the property zoned industrial/commercial on the market since 2009. This should tell you how the market is for industrial/commercial property right here. The property is still sitting there unsold. We would have liked to have 70



acres for the apartments. Redwood has partnered with assisted living care facilities on some other properties. After the meeting with the Development Committee and City Staff, we selected to have an assisted living care facility on a portion of the property. We've spent the last 6 months trying to find someone to co-locate and haven't been successful. There may be some saturation in this area.

Todd Foley, POD Design, 100 Northwoods Blvd., said they are the land planner/landscape architect for this project. Mr. Foley presented Exhibit A1. Less than 10% of renters have children in Redwood communities. We are excited about the possibility of the pedestrian interface between this property and the park. The current access point to the site would be maintained. It is the only option. There are four (4) different types of building configurations. The quantity of units in the buildings will vary. The emergency access would go through school property, snake around the existing ball diamond, and tie into the existing street network. We have been in constant dialog with the school district about how we can achieve this. We are working to preserve the existing trees and the trees along the railroad tracks. Approximately 43% of the site could be allocated open space. This is substantially above what is required. We will be looking at internal paths and connection points. Each unit is typically finished in a different siding color so there is variation. There will be stone water tables. The units are very condo like, without the ownership connection. We think there are many benefits to this type of project and it will fulfill a non-existent niche; an opportunity to rent and stay in a community without owning a home, but have all of the nice amenities of a house. The community is centered around peace and quiet. There won't be a clubhouse, pool or traditional active amenity area. A very passive active lifestyle. There will be a positive tax revenue, with a minimal impact to the community services and school system. The streets will be private, concrete streets which won't be maintained by the City. Redwood will maintain the streets.

Jim Frey, Real Estate Advisor, 5311 Gillumway, Westerville, said our communities don't have clubhouses or pools. It is strictly a peace and quiet community. When people sign an application, they agree to a credit check and a background check. We use a 6-point system. If a person fails any of the 6-point check, they can't rent from us. You can't do this in a single-family community. We cater to empty nesters and young professionals. There are very few families with children. Our average is 5 – 6 children per 100 units. We've met with the Olentangy school district Superintendent. The median household income will range from \$50,000 to \$200,000. We estimate \$300,000 a year in income taxes. The only City service we will need is police and emergency service. Delaware County said they've had one EMS call per year to our community in Delaware.

Mr. Betz reviewed the Staff Report (Exhibit 1).

An agreement was made years ago between the City, the Township and the property owner to swap some land. The City got land as a result of a lawsuit. Liberty Township ended up with the property near the park to prevent the land from being chopped up. There was some mediation about a lime pit at that time. The pusher engines from the railroad track would be cleaned out there, leaving lime deposits. It has all been cleaned up since then. There are a lot of little wetlands in the site which the applicant is going to have to deal with. The Comprehensive Plan shows the area north of Home Road as a potential growth opportunity. There is a mix of conservation residential, mixed-use and commercial. The area along the railroad is designated for employment type uses. This could be industrial, commercial or anything which would provide offices and have employees who would work within the City of Powell. Growth opportunities to the north would be cut off if the land remains in the Township. Having commercial areas would reduce the amount of traffic going into downtown Powell. The annexation would preserve the opportunity to move north of Home Road. There is very little undeveloped areas left in Powell which can be used for commercial use. This is one of the last, largest areas left. We need to look at what our plan is for the City and where we will go from here. The Delaware County Engineer has plans for work along Home Road. Home Road will be the next east/west corridor. We don't know the extent or time. Staff would want to see a market analysis done to see if an assisted living facility is the best option as we go into a Preliminary Development Plan review. We need to evaluate and determine if there are better land use choices for this property. If this use is desirable, we need to make sure it is the best plan it can be. Staff is concerned about changing land uses to something outside of what the Comprehensive Plan calls for and for long-term viability of income taxes. Retired renters won't pay income taxes for their retirement income. Vice Chairman Little asked if there is a pedestrian walkway option under the overpass. Mr. Betz showed an access on CSX property which goes under the overpass. This access most likely isn't available for use. The landscaping company has access via a little driveway on the west side but there is not access on the east side. There is a bike lane on Home Road, way up high.

Derick Stadge, Architectural Advisor, reviewed Exhibit 1A. This Sketch Plan is more thorough than what we typically see. There are a lot of non-traditional things about this plan which are really good. We would want to see specific elevations at the next review. We would want to see a parking count also.

Vice Chairman Little opened this item to public comment. Hearing no public comments, he closed the public comment session and opened the floor for comments and questions from the Commission.

Commissioner Cooper said he likes the concept but he doesn't want to see it on this piece of property. There are a lot of pluses to this proposal but he isn't in favor of changing the zoning of this property.

Commissioner Jester said the designs are very interesting. I give a lot of credit for that. I agree with the Staff Report and the comments about keeping this property in line with the Comprehensive Plan are important. Moving away from the Comprehensive Plan is not the thing to do. We have to draw a line in the sand some place and say we came up with a Comprehensive Plan for a reason. You would need to give us a real good reason to move away from the Comprehensive Plan and I haven't heard it yet. You have a good product but maybe in the wrong place.

Commissioner Boysko asked for the number of units in the development. Mr. Foley said 334. Commissioner Boysko said they are all two bedroom. Are all of the floor plans identical? Mr. Foley said they are identical in composition but the layout does differ. The SF varies between 1,295 SF to 1,600 SF. There are 4 building types. We will bring elevations and more information to the next review. Commissioner Boysko asked if there is going to be some type of variation in the elevations. Mr. Foley said yes. Commissioner Boysko asked if the types of units would be grouped together in such a way as to create some symmetry or will it be random? Mr. Foley said this will be one of the larger projects in our portfolio. We talked about breaking the site down into 3 little neighborhoods. The phase 1 neighborhood might have unique landscaping. We have a project started in Delaware which has similar attributes to this site. Commissioner Boysko said this is great to hear. Looking at the site plan it looks very monotonous, very cookie-cutter. Having stronger identities will help. It will be important to create these neighborhoods. This amount of units could create a lot of traffic. Have traffic studies been done yet? Has any thought been given to the volume of cars going out to Home Road and how you will deal with the intersection? Mr. Foley said we get this question with every project. We can provide this information when we return. We have done a lot of self-analysis on traffic impacts and we have found that the daily traffic impact is substantially lower than traditional multi-family developments. It almost falls right in line with senior communities. This is due to the predominant types of people who choose to live in our communities. They aren't 8 to 5ers. They are 10 to 2ers. The access for this site is going to be an issue for any type of development. We have had preliminary talks with the Delaware County Engineer about access. Commissioner Boysko said the community can't be age restricted. You are just anticipating empty nesters. Mr. Foley said this has been what we've experienced across our portfolio. Commissioner Boysko asked if there is some type of study which substantiates this. This will be a big argument. The schools are great and people will move in to get their kids in the school system. Mr. Foley said from a typical family amenity approach, the development lacking such amenities as playgrounds, a clubhouse, a fitness facility or a pool, will make the desire less. This combined with the rental price and the design of the units makes it less compatible for a family structure. We will be prepared to talk about the school aspect at the next review. Mr. Frey said we have a combination of empty nesters and young professionals. We met with the Superintendent and he loves our projects because we don't provide children but we provide income taxes. Commissioner Boysko said the way this project is being approached is almost the exact opposite of what we like to see. There is no interconnectivity with other neighborhoods. In fact, you said you go to great lengths to not have interconnectivity. There is no connectivity to the pathways which is important to us. We typically like open spaces to be activated. You are doing the opposite. Mr. Martin said we had conversations with Liberty Township and we proposed connectivity. From a marketing standpoint, we think it would be absolutely fantastic. At the present time, Liberty Township isn't the happiest since we are seeking to annex 35 acres into the City. There will be connectivity to the school. It will be a walkway because the school doesn't want people driving back in. We proposed several other connections but didn't show them because Liberty Township didn't agree to them. Mr. Frey said people like the peace and quiet of our neighborhoods. They don't want a clubhouse or a pool. They want the privacy. We have activities which get our tenants involved. Commissioner Boysko asked how the traffic light at Liberty Park would be dealt with. How will it coordinate with this project's access point? Mr. Martin said the curb cut is located where it is because the County put it there. The elevation of the bridge is such that the Del Co water tower access couldn't be maintained. The access is through the storage unit business. Our project will have cars accessing. Think about the types of vehicles which would be accessing if this property were industrial. Think about a semi trying to make a left hand turn out of this drive. It will be problematic. Commissioner Boysko agreed. The access can't be changed. The traffic light at Liberty Park isn't going to go away either. What form of agreement is in place with the Olentangy school system for access and how comfortable do you feel with this agreement? Mr. Martin said on June 5<sup>th</sup>, we submitted an easement agreement. We got a redlined agreement back 7 or 8 days ago after the school district had their council review it. The agreement would provide for certain things we would do for the school in addition to creating the road. There would be some amenities, in the nature of dugouts for the school. The easement would be signed, go into escrow and come out of escrow when and if they close. We think we are there. Council has blessed it. Commissioner Boysko asked if the easement is such that the road will only be fire department access and won't ever in the future be turned into a public street or private road. Mr. Martin said we are granted an easement. The school district does not want public access. Commissioner Boysko said I agree with this. I'm concerned that in the future the road would turn into something else. Mr. Martin said if it does, it would be because the school district decides to do it. Under the easement agreement, we can't do it. Bollards or a gate will be placed there. Commissioner Boysko said this is good. I do have some concerns with the multi-family use, the inconsistency with the Comprehensive Plan and the volume of units. Would Redwood be open to some other type of use on the north side of the property? Mr. Martin said yes. We propose assisted living



because we thought it would be easier. We would love to see some sort of medical office building. There may be a good market for a medical office type once the OSU facility is in. The downside would be the visibility. We can't do anything about the visibility. Mr. Frey spoke. (Inaudible because he didn't step close to the podium). Commissioner Boysko said I am optimistic. I think we can work through this.

Commissioner Simpson said the front half of this parcel is in Liberty Township. Liberty Township has a recent history of doing whatever they can to stop the City. If the Commission doesn't approve a plan, can Liberty Township approve something on the front parcel and totally cut the City off from access? Mr. Betz said they could. Under our current Cooperative Economic Development Agreement (CEDA), regarding an annexation south of Home Road, Liberty Township can't say anything in the negative way about it and try to prevent it. The County Commissioners actually have an obligation to approve it. City Council does not have an obligation to approve it. Commissioner Simpson said Liberty Township could approve something like storage units on the front parcel and cut the City's income possibilities. Comprehensive Plan or not, if the City doesn't have access we have zero control. I look at this from an 80/20 possibility. The frontage of this site is very narrow. To get something which fills from the front to the back, commercial or industrial, I don't see it happening here. The 80% would be perfect for something like this request. There will be a positive impact on the schools. Current condos for sale in the area are providing \$4,000 per unit to the school and very little impact to the school. This is a positive. There probably won't be a high use. Since these will be apartments, you can limit the number of occupants. They won't flood the units with kids. I would like to see more buffer from the railroad tracks. The phasing scares me a little bit due to the one access point. Building from the front to the back will affect a lot of residents when phase 2 and 3 are going on. Mr. Martin said there would have to be a second access point at the 100<sup>th</sup> unit. You can not go beyond 100 units. It is Code. We met with the fire department. Valuation for an assisted living facility on 8 acres will be \$10 million, the phase 1 apartments will be \$11 million, the phase 2 apartments \$12 million and the phase 3 will be roughly \$20 million; for a total valuation of \$53,170,000.00 project. Commissioner Simpson said I am concerned from a construction standpoint, not a valuation standpoint. The construction bothering existing residents. Mr. Foley said there would be a period of time when site work is being done, but the project quickly moves on to the smaller trades like carpenters. Commissioner Simpson said the phasing won't be long term then. Mr. Foley said correct. Mr. Frey spoke. (Inaudible because he didn't step close to the podium). Mr. Frey said phase 3 will probably be 2 phases due to the size. We do consider our tenants and try to cause the least amount of impact. Commissioner Boysko asked if all site work and infrastructure work will be done at one time or in phases also. Mr. Frey said he isn't an engineer but sometimes they do move dirt in one phase. I don't see all 3 phases being done at one time. I see phase 1 and 2 dirt moving done together. Phase 3 will probably be done alone, with all dirt moving done at one time. Commissioner Simpson said we don't use vinyl siding much anymore. We will look at this later. Mr. Frey said it is upscale vinyl. We build these units to stay forever. We are going to own them forever. We want them to be maintenance free. The streets are concrete; not asphalt. Everything is high quality. We don't want to spend \$100,000 a year on maintenance. Commissioner Simpson said my sticking point is the front portion, the 20%. I would like to see something income producing. I don't know if we could ever find something better for the back half of the property. There will be 2 traffic lights within 300 feet of each other. Mr. Frey said we have already talked to the County. There won't be a traffic light at our access.

Commissioner Hartranft thanked the applicant for presenting the project. I am on the fence in regards to changing the zoning. We have a request in front of us and we haven't had any requests for this site in front of us for at least 10 years. Having something in our hands is better than having open space and wanting to have something developed on the site. I would like to see the request moved forward so we can see how we can tighten up the request but I am on the fence. The applicant has gone to great extents to look at the challenges of the site and they are handicapped by other entities surrounding us. I like how the applicant has already reached out to and worked with the school system. The applicant is doing what they need to do and has been working on this for a while. I look forward to seeing the next step.

Vice Chairman Little thanked the applicant for coming in. The City spent a lot of time developing the Comprehensive Plan and looking at our future as a City. We have encouraged the Township to be involved. The City knows from studies that the current bedroom versus commercial versus industrial mix we have in the City is not sustainable. We don't have the revenue to meet our expenses. When I signed up to be on this Commission, I said I would enforce the Comprehensive Plan. I am a Strategic Planner in my professional life. I am on the fence. Some of Commissioner Simpson's comments are in line with my thoughts. There have been some recent Liberty Township decisions which make achievement of the City's plans to make the area to the north a conservation district, protecting the land and less homes, impossible. The City envisioned some of the major intersections to the north of the City being mixed-use types of developments to allow residents to stay north of the downtown area. The Township is on their own path. This is a tough piece of property to make work for industrial, logistically, due to the overpass. Half of me says enforce the Comprehensive Plan. Industrial is important to the City's revenue base. However, the Township could do something on the one piece of the parcel which in theory would shut off the industrial portion in Powell. Hence, I am open to ideas. It is extremely strategically beneficial to bring this parcel into the City to allow us the pathway north so we can enforce at least a portion of the City's plan for the future. I am looking for some type of commercial, mixed-use in the front parcel to help keep traffic from going into downtown. Right behind the mixed-use, I might envision senior living or

medical office buildings. The OSU hospital will draw this type of need. The apartments could fall behind this. Bike paths should be included in whatever is proposed. Thought should be given to connection to the Township parks and/or City bike paths. Traffic will need to be discussed if the applicant comes back. It might be helpful to gain the property to the east of this parcel. It is for sale. It would be nice if the Township were interested in creating a secondary road parallel to Home Road to bring traffic out to the traffic light at the park. A study to compare what the City might get if the parcel remains industrial versus an attractive proposal that gets us some mixed-use would be nice to see. It is unfortunate the Township is a separate entity. Maybe this will be fixed in the future.





# Upcoming City Meetings & Events

## OCTOBER 2023



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 Development Committee 6:30 pm  City Council 7:30 pm	4	5 Board of Zoning Appeals 6:30 pm	6	7
8	9	10 Finance Committee 7 pm	11 Planning & Zoning 6:30 pm	12	13	14
15	16	17 Operations Committee 6:30 pm  City Council 7:30 pm	18 CDAC 6:00 pm	19 HDAC 6:00 pm	20	21
22  Candy By The Carload 4 - 6 p.m.	23	24 Powell Development Corporation 7:00 pm	25	26	27	28 Powell Fall Festival/ Food Drive
29	30	31 HALLOWEEN 				