

14050013

File No: 2C-1-2014
Date Received: 5-23-14
Scheduled Public Hearing Date: 6-25-2014

Fee: 750.00
Initials: CAS
Check or Receipt Number: 9898



**PLANNING COMMISSION
APPLICATION FOR ZONING CHANGE**

Applicant: New Albany Company
Contact: Glen A. Dugger / Smith & Hale LLC Title: Attorney for the applicant
Address: 37 West Broad Street, Suite 460, Columbus, Ohio 43215
Phone: 221-4255 Fax: 221-4409 E-Mail: gdugger@smithandhale.com
Status: Property Owner Option Holder Contractual Purchaser Agent
Property Location: See attached maps Proposed Use: Office and Retail
Current Zoning: ER-1 Estate Residential Proposed Zoning: NC Neighborhood Commercial
Total Acreage: 4.63 +/- acres Parcel ID #(s): See attachment
Developer: New Albany Company

Contact: Bill Ebbing Title: President
Address: 8000 Walton Parkway, Suite 120, New Albany, Ohio 43054
Phone: 939-8000 Fax: _____ E-Mail: _____
Property Owner: Same as applicant

Contact: _____ Title: _____
Address: _____
Phone: _____ Fax: _____ E-Mail: _____
New Albany Company By:  Date: 5-28-14
Signature of Property Owner
New Albany Company By: _____ Date: 5-22-14
Signature of Applicant

Notes: Planning Commission and/or City Staff may visit the property prior to hearing.
All correspondence will be to applicant above unless otherwise stated.

Submission Requirements

1. Submit ten (10) copies of a survey and legal description of the property certified by registered surveyor.
2. For a Limited Overlay or ROD Re-zoning, you must submit ten (10) copies of the proposed plan folded (not rolled) to 8 1/2 x 11 inch size prior to submission, limitation text, and elevation drawings.
3. Any drawings submitted must include one copy that is no larger than 8 1/2 x 11 inches.
4. Submit a list of property owners, contiguous and directly across the street and their mailing addresses.
5. Application Fee: \$400 for first acre, \$50 for each additional acre. \$1,000 maximum.
6. The property must be posted in accordance with Section 1133.02 within seven (7) days after the application is accepted. The sign shall be consistent with the attached diagram entitled Zoning Change Sign. Information on the sign must be approved by the Planning & Zoning Administrator prior to installation.

RECEIVED
MAY 23 2014
BY: CAS CHK# 9898

Additional Submission Requirements

- Street address of the subject property, together with an area map identifying the subject property in relation to surrounding properties.
- The name, signature, and address of the owner of the subject property, a statement of the applicant's interest in the subject property if not the owner in fee simple title, or proof of consent from the property owner.
- The existing and proposed zoning district designation of the subject property.
- A site analysis plan illustrating existing conditions on the site and adjacent properties such as soil conditions; drainage patterns; views; existing buildings; any sight distance limitations; and relationship to other developed sites and access points in the vicinity of the property.
- A conceptual plan demonstrating that the site could be developed with representative uses permitted in the requested zoning district meeting requirements for setbacks, wetland buffers, access spacing, any requested service drives and other site design factors.
- A written environmental assessment describing site features and anticipated impacts created by the host of uses permitted in the requested zoning district.
- A traffic impact analysis should be provided if any use permitted in the requested zoning district could generate 100 or more peak hour directional trips, or 1,000 or more vehicle trips per day; the traffic study should contrast the daily peak hour trip generation rates for representative use in the current requested zoning district; the determination of representative uses shall be made by the Planning Commission with input from City staff and/or consultants.
- A written description of how the requested zoning meets Section 1133.03 Public Hearing of the zoning ordinance. This can be achieved by addressing the Rezoning Criteria of this application form, which can be completed separately and attached to this form along with the materials listed above.

Rezoning Criteria

The applicant must provide written responses on a separate sheet to demonstrate how the proposed rezoning designation will meet the following criteria in Section 1133.03.

1. Consistency with the goals, policies and Land Use Plan of the City of Gahanna, including any corridor plans, or subarea plans. If conditions have changed since the City of Gahanna Land Use Plan was adopted, the consistency with recent development trends in the area shall be followed.
2. Compatibility of the site's physical, geological, hydrological, and other environmental features with the potential uses allowed in the proposed zoning district.
3. Evidence the applicant cannot receive a reasonable return in investment through developing the property with one (1) of the uses permitted under the current zoning.
4. Availability of sites elsewhere in the City that are already zoned for the same proposed uses.
5. The compatibility of all the potential uses allowed in the proposed zoning district with the surrounding uses and zoning in terms of land suitability, impacts on the environment, density, nature of use, traffic impacts, aesthetics, infrastructure, and potential influence (a five percent or more material reduction) in the value of existing abutting lands or approved developments.
6. The capacity of City infrastructure and services to accommodate the uses permitted in the requested district without compromising the "health, safety, and welfare" of its citizens.
7. The apparent demand for the types of uses permitted in the requested zoning district in the City in relation to the amount of land in the City currently zoned to accommodate the demand.

In accordance with Section 1133 of the Codified Ordinances of Gahanna, Ohio, I hereby certify that this amendment as stated above has been recommended for approval by the City of Gahanna Planning Commission on _____ A copy of the minutes is hereby attached. This application can now be forwarded to City Council for Final Approval.

Signature of Planning & Zoning Administrator

Date

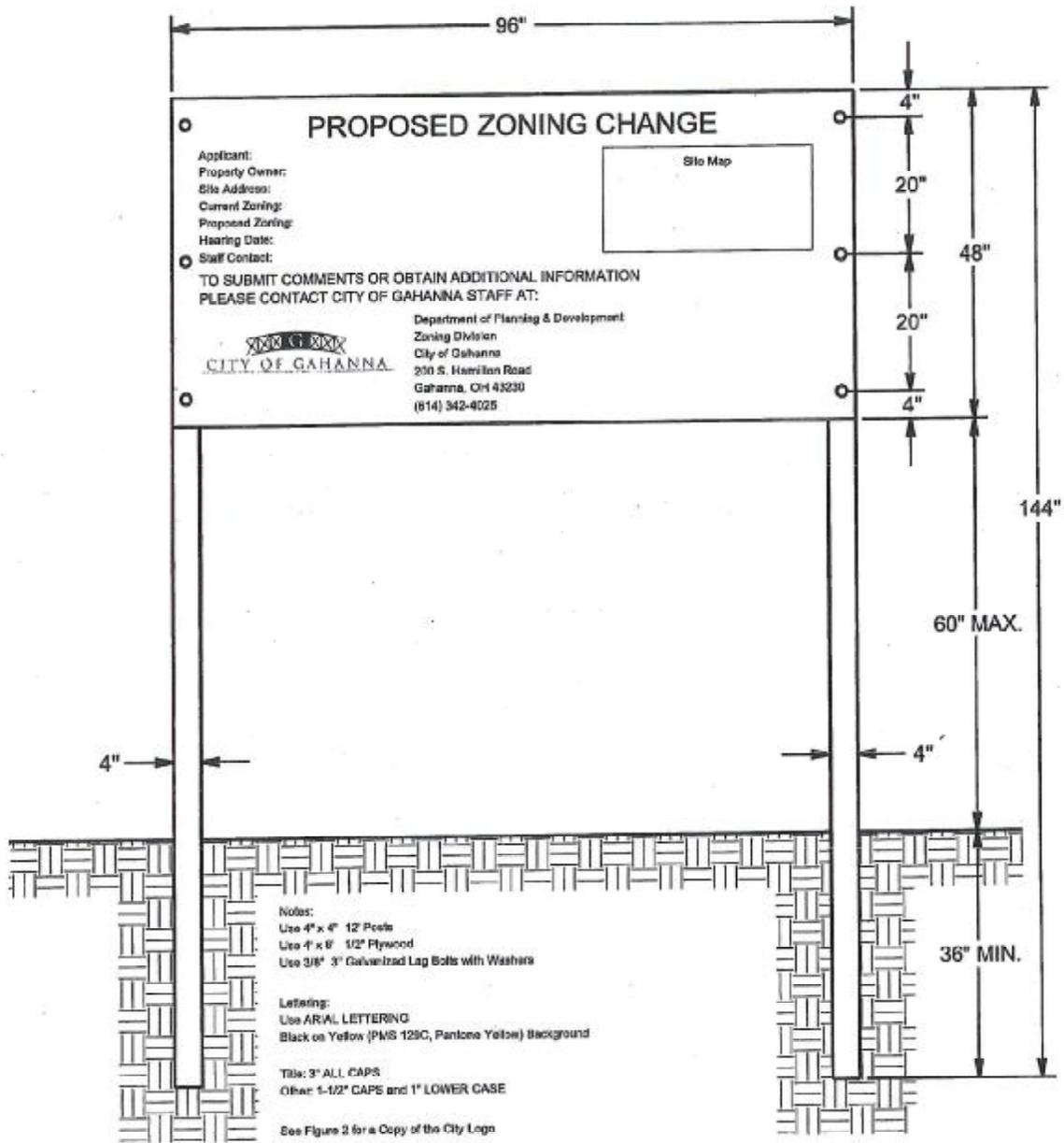


Figure 1. Zoning Change Sign



Figure 2. City Logo

Application Supplement

New Albany Company

Morse Road

Additional Submission Requirements

- ***Street address of the subject property, together with an area map identifying the subject property in relation to surrounding properties.***

The street addresses for the properties being rezoned are parts of 5495 and 5505 Morse Road, 5511 Morse Road, 5515 Morse Road, the parcel to the east that is currently not addressed but is Franklin County parcel number 025-011234, and 4721 Johnstown Road. The property is located on the south side of Morse Road west of the Morse Road / Johnstown Road round-a-bout, and along Johnstown Road southwest of the round-a-bout. Attached hereto for reference are an aerial photograph and map, and a topographic map with flood information.

- ***The name, signature, and address of the owner of the subject property, a statement of the applicant's interest in the subject property if not the fee simple title, or proof of consent from the property owner.***

The property owner and the applicant is the New Albany Company. The application is signed by an attorney with Smith & Hale LLC, attorneys for the New Albany Company.

- ***The existing and proposed zoning district designation of the subject property.***

The property is currently zoned in the ER-1 Estate Residential classification. The proposal is to change the zoning designation on the property, in accordance with City plans, and to develop the property with office and retail uses, as indicated on provided site plans.

- ***A site analysis plan illustrating existing conditions on the site and adjacent properties such as soil conditions; drainage patterns; views; existing buildings; any sight distance limitations; and relationship to other developed sites and access points in the vicinity of the property.***

Attached hereto for reference are site plans, aerial photograph and maps of the property, a topographic map with flood information all depicting the property the subject of the rezoning request and surrounding properties and which illustrate existing conditions on the site including landscaping, existing buildings, the relationship of existing roadway and access point infrastructure to the proposed access points for this property.

- ***A conceptual plan demonstrating that the site could be developed with representative uses permitted in the requested zoning district meeting requirements for setbacks, wetland buffers, access spacing, any requested service drives, and other site design features.***

Attached hereto are a Conceptual Site Plan and other information that represent an appropriate configuration for the proposed Neighborhood Commercial use for the property. This plan incorporates appropriate setbacks both within the development and from surrounding uses.

- ***A written environmental assessment describing site features and anticipated impacts created by the host of uses permitted in the requested district.***

Anticipated uses of this property are office and retail uses as depicted on the submitted Conceptual Site Plans. The required written environmental assessment and associated documents are provided with this application.

- ***A traffic impact analysis should be provided if any use permitted in the requested zoning district could generate 100 or more peak hour directional trips, or 1,000 or more vehicle trips per day; the traffic study should contrast the daily peak hour trip generation rates for representative uses in the current requested zoning district; the determination of representative uses shall be made by the Planning Commission with input from City staff and/or consultants.***

Traffic analysis is submitted herewith.

- ***A written description of how the requested zoning meets Section 1133.03 Public Hearing of the zoning ordinance. This can be achieved by addressing the Rezoning Criteria of this application form, which can be completed separately and attached to this form along with the materials listed above.***

Please refer to responses under Rezoning Criteria below.

Rezoning Criteria

- 1. Consistency with the goals, policies and Land Use Plan of the City of Gahanna, including any corridor plans, or subarea plans. If conditions have changed since the City of Gahanna Land Use Plan was adopted, the consistency with recent development trends in the area shall be followed.**

This rezoning request is consistent with the goals, policies and Land Use Plan of the City, as well as the North Triangle Plan's land use recommendations.

- a. ***Is the proposed development consistent with the City's vision?***

Yes, the proposed development is consistent with the City's vision, and the Land Use Plan recommendations for the property.

- b. ***Would the proposed development be contrary to the future land use plan?***

No, the proposal is consistent with the future land use plan, is appropriate at this location, and is consistent with surrounding development. The Land Use Plan recommends office, mixed-use, and commercial at this location, consistent with this proposal.

- c. ***Is the development contrary to the established land use pattern?***

No, the development is consistent with the established land use patterns and complimentary to surrounding uses.

- d. ***Would change create an isolated, unrelated district?***

No, the change would place this property in the same zoning classification as the property adjacent to the east, which is to be developed in conjunction with this request.

- e. ***Will the proposed development increase the load on public facilities beyond reasonable limits (water, sewers, streets, schools, etc.)?***

No, the proposed development is not overly burdensome on public facilities. This development strikes an appropriate balance, and is submitted with professional studies and other supportive documentation that establishes this as fact.

- f. ***Are the present development boundaries logically drawn in relation to existing conditions?***

The proposal is logically drawn in relation to existing conditions, the proposal is sensitive environmentally and mindful of development realities, and consistent with area developments.

- g. ***Will the change adversely influence living conditions in the surrounding area?***

No, this use is appropriate in this location, consistent with surrounding uses, and is being done in a manner complimentary to area developments.

i. Create or appreciably increase traffic congestion?

No, this development is on property targeted for the type of development proposed and is located along a major thoroughfare in an area that has recently undergone significant road improvements. Traffic analysis is submitted herewith, and impact mitigation measures proposed.

ii. Seriously impact adjacent areas?

No, this proposal is consistent with and complimentary to surrounding developments and is being sensitively implemented to mitigate off-site impact.

iii. Seriously affect the natural character of the land to the point of creating potential hazards?

No hazards will be created, the natural character of the land is being incorporated where appropriate, and a significant setback consistent with other area developments being proposed.

h. Have the basic land use conditions changed?

This area has been consistently developing over the course of the last 20 years, including the substantial round-a-bout improvement located to the east of the property installed to improve the failing Morse Road / Johnstown Road intersection. Since at least the 2002 City Land Use Plan Update, this property has been targeted for this type of development.

i. Will approval be a deterrent to the improvement or development of adjacent property in accordance with existing plans and regulations?

No.

j. Will the proposal constitute a grant of a special privilege to an individual that will not be granted to others at the expense of the general welfare.

No.

k. Are there reasons why the property cannot be used as it is presently planned or zoned?

Yes, the ER-1, Estate Residential zoning on the property is not appropriate, and would allow a development not consistent with the City Land Use Plan. There are no public health, safety, or welfare reasons why this property should not develop as being proposed with this rezoning.

l. Is the change out of scale with the area's needs? The neighborhood's needs? The City's needs? The region's needs.

No. This proposal is perfectly in scale with the needs of the area, neighborhood, Gahanna, and the region.

m. Are there alternative undeveloped sites for the proposed use?

Possibly, notwithstanding the possibility of other sites for the proposed use, development of this site as planned is consistent with long-standing plans for the property, and consistent with existing surrounding zoning..

2. Compatibility of the site's physical, geological, hydrological, and other environmental features with the potential uses allowed in the proposed zoning district.

The only uses being proposed here are neighborhood commercial office and retail uses. The proposed development of the property is appropriate, consistent with long-standing plans for the property, and no environmental concern renders development of this property otherwise. Please see all site plans, maps, and the Environmental Assessment submitted herewith.

3. Evidence the applicant cannot receive a reasonable return in investment through developing the property with one (1) of the uses permitted under the current zoning.

Development of this property under its current zoning is not appropriate, and not consistent with long-standing, long-term, planning goals for the City of Gahanna.

4. Availability of sites elsewhere in the City that are already zoned for the same proposed uses.

The applicant is not aware of any, whether there are or not however is irrelevant to the question of the appropriateness of this use at this location given its compliance with the City's Land Use Plan recommendation for the property.

5. The compatibility of all the potential uses allowed in the proposed zoning district with the surrounding uses and zoning in terms of land suitability, impacts on the environment, density, nature of use, traffic impacts, aesthetics, infrastructure, and potential influence (a five percent of more material reduction) in the value of existing abutting lands or approved developments.

This proposal is consistent in zoning and use with surrounding properties. Environmental impacts are addressed and appropriately mitigated. The applicant is incorporating a substantial Morse Road setback to make this a natural, rural-feel development consistent with area developments and beyond what is required. There are no significant traffic concerns, due to the significant roadway improvements that have occurred in this area recently, and traffic analysis is submitted herewith which proposes mitigation. This development will be a positive to surrounding uses, and the City generally. Aesthetically this development is consistent with surrounding development, with the applicant is committed to high quality, and durability in its development.

6. The capacity of City infrastructure and services to accommodate the uses permitted in the requested district without compromising the "health, safety, and welfare" of its citizens.

There is adequate City infrastructure to accommodate this request. There is no compromise whatsoever to health, safety, and welfare of Gahanna citizens, or otherwise. Professional information, provided by engineers, is submitted herewith that demonstrate that this proposal is appropriate and will not compromise health, safety, and welfare.

7. *The apparent demand for the types of uses permitted in the requested zoning district in the city in relation to the amount of land in the City currently zoned to accommodate the demand.*

There is significant demand for these uses in the City, this request brings to fruition long-standing City plans as provided by the most recent City Land Use Plan.

The applicant respectfully requests that the rezoning request for this property be approved.

Environmental Plan

In accordance with Gahanna City Code § 1109.02 – Environmental Plan, this narrative statement is in addition to the provided site development plans, existing condition maps and supplemental information submitted in conjunction with the request for rezoning to the NC – Neighborhood Commercial District, all of which are incorporated herein by reference. The site plans, and the other required Planning Commission, and Application for Zoning Change information, specify that this request is a rezoning to provide the opportunity to develop the property with neighborhood commercial uses, including small office and retail, consistent with the City's Land Use Plan recommendation for this property, and with surrounding developments. The approval of this rezoning request will provide for a land use plan consistent, environmentally sensitive development of the property, which use is consistent with area uses.

Tree stands exist within the site, and an effort is being made to preserve these for incorporation into the substantial setback being created off of Morse Road, and otherwise where appropriate. The significant setback along the north of the property is proposed on the submitted conceptual plans, to promote a rural corridor feel, consistent with other development that has occurred in the area.

Civil engineers are engaged by the applicant / property owner, who will work with the City Engineer to develop appropriate plans for stormwater treatment and mitigation in accordance with all City requirements.

Submitted herewith are both topographical maps and aerial photograph maps detailing existing conditions and landscaping.

There are no potential detrimental environmental impacts with this development. Portions of this property that will comprise this development are already zoned in the NC – Neighborhood Commercial Classification, and this request is simply to place this property into an appropriate zoning classification to allow it to develop in accordance with the City's Land Use Plan.

There are no short or long term direct or indirect impacts on natural features that have not been considered by the applicant, property owner, or the City of Gahanna. This development will be scrutinized by land development professionals, including Gahanna Planning Commission and City Agencies such that any impact is appropriately mitigated.

This narrative is to be considered in conjunction with the submitted site plans, the Application Supplemental statement, and the other maps and information submitted in conjunction with the Planning Commission applications for Rezoning, all of which are included herein by reference and serve to further address the Environmental Plan requirements of Gahanna City Code § 1109.12.

This proposal recognizes the importance of the City's strategic economic development planning, the City's Land Use Plan recommendations, surrounding uses and developments, and the existing natural features of the property.

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Tree stands exist along the north side of the site, and an effort is being made to preserve these for incorporation into the substantial setback being created off of Morse Road. The significant setback along the north of the property is proposed on the submitted conceptual plans, to promote a rural corridor feel, consistent with other development that has occurred in the area.

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This proposal recognizes the importance of the City's strategic economic development planning, the City's Land Use Plan recommendations, surrounding uses and developments, and the existing natural features of the property.

APPLICANT/PROPERTY OWNER

New Albany
8000 Walton Parkway, Suite #120
New Albany, OH 43054

SURROUNDING PROPERTY OWNERS

LC Preserve Crossing, LLC.
230 West St., Suite # 200
Columbus, OH 43215

Albany Glen, LLC.
191 Nationwide Blvd., # 200
Columbus, OH 43215

Laverne Richmond
4678 E. Johnstown Rd.
Columbus, OH 43230

Edward M. & Nancy A. Diiullo
1309 Windward Ln. E.
Gahanna, OH 43230

Brian A. Burke TR.
Marilyn M. Burke TR.
1305 Windward Ln. E
Gahanna, OH 43230

Darlene J. Toney
4722 E. Johnstown Rd.
Columbus, OH 43230

KC Real Estate Property Investments, LLC.
1092 Bayboro Dr.
New Albany, OH 43054

Preserve Crossing
Master Association
230 West St., Suite #200
Columbus, OH 43215

Rogers Market Limited
191 Nationwide Blvd., # 200
Columbus, OH 43215

Rollin E. Morgan
Monica M. Whitehead
6945 Walnut St.
New Albany, OH 43054

Karen K. Koller & Andrew N. Vazur
1307 Windward Ln. E.
Gahanna, OH 43230

Edward J. Doersam
PO Box 30874
Columbus, OH 43230

Agoston A. & Anne M. Varsanyi
4677 Johnstown Rd.
Columbus, OH 43230

Gary M. Goldsmith
4651 E. Johnstown Rd.
Columbus, OH 43230

ATTORNEY

Glen Dugger
Smith & Hale, LLC.
37 W. Broad St., #460
Columbus, OH 43215

Naco-morse.tbl
5/7/14 f:\docs\s&chl\labels2014

Villages at Preserve Crossing, Ltd.
Town Square Villages at
Preserve Crossing
230 West St., Suite # 200
Columbus, OH 43215

Mildred J. Shields
4682 E. Johnstown Rd.
Columbus, OH 43215

New Albany., LLC.
PO BOX 490
New Albany, OH 43054

Walter & Margaret Baker
1303 Windward Ln. E.
Columbus, OH 43230

William J. Toney SU-TR
Jimmie Toney SU-TR
4722 E. Johnstown Rd.
Columbus, OH 43230

Lacy E. & Ladonna Robbins
4681 Johnstown Rd.
Columbus, OH 43230

Joseph M. Messmer
4704 Johnstown Rd.
Columbus, OH 43230

Lorna M. McKibben
4672 E. Johnstown Rd.
Columbus, OH 43230

Keith E. & Linda C. Foster
4671 Johnstown Rd.
Columbus, OH 43230

Thomas A. & Kathryn L. Croson
4659 E. Johnstown Rd.
Columbus, OH 43230

Thomas & Betty Fetter
4660 E. Johnstown Rd.
Columbus, OH 43230

Warren & Carolyn M/ Roberts
5440 Morse Rd.
Columbus, OH 43230

Walter & Margaret Baker
1303 Windward Ln. E.
Columbus, OH 43230

Brian & Marilyn Burke, TR.
1305 Windward Lane E.
Columbus, OH 43230

Karen Koller and Andrew Vazur
1307 Windward Ln., E.
Gahanna, OH 43230

Edward & Nancy Diullo
1309 Windward Ln. E.
Columbus, OH 43230

Collingswood Pointe at the Preserve
Preserve Crossing Homeowners Assoc.
6099 Riverside Dr., Suite 200
Dublin, OH 43017

Preserve Crossing Homeowners Assoc.
230 West St., Suite 200
Columbus, OH 43215

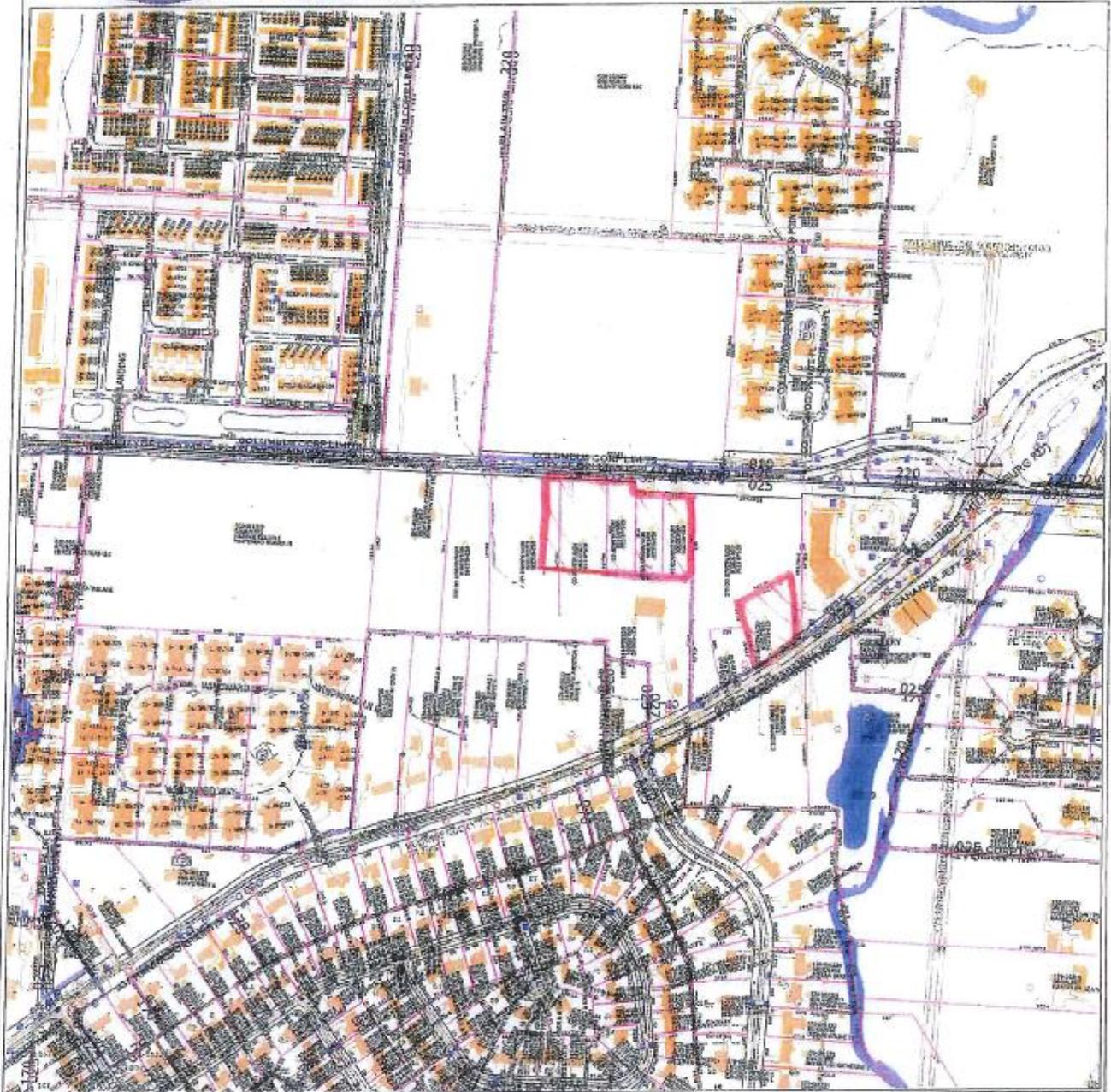
Windward Trace Homeowners Assoc.
6099 Riverside Dr. Suite 200
Dublin, OH 43017



CLARENCE E MINGO II FRANKLIN COUNTY AUDITOR

MAP ID: dlh

DATE: 4/29/14



Disclaimer

Scale = 500



This map is prepared for the real property inventory within this county. It is compiled from recorded deeds, survey plats, and other public records and data. Users of this map are notified that the public primary information sources should be consulted for verification of the information contained on this map. The county and the mapping companies assume no legal responsibilities for the information contained on this map. Please notify the Franklin County GIS Division of any discrepancies.

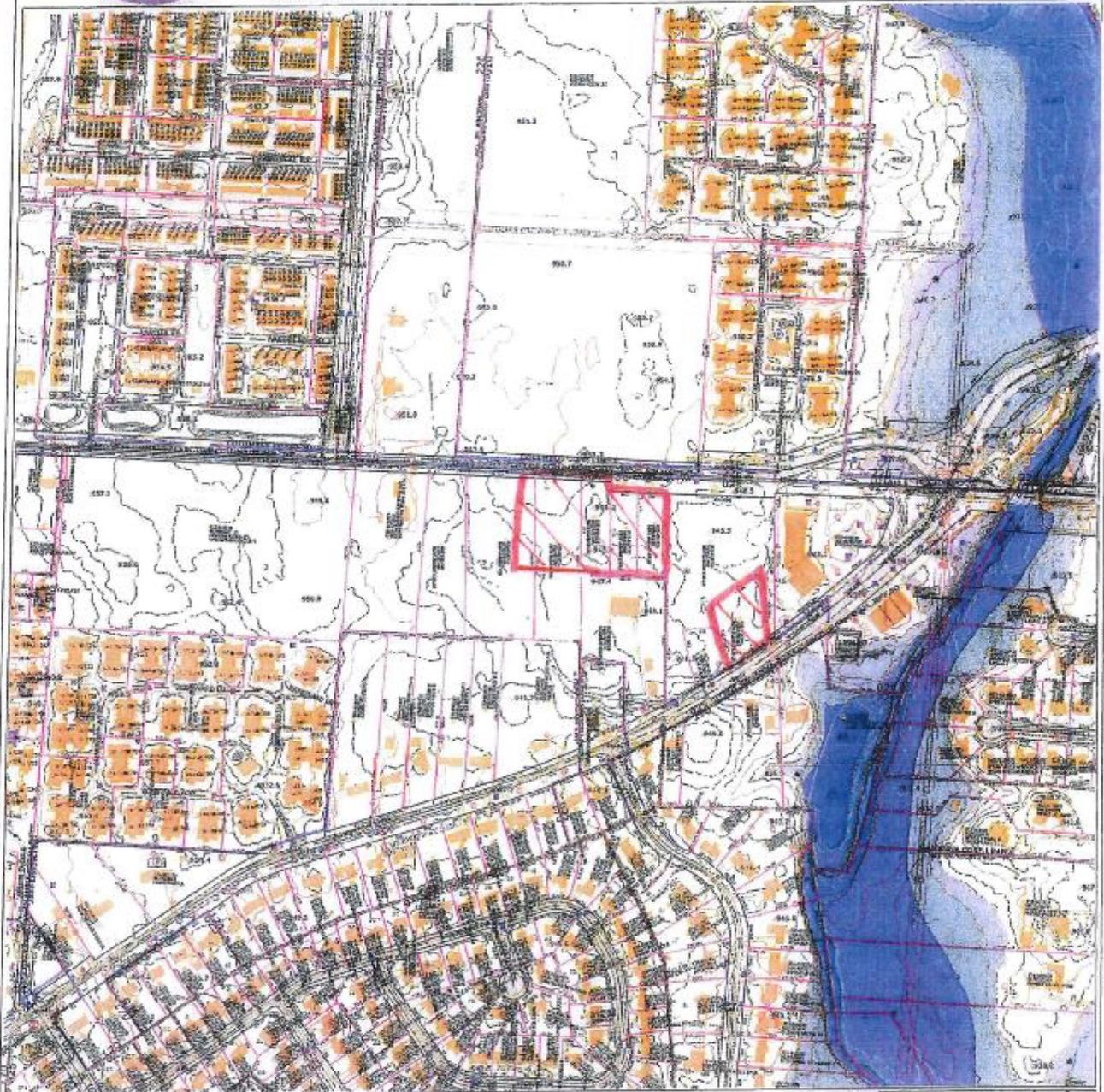
Real Estate / GIS Department



CLARENCE E MINGO II FRANKLIN COUNTY AUDITOR

MAP ID: dlh

DATE: 5/5/14



Disclaimer

Scale = 500



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WATER

FLOODWAY

100 YEAR

500 YEAR

Real Estate / GIS Department



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MAP ID: dlh

DATE: 5/5/14



ORTHOPHOTOGRAPHY DATE 2013

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Real Estate / GIS Department

**ZONING EXHIBIT
3.720 ACRES**

Situated in the State of Ohio, County of Franklin, City of Gahanna, in Quarter Township 2, Township 1, Range 16, United States Military Lands, being all of those tracts of land conveyed to New Albany Company LLC by deeds of record in Instrument Numbers 199707110045399, 199707110045404 and Official Record 12127E10, and part of those tracts of land conveyed to New Albany Company LLC by deeds of record in Official Records 12773A11 and 16314A03 (all references refer to the records of the Recorder's Office, Franklin County, Ohio), and more particularly bounded and described as follows:

BEGINNING at the northeasterly corner of that tract conveyed to Edward J. Doersam by deed of record in Official Record 3976G03;

thence North 86° 34' 31" West, with the northerly line of said Doersam tract, a distance of 538.49 feet to a point;

thence North 03° 08' 08" East, crossing said New Albany Company LLC tracts, a distance of 316.49 feet to a point in the southerly right-of-way line of Morse Road;

thence with said southerly right of way line the following courses and distances:

South 86° 46' 31" East, a distance of 31.13 feet to a point;

South 86° 46' 46" East, a distance of 294.33 feet to a point;

South 02° 45' 41" East, a distance of 31.14 feet to a point; and

South 86° 57' 22" East, a distance of 193.01 feet to the northwesterly corner of that tract conveyed to New Albany Company LLC by deed of record in Instrument Number 201009170121642;

thence South 00° 12' 54" East, with the westerly line of said New Albany Company LLC tract, 287.80 feet to the POINT OF BEGINNING, containing 3.270 acres of land, more or less.

This description was prepared from record information only and should be used for zoning purposes only.

EVANS, MECHWART, HAMBLETON, & TILTON, INC.

**ZONING EXHIBIT
0.914 ACRE**

Situated in the State of Ohio, County of Franklin, City of Gahanna, in Quarter Township 2, Township 1, Range 16, United States Military Lands, being all of that tract of land conveyed to New Albany Company LLC by deed of record in Instrument Number 201009130118617, (all references refer to the records of the Recorder's Office, Franklin County, Ohio), and more particularly bounded and described as follows:

BEGINNING at the southeasterly corner of that tract conveyed to New Albany Company LLC by deed of record in Instrument Number 201009170121641, in the northerly right-of-way line of Johnstown Road (Columbus-Millersburg Road);

thence with the boundary of said New Albany Company LLC tract the following courses and distances:

North 12° 57' 00" West, a distance of 144.58 feet to a point;

North 64° 12' 42" East, a distance of 204.57 feet to a point; and

South 00° 52' 38" East, a distance of 234.77 feet to a point in said northerly right-of-way line on the arc of a curve to the right;

thence with said northerly right of way line and with the arc of said curve, having a central angle of 02° 25' 48", a radius of 3766.95 feet, an arc length of 159.76 feet, a chord bearing and distance of South 56° 17' 35" West, 159.75 feet to the POINT OF BEGINNING, containing 0.914 acre of land, more or less.

This description was prepared from record information only and should be used for zoning purposes only.

EVANS, MECHWART, HAMBLETON, & TILTON, INC.



July 18, 2014

Mr. Andrew Walther
New Albany Company
PO Box 490
8000 Walton Parkway, Suite 120
New Albany, Ohio 43054

Subject: Morse Road Senior Living – Revised Traffic Study
Gahanna, Ohio

Dear Mr. Walther,

This letter serves to summarize traffic analysis methodologies and results associated with the proposed access plan for this development located on Morse Road just west of US 62 in Gahanna, Ohio. This study focuses on the level of service and turn lane warrants met for the proposed site driveways that will serve the site along Morse Road and US 62. A preliminary site plan is attached for reference.

Proposed Development

The proposed development includes 154 retirement-style condominium units as well as the potential for up to 32,000 square feet of office space, a potential retail building of up to 16,800 s.f. of retail space and a potential 3,200 square-foot sit-down style restaurant. This site will be served by multiple access driveways connected to Morse Road and US 62 west and south of the Morse Road roundabout intersection. Site access is planned to include one full-movement driveway on US 62 (Drive 4) and two, full-movement driveways on Morse Road serving the east end commercial portion of the site (Drives 2 and 3). An added all-in/right-out only driveway (Drive 1) is planned on Morse Road in front of the retirement residences at the west end of the site. Other future cross-access connections may also provide access to/from adjacent sites.

Existing Conditions

Morse Road is a two-lane, east/west arterial roadway with a signed speed limit of 45 miles per hour with a straight alignment and virtually flat profile along the site frontage. US 62 is a two-lane, major arterial roadway that forms the site frontage on the southeast portion of the site. US 62 is currently signed at 35 miles per hour at the site frontage.

Data Collection

Turning movement traffic counts were performed at Morse Road/Preserve Crossing Boulevard and at US 62/Pamela Drive from 5-6 PM in the evening peak. The single hour peak was identified from a previous traffic count we performed on US 62 just north of the roundabout at James Rivers Road. The turning movement count data is attached for reference.

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Traffic Volume Projections

Estimated site generated traffic was added to background traffic to determine Opening Year traffic conditions for use in traffic analyses as part of this study. Traffic volumes were projected for afternoon weekday peak hour conditions. Volume plates illustrating site-generated and total traffic volumes for the PM peak hour are attached for reference.

Background Traffic Volumes

The 2014 PM peak hour turning movement traffic counts at Morse Road/Preserve Crossing Boulevard and at US 62/Pamela Drive were used as existing traffic levels. Both counts were increased to 2024 background traffic levels using a 2.7% annual growth rate derived from the design designation data for the Morse Road project by the City of Columbus. Traffic data included on the title sheet for that project was useful in calculating the growth rate for both roadways that front this planned site. Turning movement count data and the title sheet designation data are attached for reference.

Site Generated Traffic Volumes

New trips calculated for the 154 retirement dwelling units and retail/office space were based on trip generation rates published in the *ITE Trip Generation* manual, 9th Edition (2012). Weekday afternoon (PM) peak hour trips for the site were assigned to the adjacent street network based on the distribution of existing PM peak traffic observed at the two count locations combined with engineering judgment of likely site traffic origins/destinations. A shared-trip reduction was calculated for the planned land use mix based on ITE recommended practices to account for trip ends that are captured on the site. Trip generation calculations are summarized in **Table 1** below:

Table 1: Expected trip generation using ITE rates

Land Use	Square Feet or Units	ITE Code	Time Period	ITE Formula	Total Trips	Trips Entering	Trips Exiting
Senior Adult Housing (Attached) (Use for Apartment Communities) Most Independent	154 units	252	ADT	Average Rate=3.44	530	265	265
			AM Peak	Average Rate=0.2	31	11	20
			PM Peak	Average Rate=0.25	39	21	18
Office	32,000 sf	710	ADT	$\ln(T)=0.76\ln(x)+3.68$	552	276	276
			AM Peak	$\ln(T)=0.80\ln(x)+1.57$	77	68	9
			PM Peak	$T=1.12(x)+78.45$	114	19	95
Speciality Retail Center	16,800 sf	826	ADT	$T=42.78(x)+37.66$	756	378	378
			AM Peak*	$T=4.91(x)+115.59$	198	95	103
			PM Peak	$T=2.40(x)+21.48$	62	27	35
			of GENERATOR				
High-Turnover Sit-Down Restaurant	3,200 sf	932	ADT	Average Rate = 127.15	408	204	204
			AM Peak	Average Rate = 10.81	35	See Below	
			PM Peak	Average Rate = 9.85	32	See Below	
			67%	AM Primary Trips	23	13	10
			33%	AM Pass-By Trips	12	6	6
			57%	PM Primary Trips	18	11	7
43%	PM Pass-By Trips	14	7	7			

Site-generated trip ends were distributed to the adjacent streets as described above. A minor distinction was made between the residential and commercial trip distributions to account for the likely draw of residents within Preserve Crossing to the commercial portion of this site that the residential component seems unlikely to share. The resultant distribution is expected to be as follows:

- 20% to/from the south on US 62
- 35% to/from the north/east on US 62/Morse Road
- 40% to/from the west on Morse Road (45% for residential component)
- 5% to/from Preserve Crossing Boulevard (commercial only)

All site generated traffic for this development was assigned to the adjacent roadway network via the four proposed access driveways. Turn restrictions at the proposed senior living driveway were factored into the driveway assignments. Site traffic assignments, internal trip capture rates/calculations and total traffic volume plates are attached for reference.

Traffic Analyses

Traffic volume projections identified above were used to analyze the proposed access points. The specific focus of the study is on performing capacity analyses and turn lane warrant analyses at the proposed site driveways; analyses were based on expected 2024 PM Peak hour conditions for this study. Total traffic volume data is attached for reference.

Capacity Analyses

Capacity analyses were completed at each proposed site driveway to determine the expected level of service during 2024 PM Peak conditions for full buildout of the site. The three full-movement driveways serving the commercial portion of the site and the partially restricted driveway serving the senior living residential portion were analyzed as part of this study. Results from the Synchro analyses indicate acceptable level of service is expected at each location, except for the egress left turn movements at Drives 2 and 3, the two, full-movement driveways along Morse Road. The northbound left turn movements at Drives 2/3 are predicted to operate at failed level of service with over 100 seconds of average delay. It should be noted that poor level of service on sidestreet left turn movements is common at unsignalized intersections, especially during peak hours of the adjacent street traffic.

Some of the sidestreet left turn delay issue may be addressed if/when motorists use the option at these two driveways to instead turn right and head east to the adjacent roundabout at US 62, then circle back around westbound, essentially completing the left turn they were hoping to make from the site driveways. Other motorists may choose to wait for an acceptable gap for some period of time, but queued traffic in the left turn egress movements should queue on site and should not affect traffic flow on the public street. Capacity analysis results are illustrated in **Table 2** below.

Table 2: 2024 PM Build Capacity Analysis Results

Intersection	Eastbound	Westbound	Northbound			Int.
	LT	LT	LT	RT	App.	
Morse Rd/Dr 1 (North/South Stop Control)	–	B/10.6	–	C/18.7	C/18.7	–
Morse Rd/Dr 2 (North/South Stop Control)	–	B/10.5	F/121.7	C/18.9	F/100.1	–
Morse Rd/Dr 3 (North/South Stop Control)	–	B/10.7	F/104.1	C/19.6	F/61.1	–
US62/Dr 4 (North/South Stop Control)	A/8.9	–	–	–	–	C/23.3

Notes:

For stop controlled intersections: X/X = Level of Service/ Highest side street delay per vehicle
 Through traffic on Morse Road and US62 does not stop, only movements with delay are shown.

Turn Lane Warrants

Turn lane warrants were evaluated at the proposed site driveways pursuant to the requirements set forth in the Location and Design Manual, Volume 1 (Ohio Department of Transportation, 2012). The graphs for two-lane roadways with posted speed limits greater than 40 miles per hour were consulted for the four driveway locations. Results are illustrated on the attached graphs and indicate that left turn lanes are warranted on Morse Road at the senior living driveway and the two full movement driveways, as well as on US 62 at the full-movement driveway there. A right turn lane is also warranted at Drive 3 (eastern-most driveway) on Morse Road serving the commercial portion of the site.

It should be noted that planned widening of Morse Road will provide a center left turn lane along the site frontage and a center left turn lane exists on US 62 at its approach to the Morse Road roundabout intersection. The left turn lanes were all sized at 175 feet in length which can fit on US 62 at the planned site driveway within existing pavement that already exists there. The left turn lanes on Morse Road can be provided by restriping the center left turn lane, if necessary, to indicate a dedicated left turn lane at each site driveway with full ingress. The right turn lane that is warranted on Morse Road at Drive 3 should be constructed as a new improvement.

Conclusions and Recommendations

Turn lane warrants indicate that left turn lanes are warranted at the three Morse Road driveways including the senior living drive and two planned full-movement driveways, as well as northbound on US 62 at the Drive 4 entrance. Due to planned improvements on Morse Road or existing pavement on US 62, pavement for these left turn lanes already exist or will be provided prior to the completion of site development. The pavement for these turn lanes may only need to be restriped as a dedicated lane or remain as a center, two-way left turn lane in their existing/planned condition. A right turn lane is warranted at Drive 3, the eastern-most driveway along Morse Road.

If marked as dedicated turn lanes, all warranted turn lanes should be 175-feet in length, including the 50-foot drop taper. No other off-site improvements are warranted or recommended at this time. Drive 2 should be provided as a full-movement driveway in conjunction with the senior living site so that all egress movements are available to senior living residents when the facility opens. If you have any questions during your review, please contact me directly at (614) 775-4650 at your convenience.

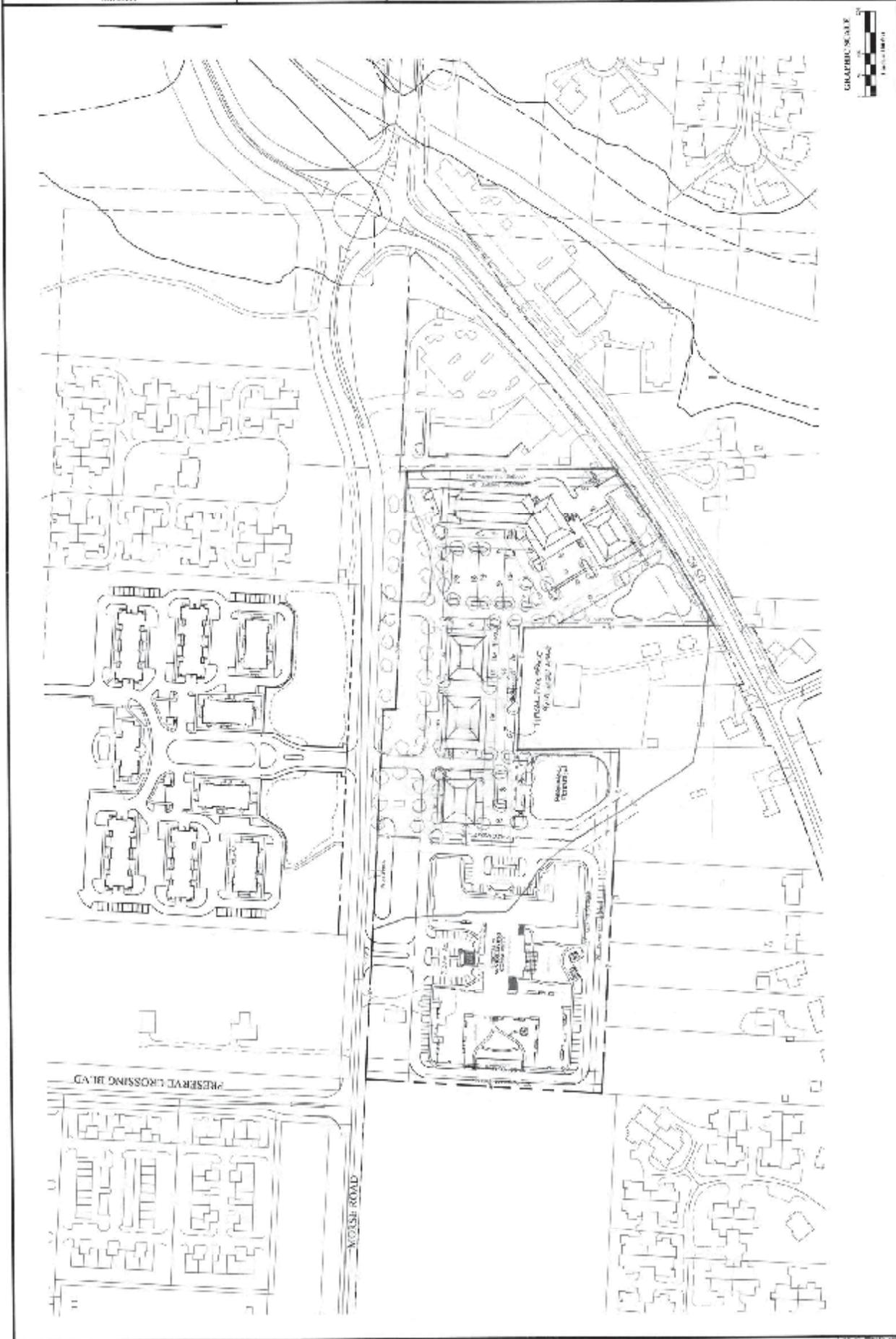
Sincerely,



Douglas A. Bender, PE, PTOE
Senior Traffic Engineer

Attachments

Copies: Todd Cunningham, EMH&T (w/att)



EMH&T

5500 New Albany Rd.
Columbus, OH 43054
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File Name : Morse Rd - Preserve Crossing
Site Code : 00000000
Start Date : 5/13/2014
Page No : 1

Groups Printed- Cars - Trucks

Start Time	PRESERVE Southbound					MORSE Westbound					PRESERVE Northbound					MORSE Eastbound					Int. Total	
	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total		
05:00 PM	3	0	9	0	12	0	128	17	0	145	0	0	0	0	0	0	24	192	0	0	216	373
05:15 PM	3	0	11	0	14	0	175	22	0	197	0	0	0	0	0	0	24	180	0	0	204	415
05:30 PM	6	0	10	0	16	0	154	16	0	170	0	0	0	0	0	0	26	186	0	0	212	398
05:45 PM	4	0	3	0	7	0	153	23	0	176	0	0	0	0	0	0	28	184	0	0	212	395
Total	16	0	33	0	49	0	610	78	0	688	0	0	0	0	0	0	102	742	0	0	844	1581
Grand Total	16	0	33	0	49	0	610	78	0	688	0	0	0	0	0	0	102	742	0	0	844	1581
Approch %	32.7	0	67.3	0		0	88.7	11.3	0		0	0	0	0		12.1	87.9	0	0			
Total %	1	0	2.1	0	3.1	0	38.6	4.9	0	43.5	0	0	0	0	0	6.5	46.9	0	0	53.4		
% Cars	16	0	33	0	49	0	604	78	0	682	0	0	0	0	0	102	736	0	0	838	1569	
% Cars	100	0	100	0	100	0	99	100	0	99.1	0	0	0	0	0	100	99.2	0	0	99.3	99.2	
Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	6	12
% Trucks	0	0	0	0	0	0	1	0	0	0.9	0	0	0	0	0	0	0.8	0	0	0.7	0.8	

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File Name : US 62 - Pamela Dr
 Site Code : 00000000
 Start Date : 5/13/2014
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	PAMELA DR Southbound					US 62 Westbound					PAMELA DR Northbound					US 62 Eastbound					Int. Total
	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	Left	Thru	Right	Ped	App. Total	
05:00 PM	0	0	0	0	0	2	110	0	0	112	0	0	0	0	0	0	169	1	0	170	282
05:15 PM	0	0	0	0	0	3	140	0	0	143	0	0	6	0	6	0	159	1	0	160	309
05:30 PM	0	0	0	0	0	4	104	0	0	108	0	0	2	0	2	0	157	1	0	158	268
05:45 PM	0	0	0	0	0	2	118	0	0	120	0	0	0	0	0	0	140	1	0	141	261
Total	0	0	0	0	0	11	472	0	0	483	0	0	8	0	8	0	625	4	0	629	1120
Grand Total	0	0	0	0	0	11	472	0	0	483	0	0	8	0	8	0	625	4	0	629	1120
Apprch %	0	0	0	0		2.3	97.7	0	0		0	0	100	0		0	99.4	0.6	0		
Total %	0	0	0	0	0	1	42.1	0	0	43.1	0	0	0.7	0	0.7	0	55.8	0.4	0	56.2	
% Cars	0	0	0	0	0	11	460	0	0	471	0	0	8	0	8	0	618	4	0	622	1101
% Cars	0	0	0	0	0	100	97.5	0	0	97.5	0	0	100	0	100	0	98.9	100	0	98.9	98.3
Trucks	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	19
% Trucks	0	0	0	0	0	0	2.5	0	0	2.5	0	0	0	0	0	0	1.1	0	0	1.1	1.7

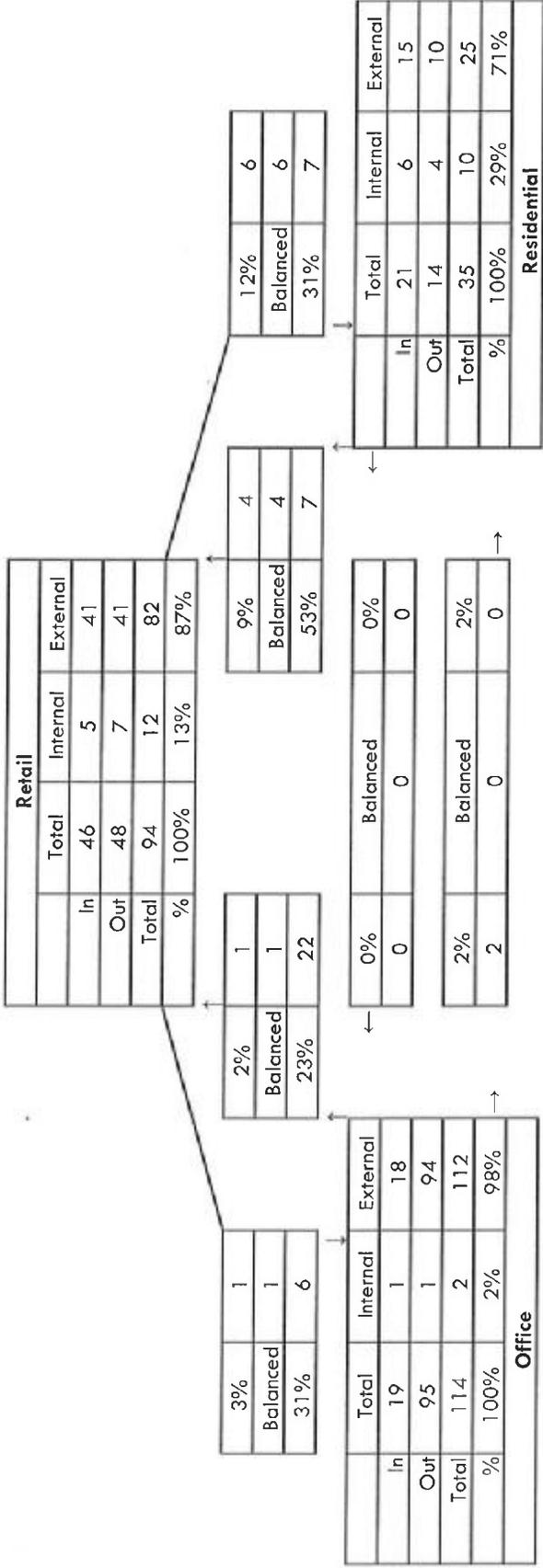
Trip Generation Calculations
Institute of Transportation Engineer, 7th Edition

Baseline Condition - Without Internal Capture Rates

Land Use	Square Feet or Units	ITE Code	Time Period	ITE Formula	Total Trips	Trips In	Trips Out	
<u>Speciality Retail Center</u>	16,800 sf	826	ADT	$T=42.78(x)+37.66$	756	378	378	
			AM Peak*	$T=4.91(x)+115.59$	198	95	103	
			PM Peak	$T=2.40(x)+21.48$	62	27	35	
			*Peak of GENERATOR					
High-Turnover Sit-Down Restaurant	3,200 sf	932	ADT	Average Rate = 127.15	408	204	204	
			AM Peak	Average Rate = 10.81	35	19	16	
			PM Peak	Average Rate = 9.85	32	19	13	
RETAIL TOTAL					ADT AM TOTAL PM TOTAL	1,164 233 94	582 114 46	582 119 48
Office	32,000 sf	710	ADT	$\ln(T)=0.76\ln(x)+3.68$	552	276	276	
			AM Peak	$\ln(T)=0.80\ln(x)+1.57$	77	68	9	
			PM Peak	$T=1.12(x)+78.45$	114	19	95	
OFFICE TOTAL					ADT AM TOTAL PM TOTAL	552 77 114	276 68 19	276 9 95
<u>Senior Adult Housing</u> <u>(Attached)</u> <small>(Use for Apartment Communities)</small> <small>Most Independent</small>	154 units	252	ADT	Average Rate=3.44	530	265	265	
			AM Peak	$T=0.20(x)-1.66$	29	10	19	
			PM Peak	$T=0.24(x)-2.11$	35	21	14	
RESIDENTIAL TOTAL					ADT AM TOTAL PM TOTAL	530 29 35	265 10 21	265 19 14
SITE TOTAL					ADT AM TOTAL PM TOTAL	2,246 339 243	1,123 192 86	1,123 147 157

Trip Generation Handbook
Institute of Transportation Engineers, 9th Edition
"Multi-Use Development Trip Generation And Internal Capture Summary"

PM Peak Hour of Adjacent Street Traffic

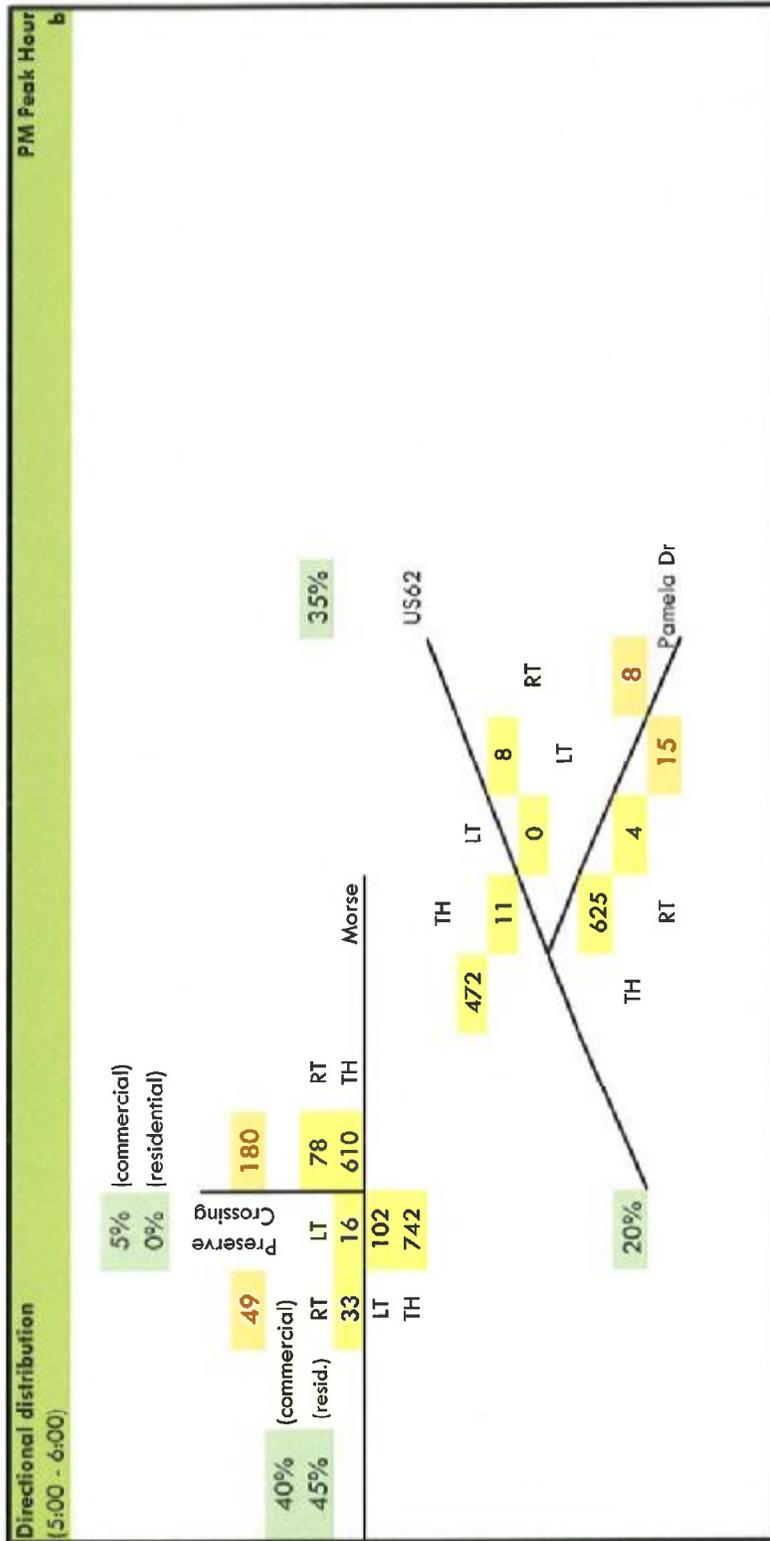


Trip Generation Rates
Institute of Transportation Engineer, 9th Edition

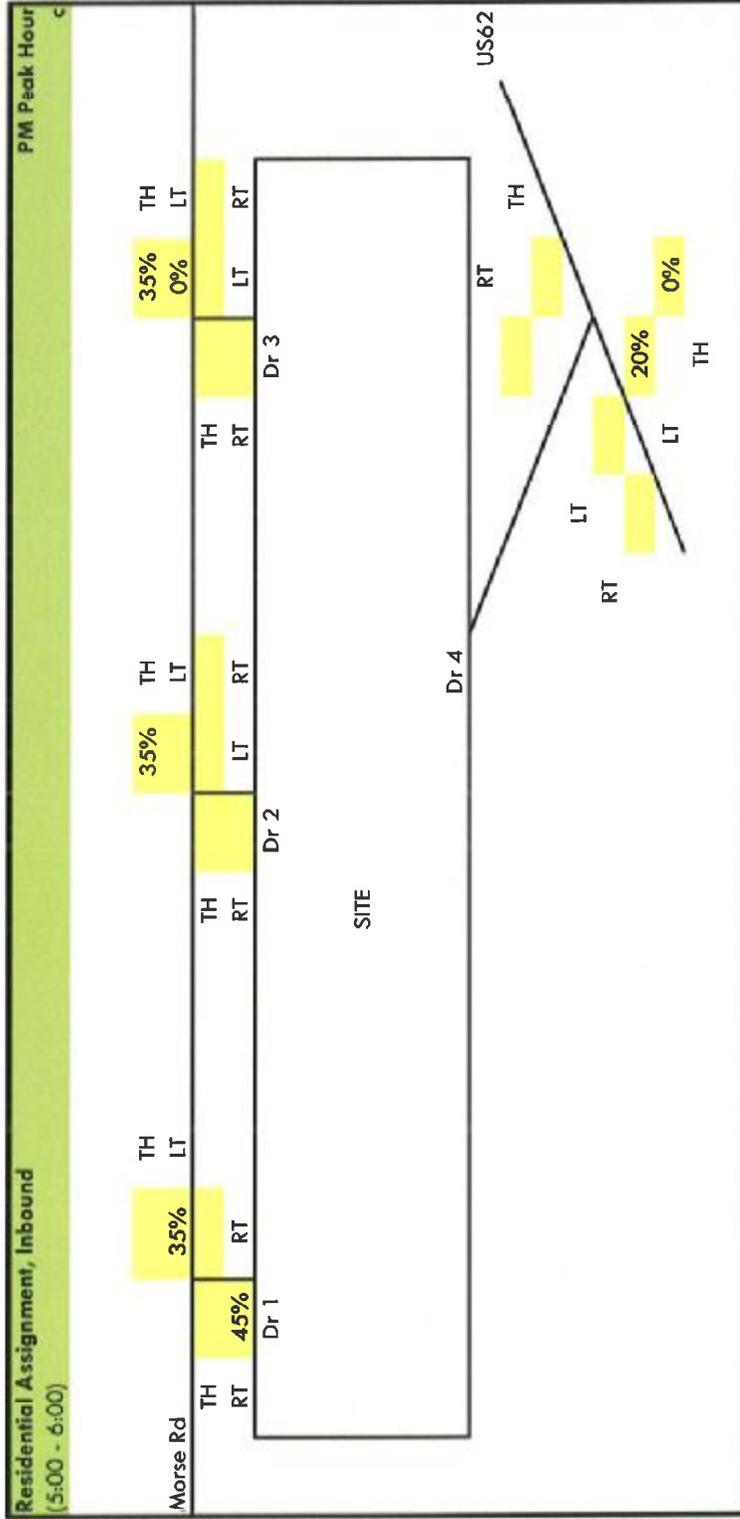
Final Condition - With Internal Capture Rates

Land Use	Square Feet or Units	Percent of Land Use	Time Period	Type of Trip	Total Trips	Trips Entering	Trips Exiting
RETAIL TOTAL	20,000 sf	100%	PM Peak	Total	94	46	48
				Internal	-12	-5	-7
				External	82	41	41
<i>Speciality Retail Center</i>	16,800	84%	PM Peak	Total	62	27	35
				Internal	-10	-4	-6
				External	52	23	29
				0% (Pass-By)	0	0	0
				(Primary)	52	23	29
<i>High-Turnover Sit-Down Restaurant</i>	3,200	16%	PM Peak	Total	32	19	13
				Internal	-2	-1	-1
				External	30	18	12
				43% (Pass-By)	13	7	6
				(Primary)	17	11	6
OFFICE TOTAL	32000	100%	PM Peak	Total	114	19	95
				Internal	-2	-1	-1
				External	112	18	94
RESIDENTIAL TOTAL	154	100%	PM Peak	Total	35	21	14
				Internal	-10	-6	-4
				External	25	15	10
SITE TOTAL			PM Peak	Total	243	86	157
				Internal	-24	-12	-12
				External	219	74	145
				(Pass-By)	13	7	6
				(Primary)	206	67	139

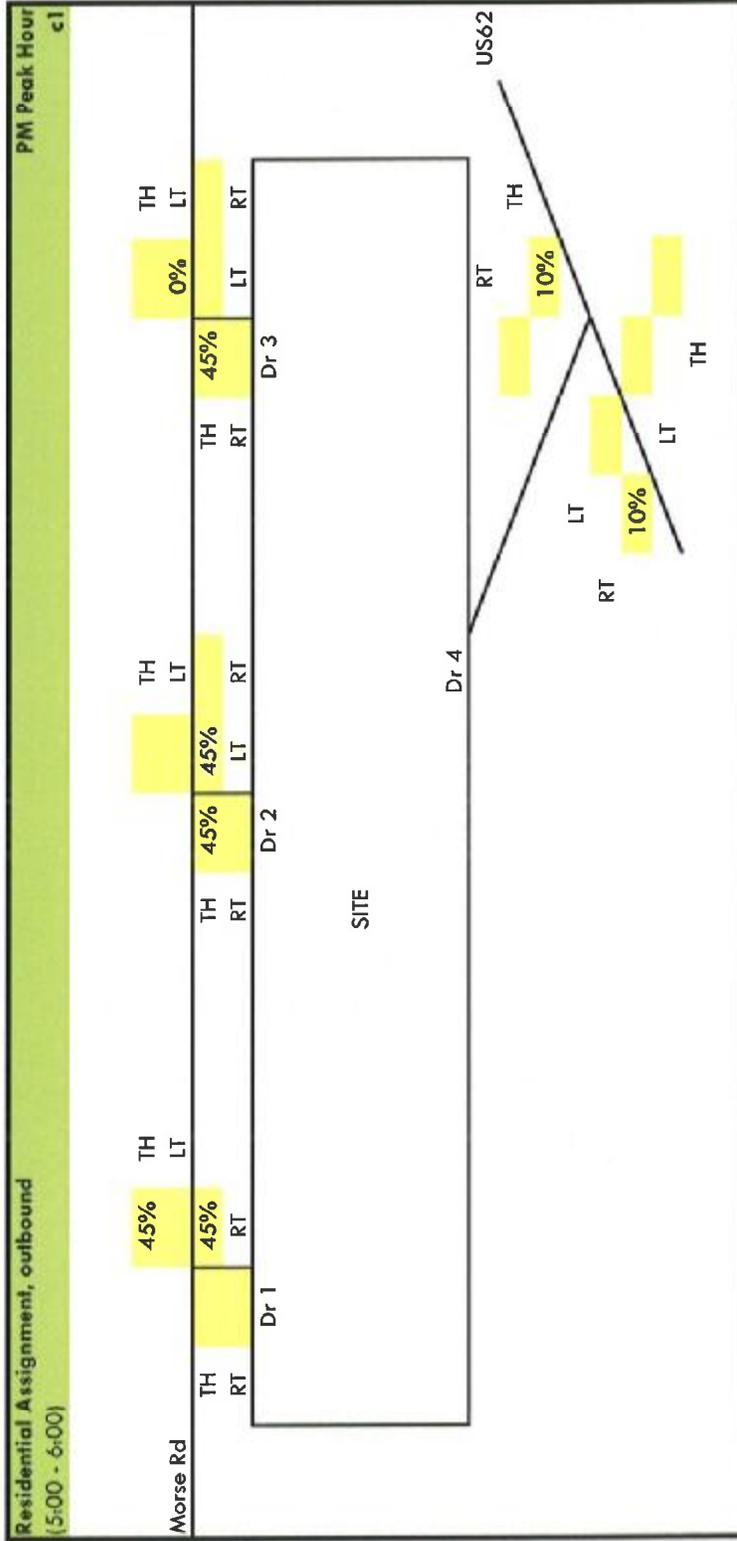
Morse Road Senior Living
 Access Study
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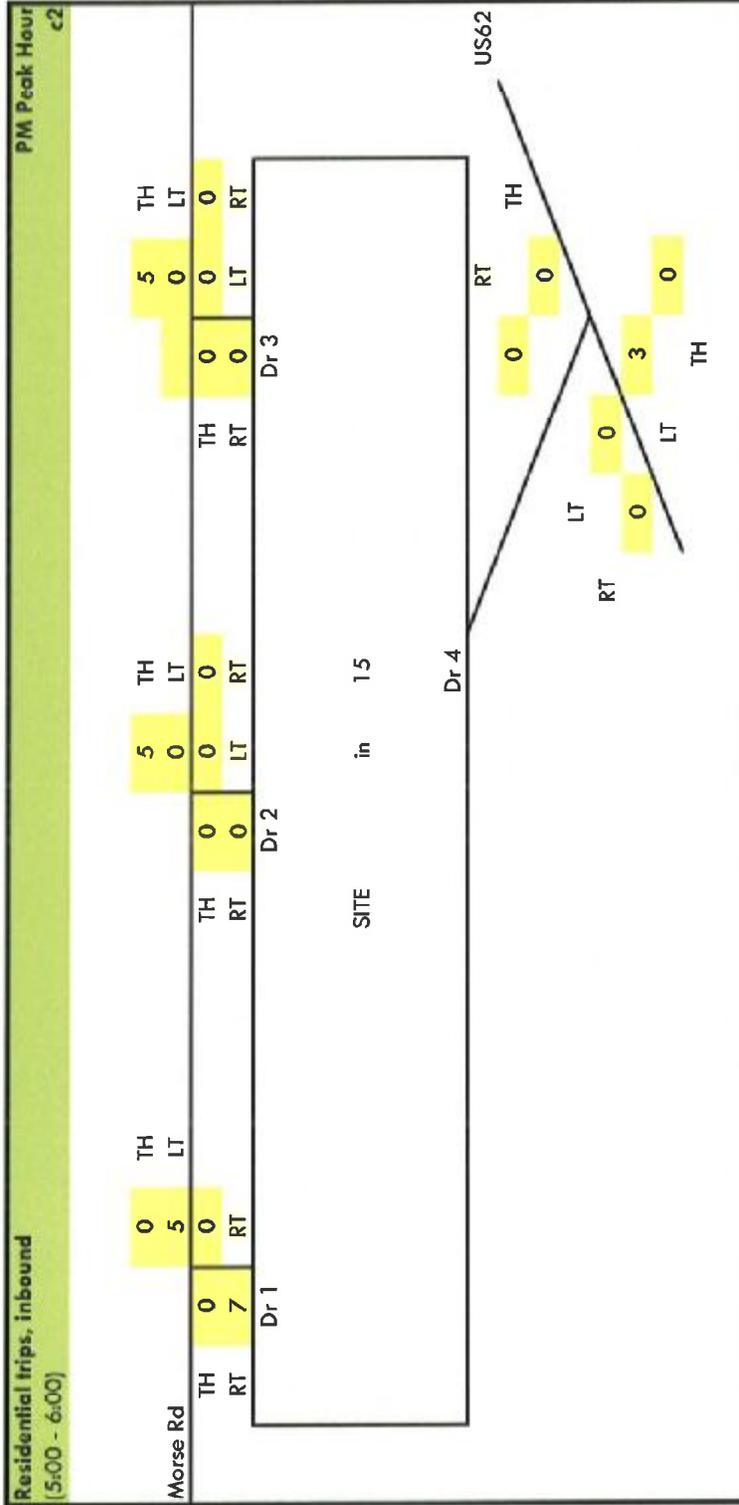
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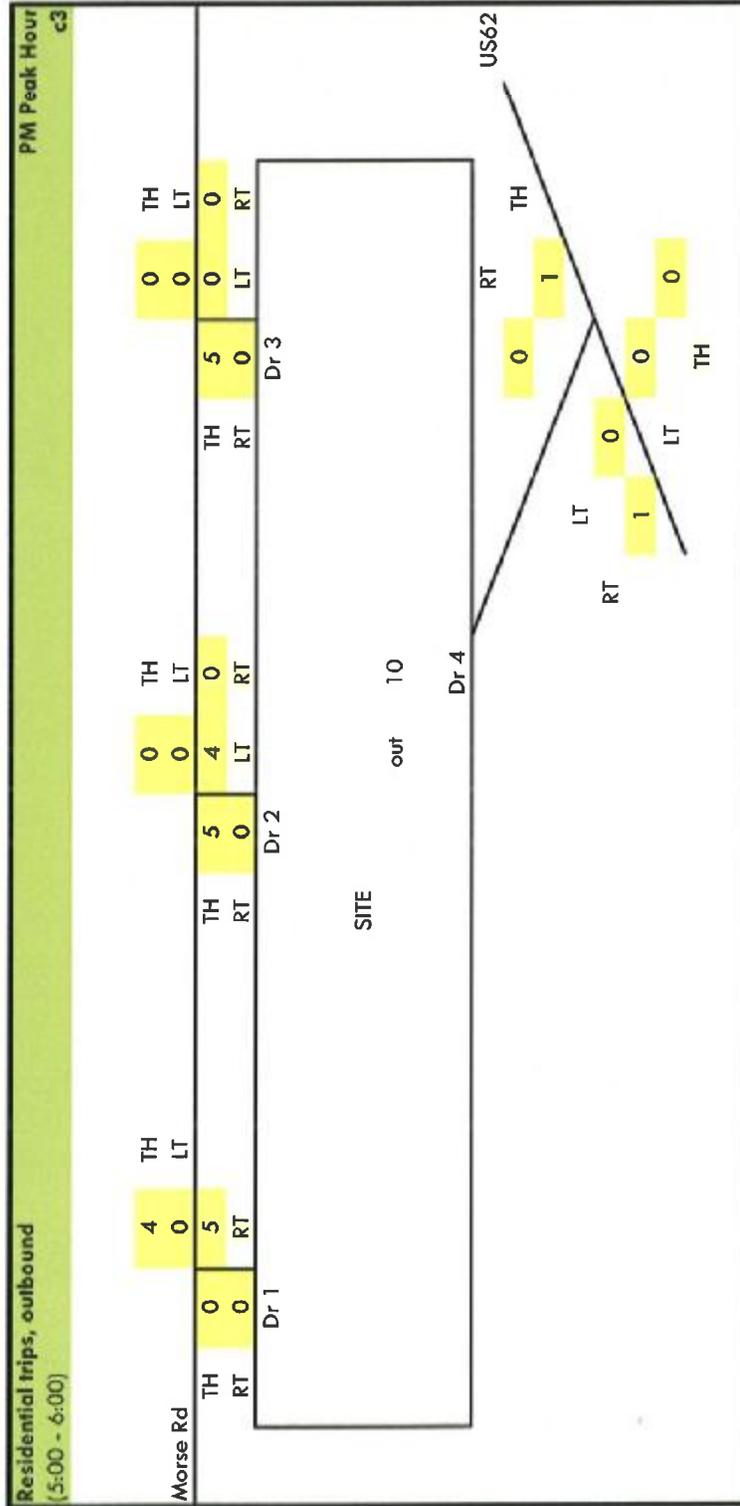
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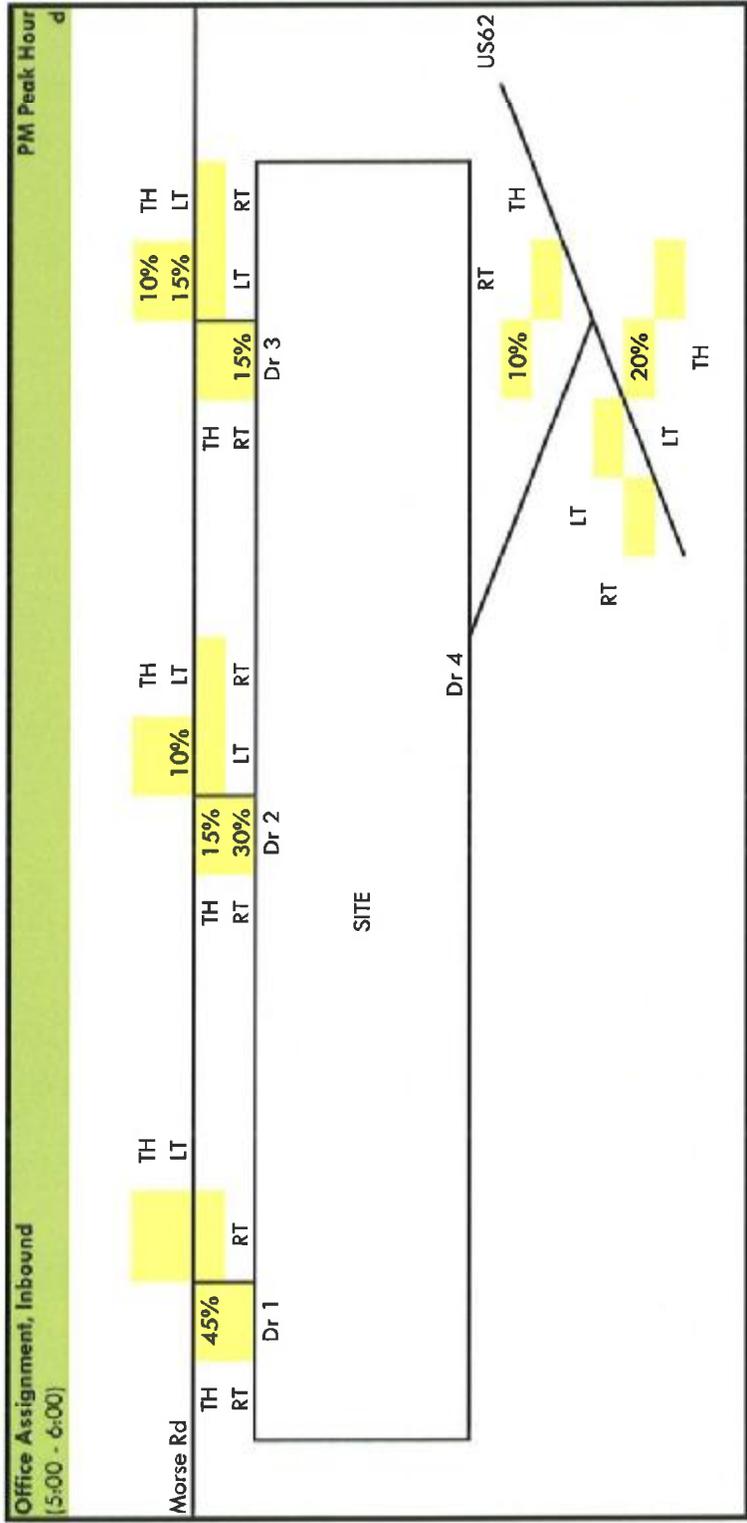
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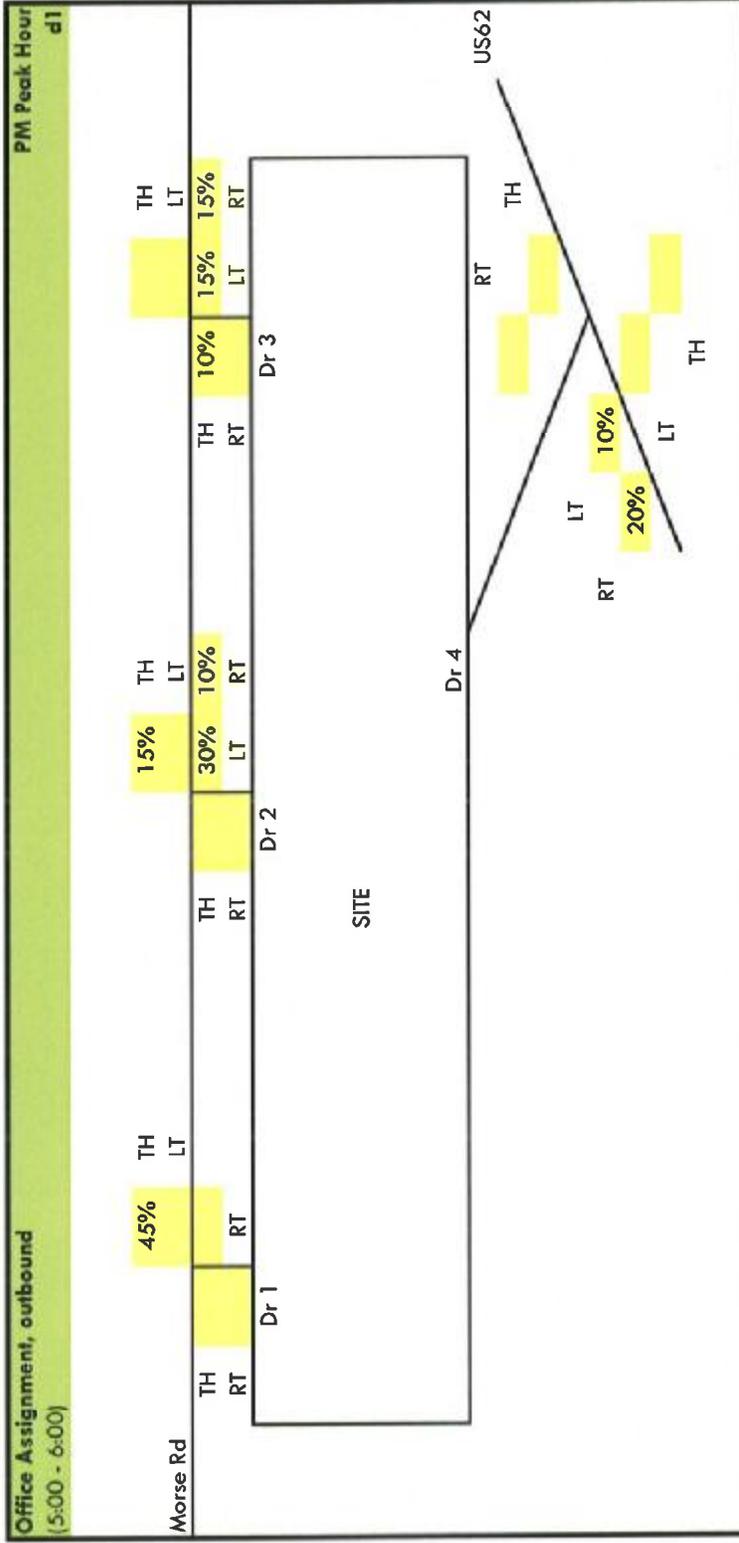
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Residential trips, total (5:00 - 6:00)		PM Peak Hour $c4=c2+c3$			
Morse Rd		TH 4	TH 5	TH 5	TH 5
		LT 5	LT 0	LT 0	LT 0
		RT 5	RT 4	RT 0	RT 0
		TH 0	TH 5	TH 5	TH 0
		RT 7	RT 0	RT 0	RT 0
	Dr 1				
	Dr 2				
	Dr 3				
	Dr 4				
	SITE				
	in		15		
	out		10		
	US62				
			RT 0	TH 1	
			LT 1	LT 0	
			RT 1	TH 3	
			LT 0	LT 0	

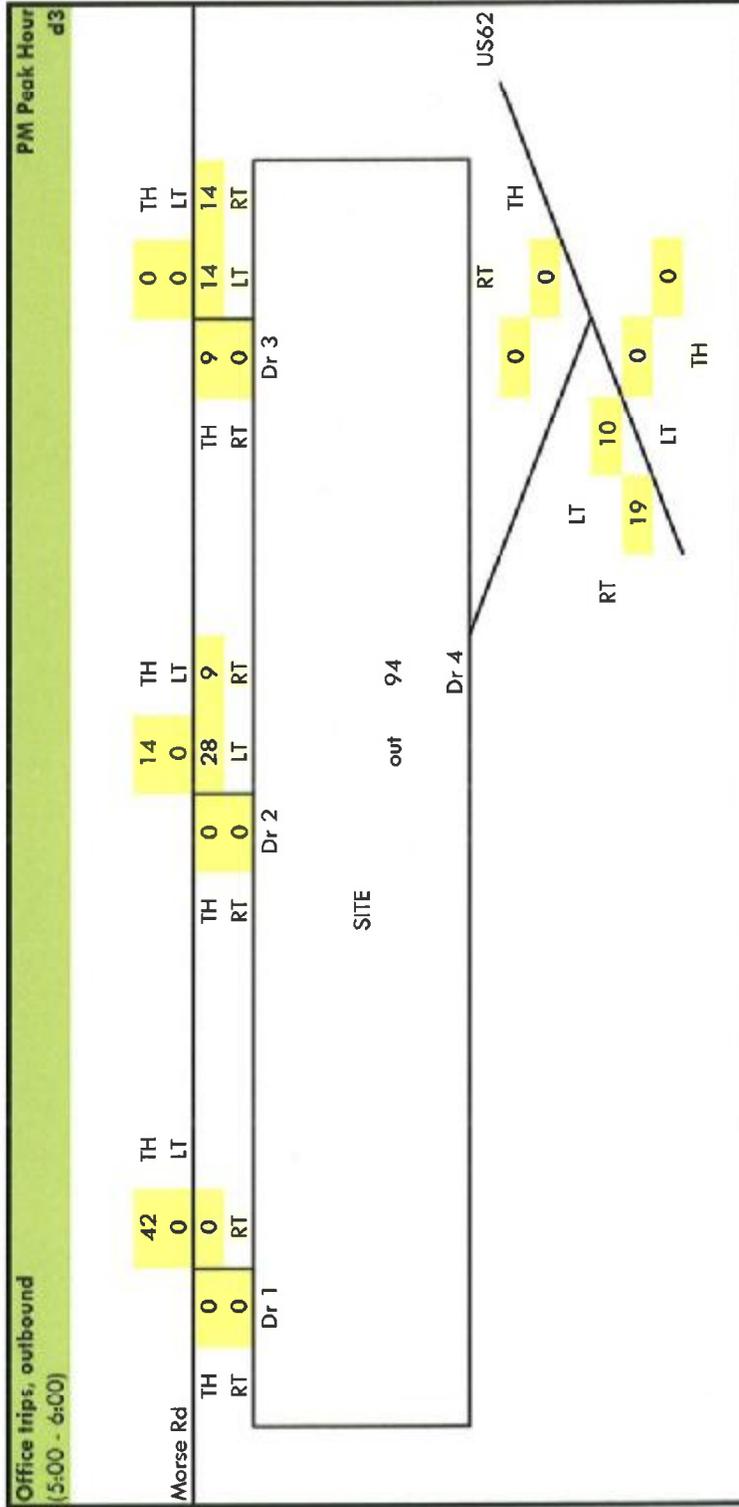
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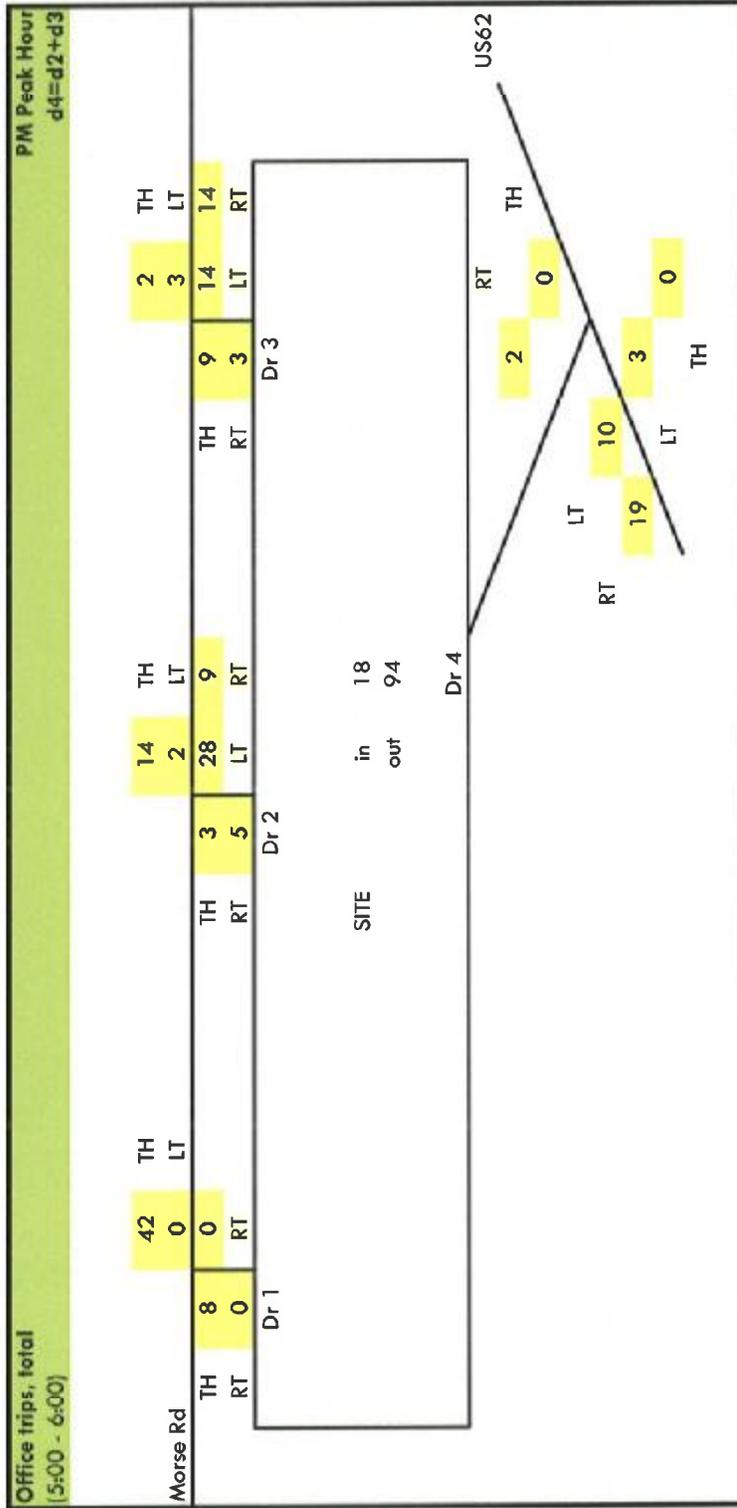
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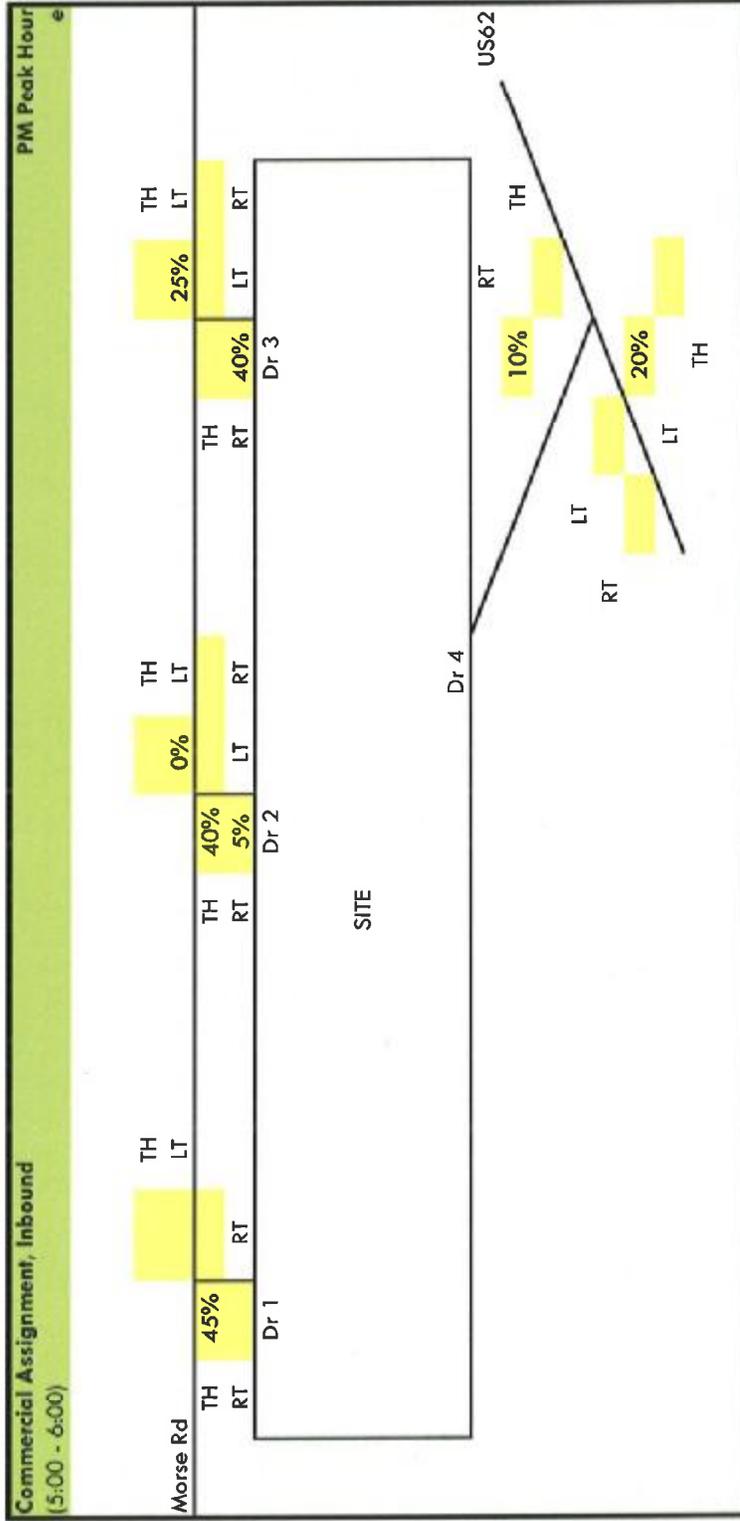
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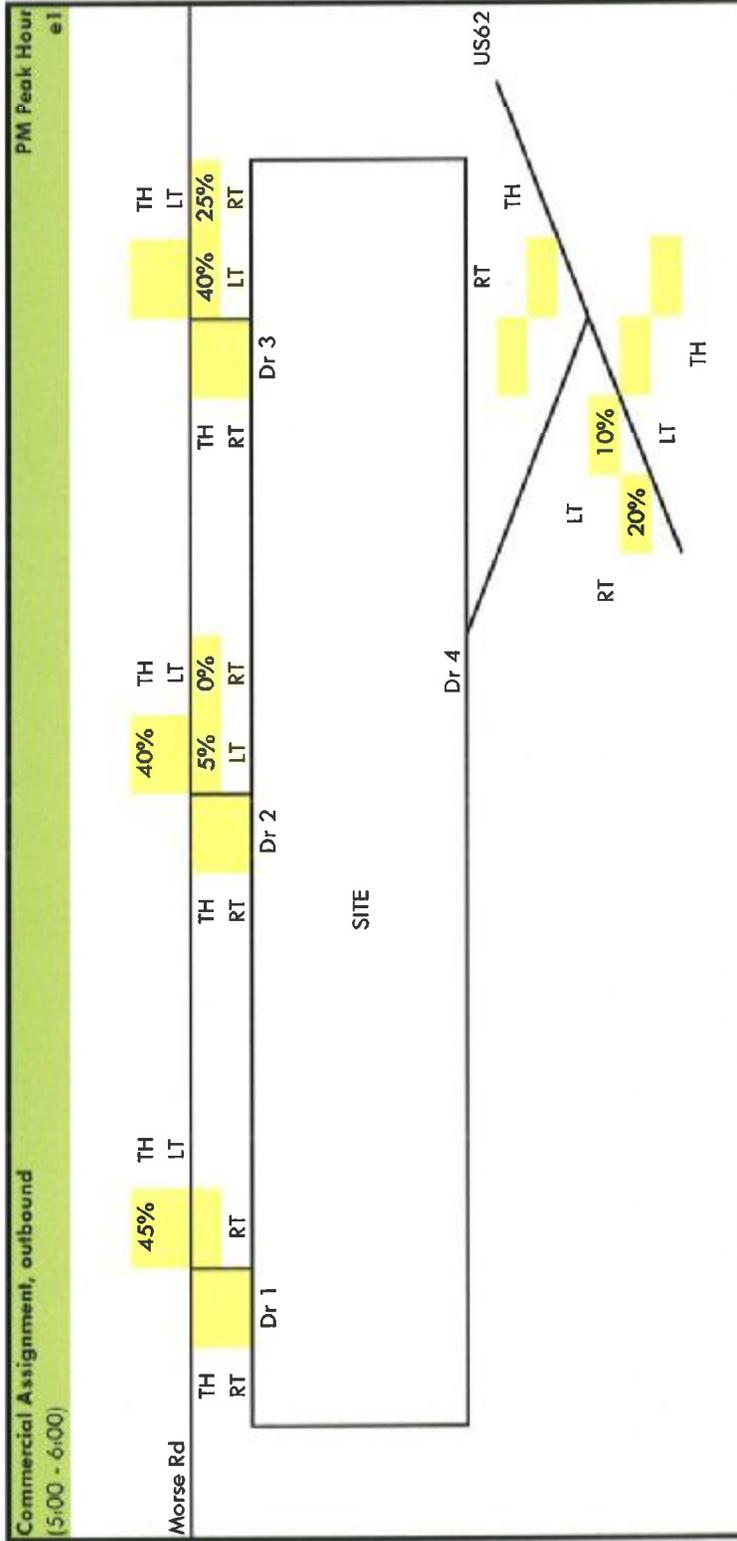
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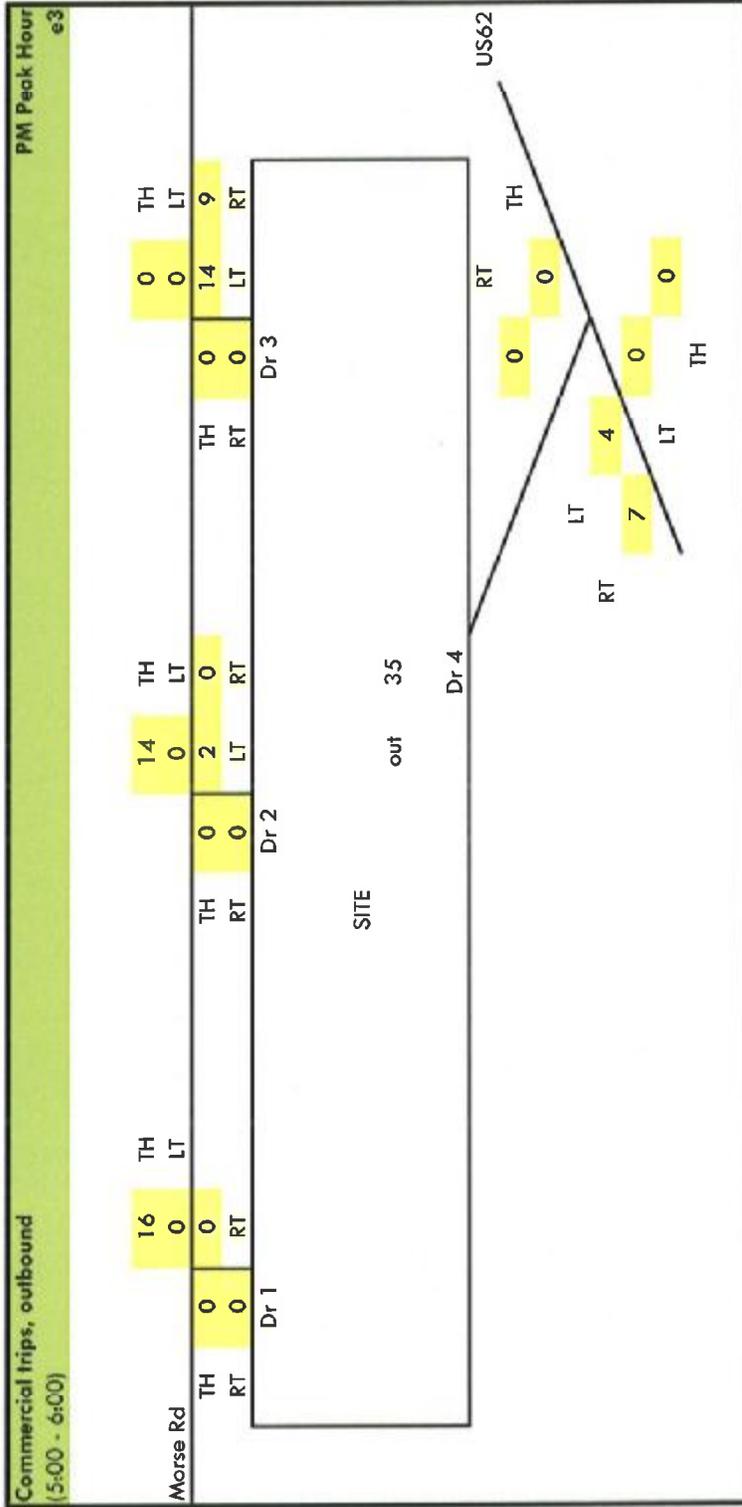
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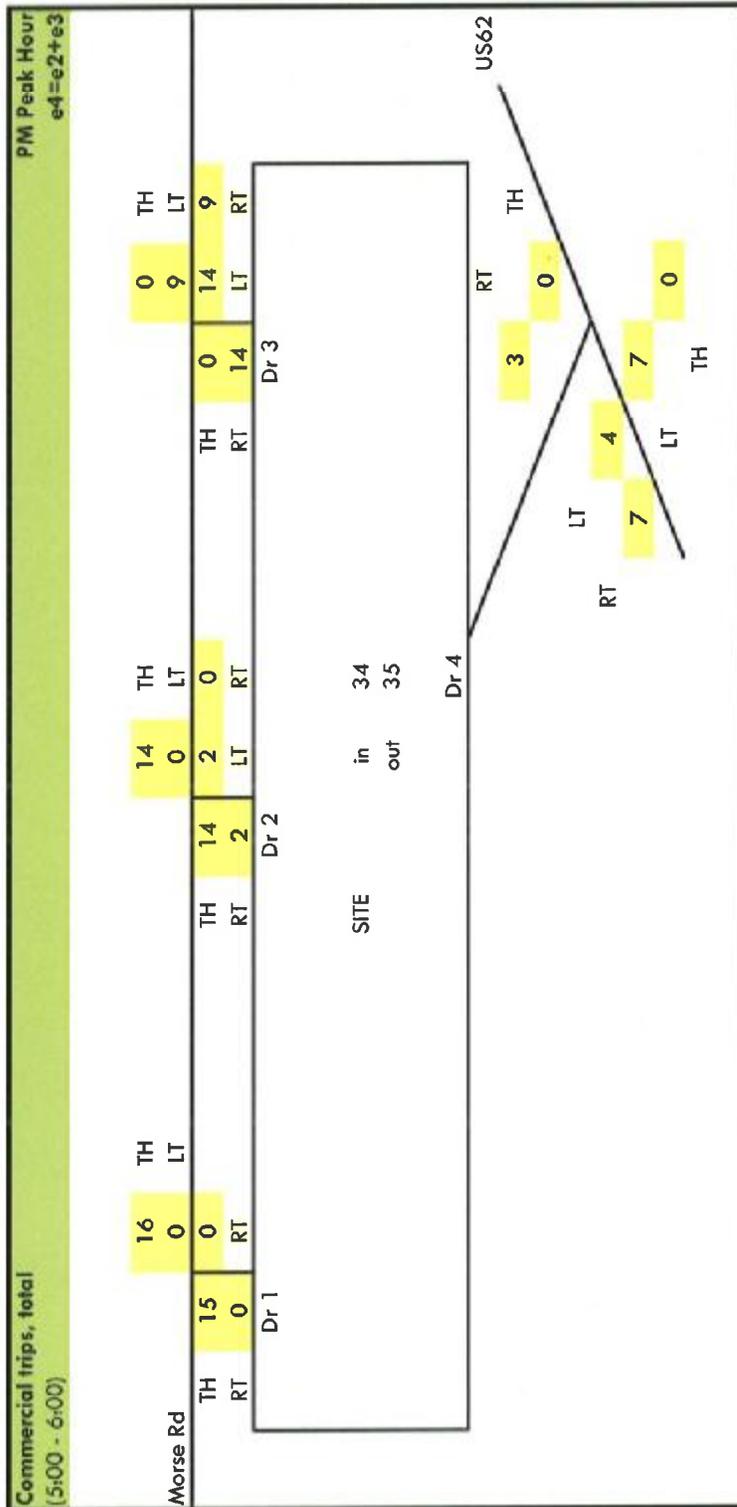
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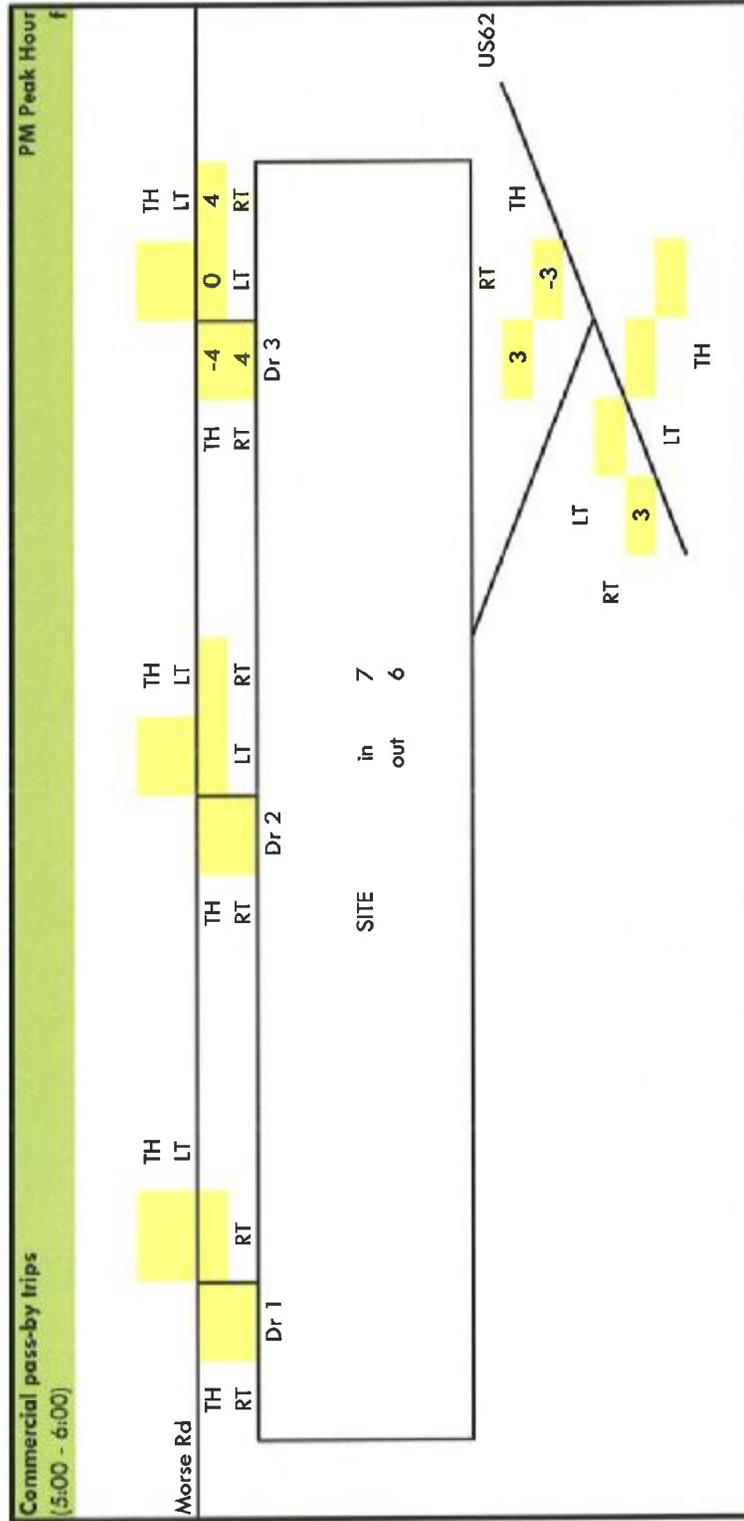
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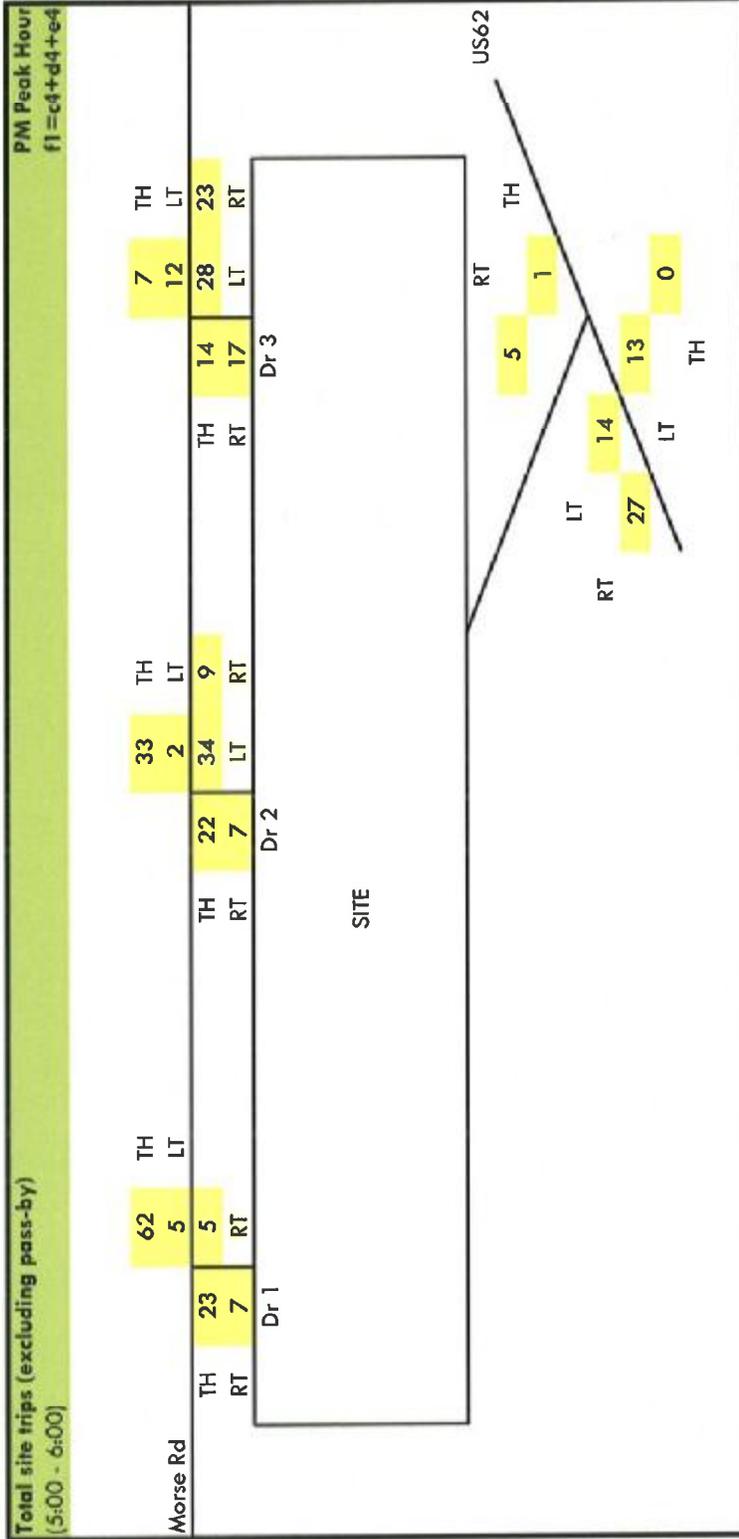
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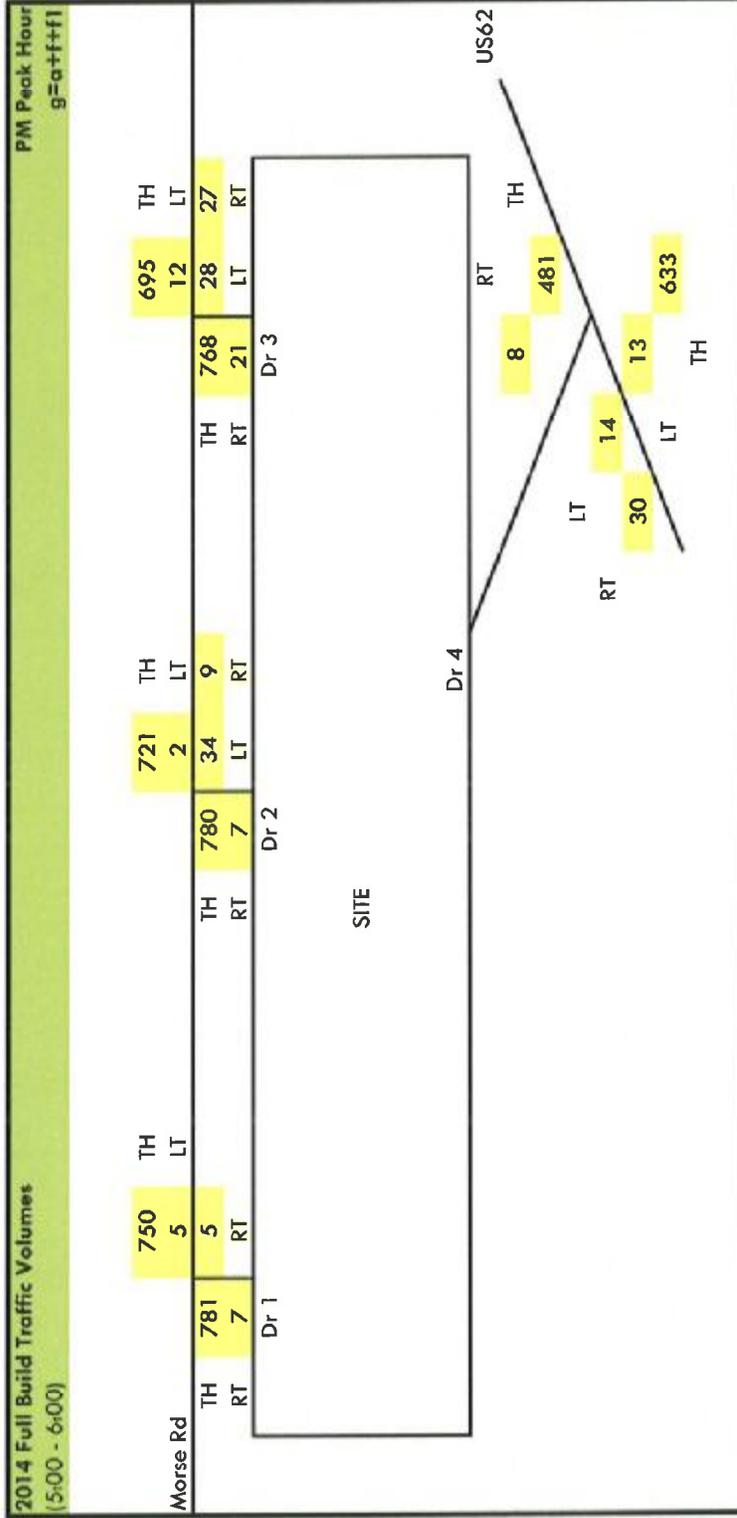


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Traffic Volume Calculations

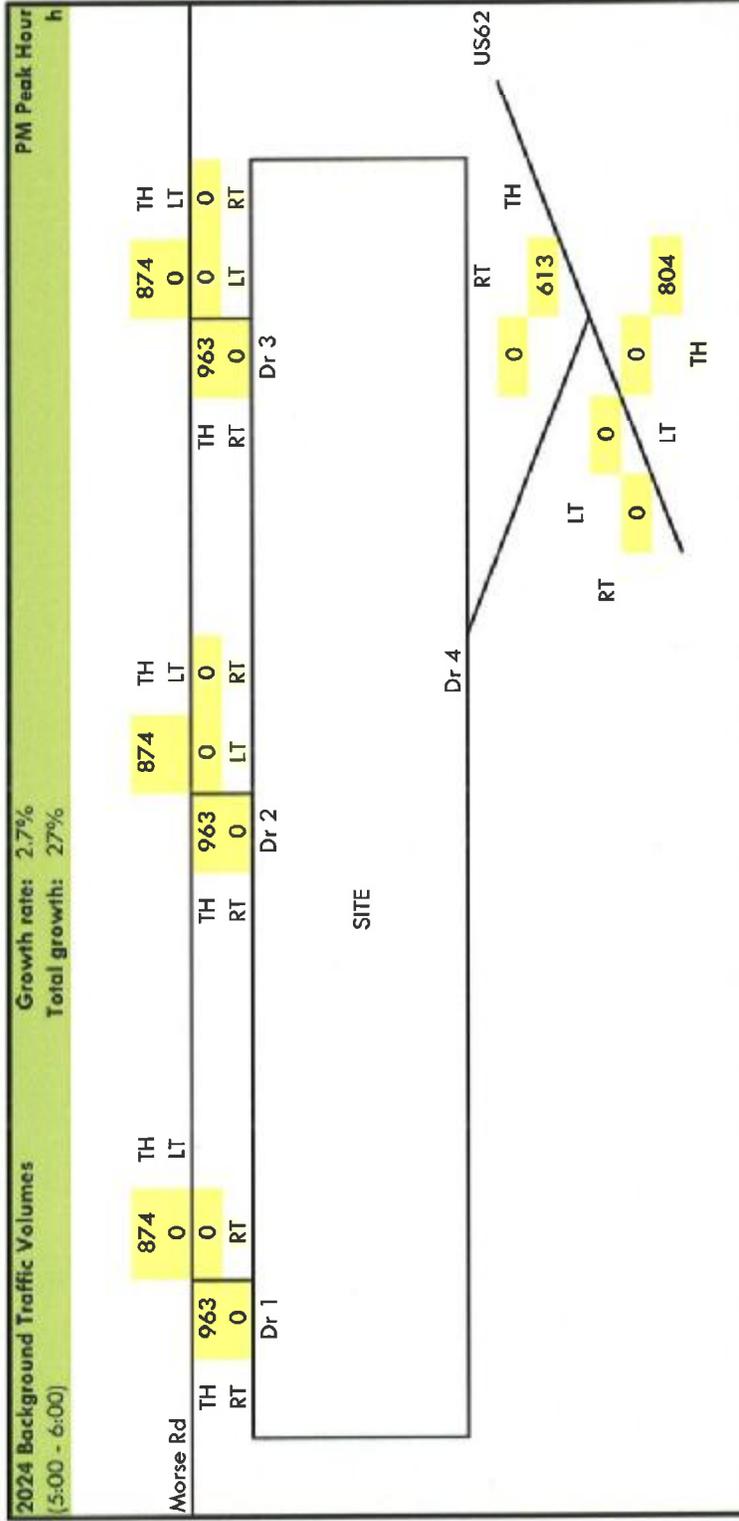


Morse Road Senior Living
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Traffic Volume Calculations

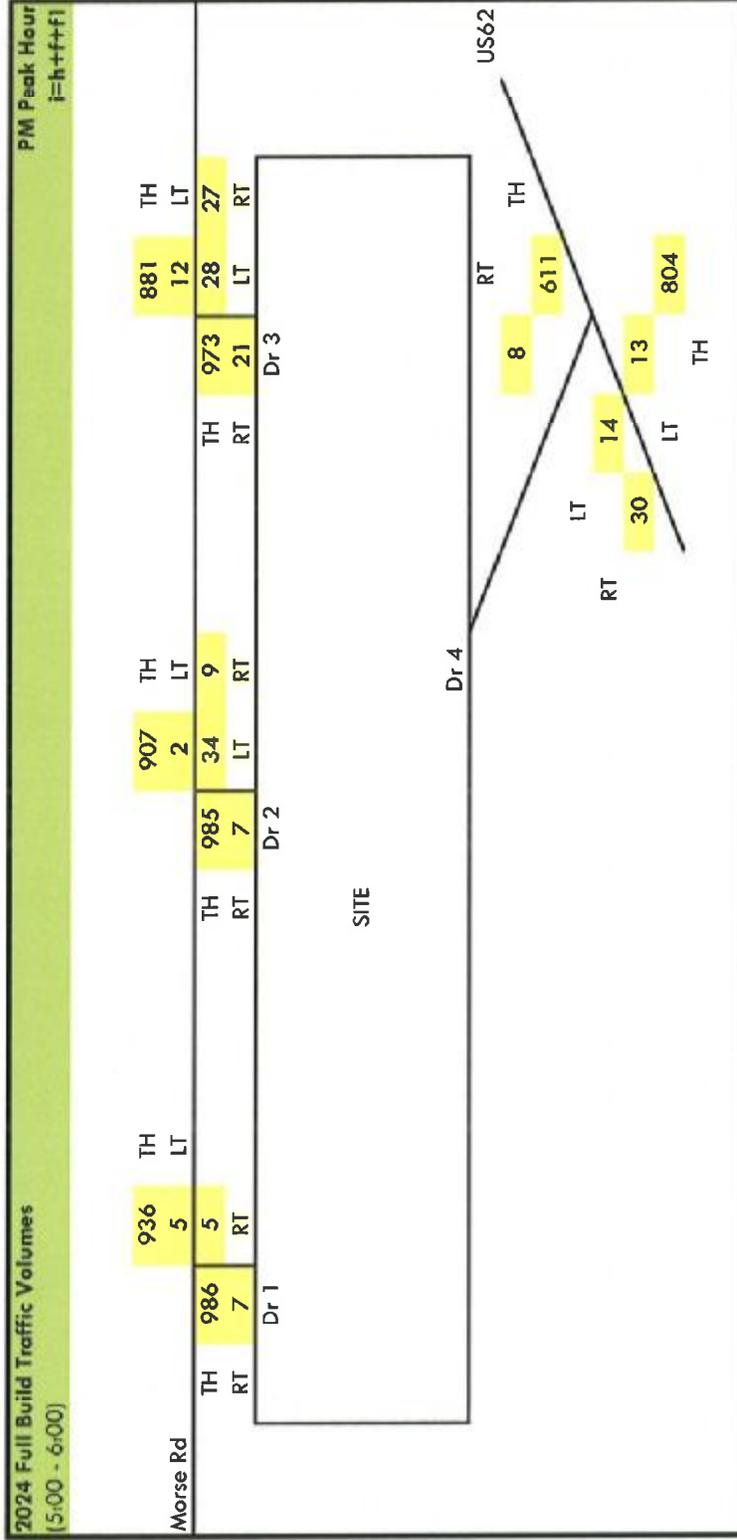


Morse Road Senior Living
Access Study
Traffic Volume Calculations



Morse Road Senior Living
Access Study

Traffic Volume Calculations



TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	cw		Intersection	Morse Rd/Drive 1				
Agency/Co.	EMH&T		Jurisdiction	Columbus				
Date Performed	6/25/2014		Analysis Year					
Analysis Time Period	2024 PM Full Build							
Project Description <i>Morse Road Senior Living, 2014-0877</i>								
East/West Street: <i>Morse Road</i>			North/South Street: <i>Drive 1</i>					
Intersection Orientation: <i>East-West</i>			Study Period (hrs): <i>0.25</i>					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		986	7	5	936			
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00		
Hourly Flow Rate, HFR (veh/h)	0	1071	7	5	1017	0		
Percent Heavy Vehicles	0	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	1	1	0		
Configuration			TR	L	T			
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)			5					
Peak-Hour Factor, PHF	1.00	1.00	0.92	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	5	0	0	0		
Percent Heavy Vehicles	0	0	1	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	1	0	0	0		
Configuration			R					
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L			R			
v (veh/h)		5			5			
C (m) (veh/h)		651			268			
v/c		0.01			0.02			
95% queue length		0.02			0.06			
Control Delay (s/veh)		10.6			18.7			
LOS		B			C			
Approach Delay (s/veh)	--	--	18.7					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>cw</i>	Intersection	<i>Morse Rd/Drive 2</i>
Agency/Co.	<i>EMH&T</i>	Jurisdiction	<i>Columbus</i>
Date Performed	<i>6/25/2014</i>	Analysis Year	
Analysis Time Period	<i>2024 PM Full Build</i>		

Project Description <i>Morse Road Senior Living, 2014-0877</i>	
East/West Street: <i>Morse Road</i>	North/South Street: <i>Drive 2</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		985	7	2	907	
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00
Hourly Flow Rate, HFR (veh/h)	0	1070	7	2	985	0
Percent Heavy Vehicles	0	--	--	1	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	34	0	9			
Peak-Hour Factor, PHF	1.00	1.00	0.92	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	34	0	9	0	0	0
Percent Heavy Vehicles	0	0	1	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	0	0	0	0
Configuration	L		TR			

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		TR			
v (veh/h)		2	34		9			
C (m) (veh/h)		651	61		268			
v/c		0.00	0.56		0.03			
95% queue length		0.01	2.26		0.10			
Control Delay (s/veh)		10.5	121.7		18.9			
LOS		B	F		C			
Approach Delay (s/veh)	--	--	100.1					
Approach LOS	--	--	F					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>cw</i>	Intersection	<i>Morse Rd/Drive 3</i>
Agency/Co.	<i>EMH&T</i>	Jurisdiction	<i>Columbus</i>
Date Performed	<i>6/25/2014</i>	Analysis Year	
Analysis Time Period	<i>2024 PM Full Build</i>		

Project Description <i>Morse Road Senior Living, 2014-0877</i>	
East/West Street: <i>Morse Road</i>	North/South Street: <i>Drive 3</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound			
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)			973	21	12	881	
Peak-Hour Factor, PHF		1.00	0.92	0.92	0.92	0.92	1.00
Hourly Flow Rate, HFR (veh/h)		0	1057	22	13	957	0
Percent Heavy Vehicles		0	--	--	1	--	--
Median Type	<i>Undivided</i>						
RT Channelized				0			0
Lanes		0	1	1	1	1	0
Configuration			T	R	L	T	
Upstream Signal			0			0	

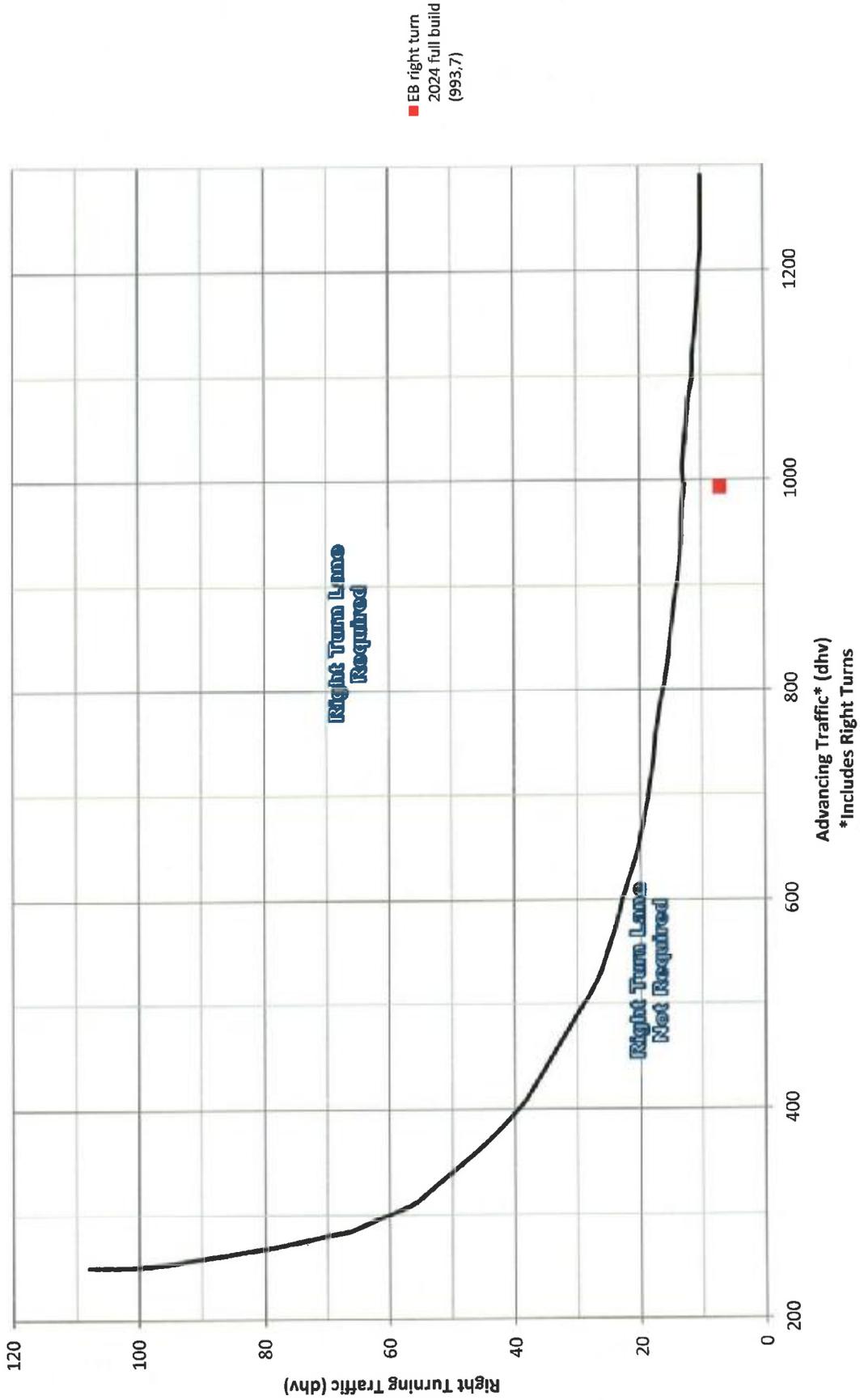
Minor Street	Northbound			Southbound			
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)		28	0	27			
Peak-Hour Factor, PHF		1.00	1.00	0.92	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)		28	0	29	0	0	0
Percent Heavy Vehicles		0	0	1	0	0	0
Percent Grade (%)			0			0	
Flared Approach			N			N	
Storage			0			0	
RT Channelized				0			0
Lanes		1	1	0	0	0	0
Configuration		L		TR			

Delay, Queue Length, and Level of Service

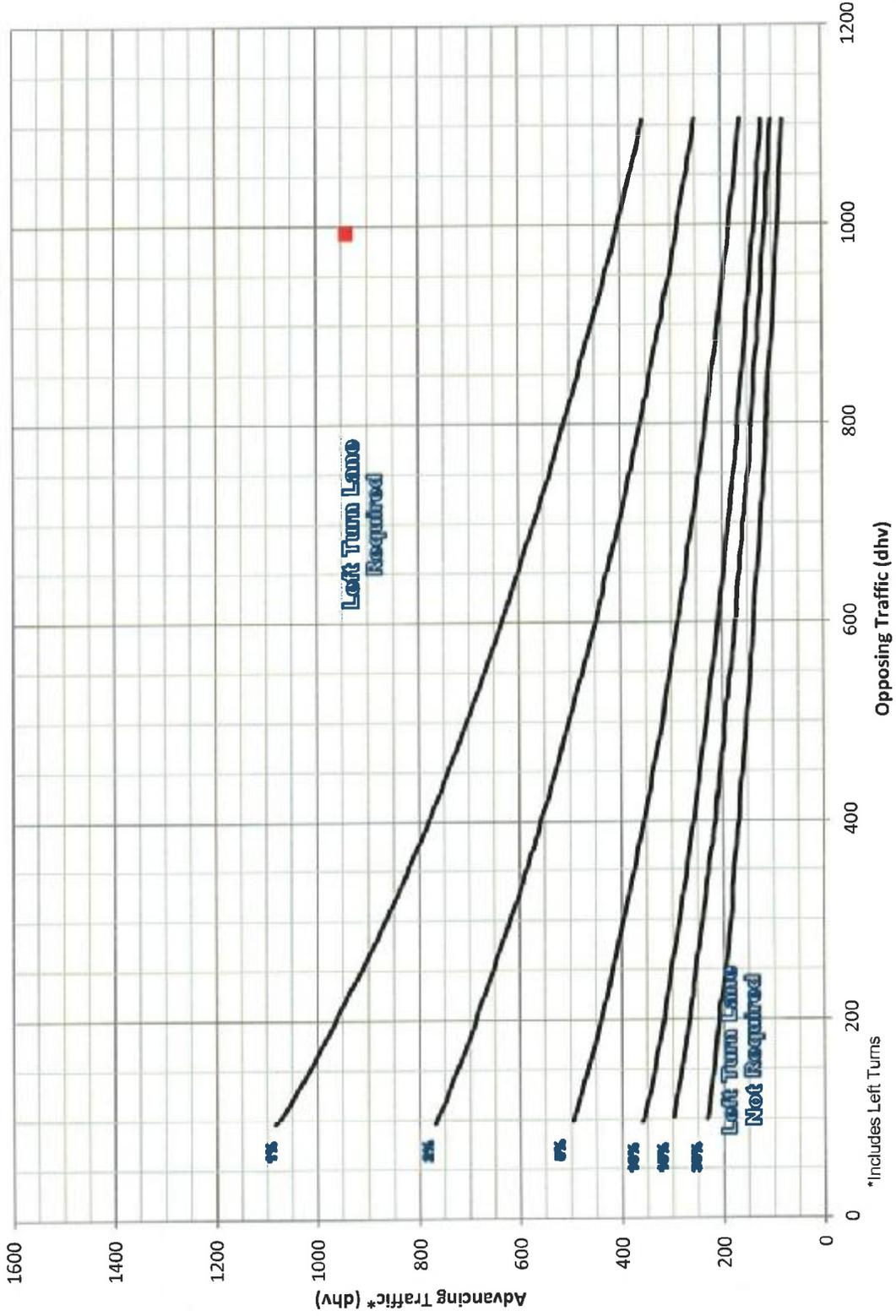
Approach	Eastbound	Westbound	Northbound			Southbound		
	1	4	7	8	9	10	11	12
Movement								
Lane Configuration		L	L		TR			
v (veh/h)		13	28		29			
C (m) (veh/h)		650	62		275			
v/c		0.02	0.45		0.11			
95% queue length		0.06	1.75		0.35			
Control Delay (s/veh)		10.7	104.1		19.6			
LOS		B	F		C			
Approach Delay (s/veh)	--	--	61.1					
Approach LOS	--	--	F					

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	cw			Intersection			
Agency/Co.	EMH&T			Jurisdiction	Columbus		
Date Performed	6/25/2014			Analysis Year			
Analysis Time Period	2024 PM Full Build						
Project Description Morse Road Senior Living, 2014-0877							
East/West Street: US62				North/South Street: Drive 4			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	13	804			611	8	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	1.00	
Hourly Flow Rate, HFR (veh/h)	14	873	0	0	664	8	
Percent Heavy Vehicles	0	--	--	1	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	1	1	0	0	1	0	
Configuration	L	T				TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				14		30	
Peak-Hour Factor, PHF	1.00	1.00	0.92	0.92	1.00	0.92	
Hourly Flow Rate, HFR (veh/h)	0	0	0	15	0	32	
Percent Heavy Vehicles	0	0	1	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L						LR
v (veh/h)	14						47
C (m) (veh/h)	928						243
v/c	0.02						0.19
95% queue length	0.05						0.70
Control Delay (s/veh)	8.9						23.3
LOS	A						C
Approach Delay (s/veh)	--	--					23.3
Approach LOS	--	--					C

Morse Road @ Drive 1
2-Lane Highway Right Turn Lane Warrant
 >40 mph or 70 kph Posted Speed

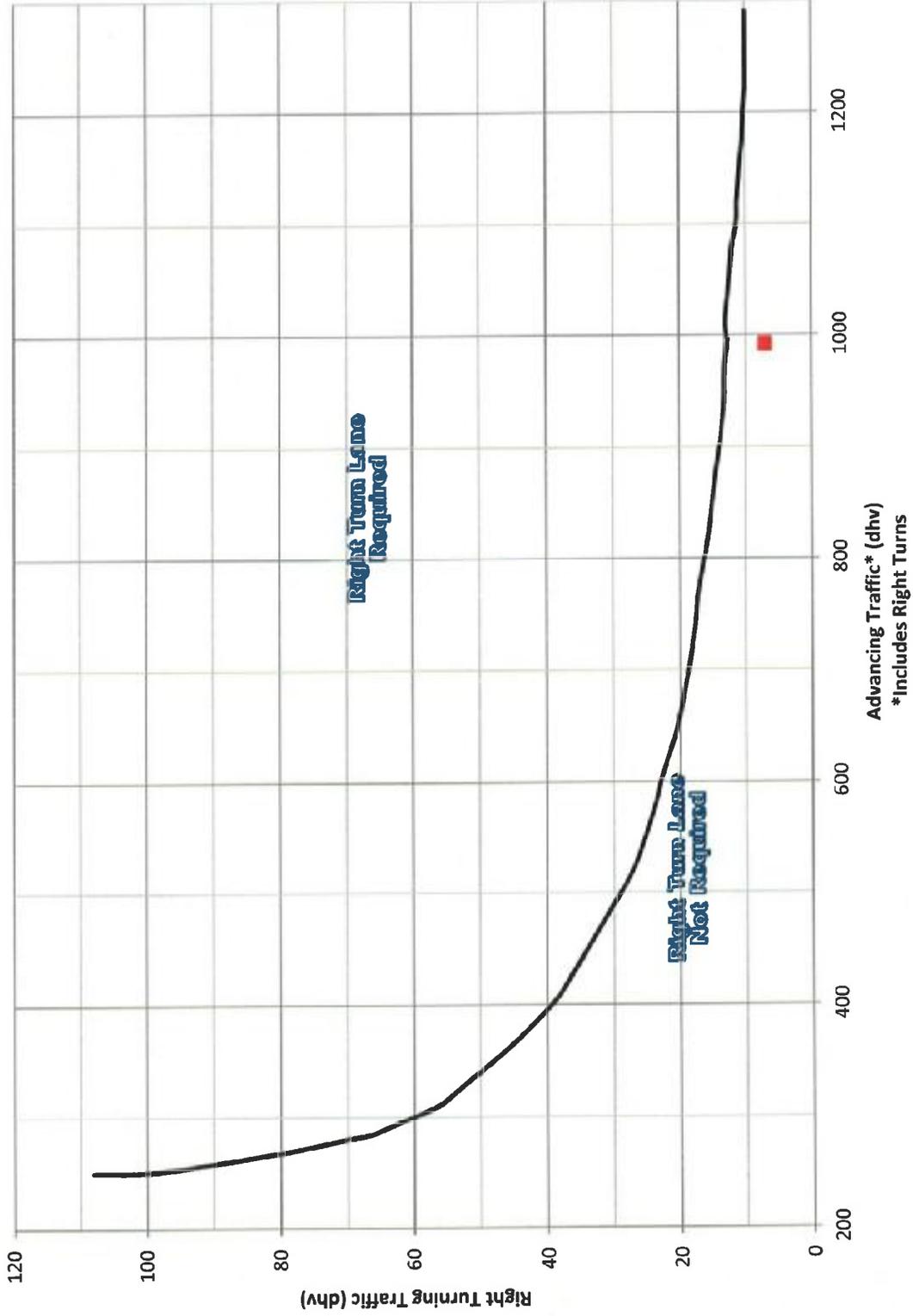


Morse Road @ Drive 1
2-Lane Highway Left Turn Lane Warrant
 >40 mph or 70 kph Posted Speed



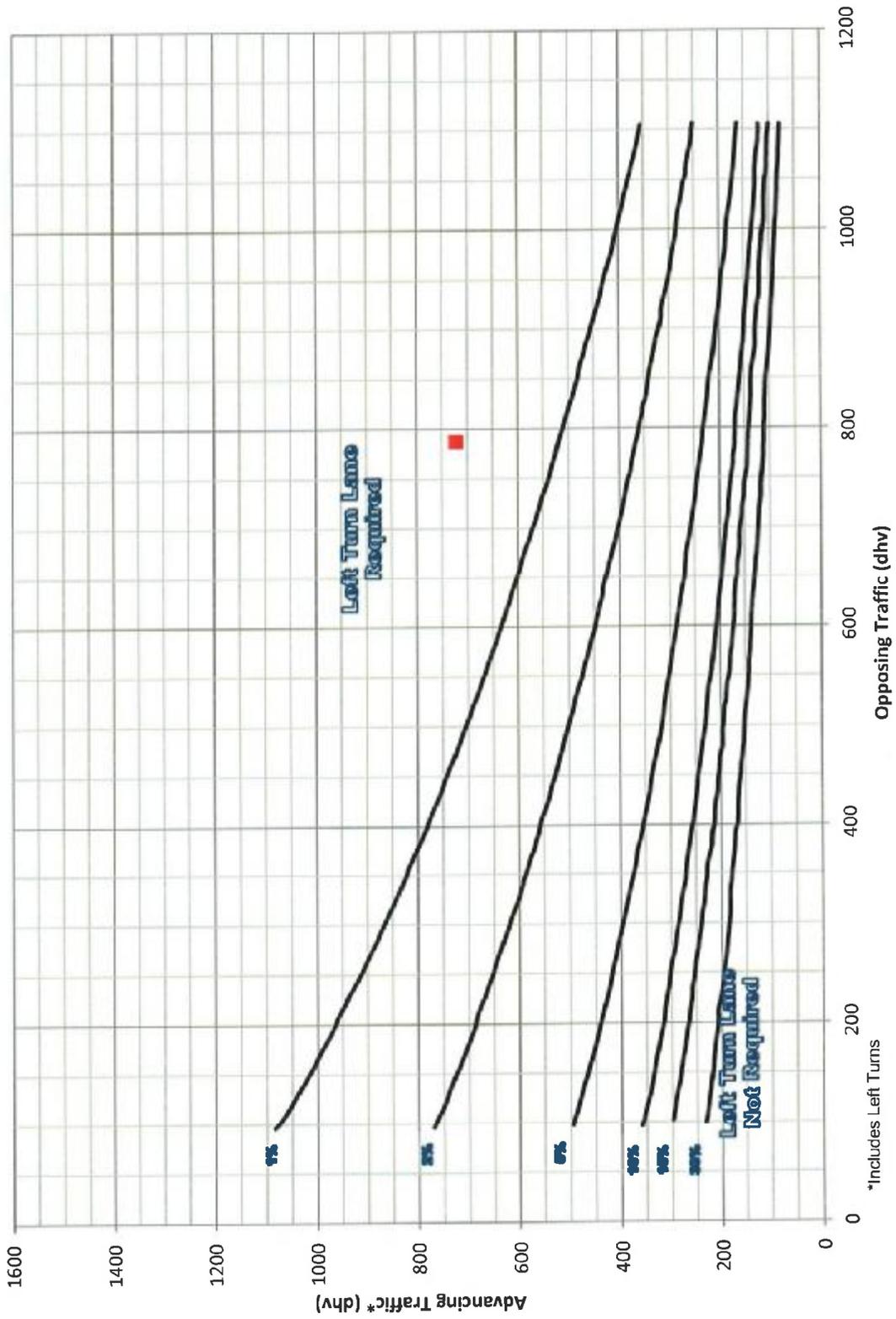
*Includes Left Turns

Morse Road @ Drive 2
2-Lane Highway Right Turn Lane Warrant
 >40 mph or 70 kph Posted Speed



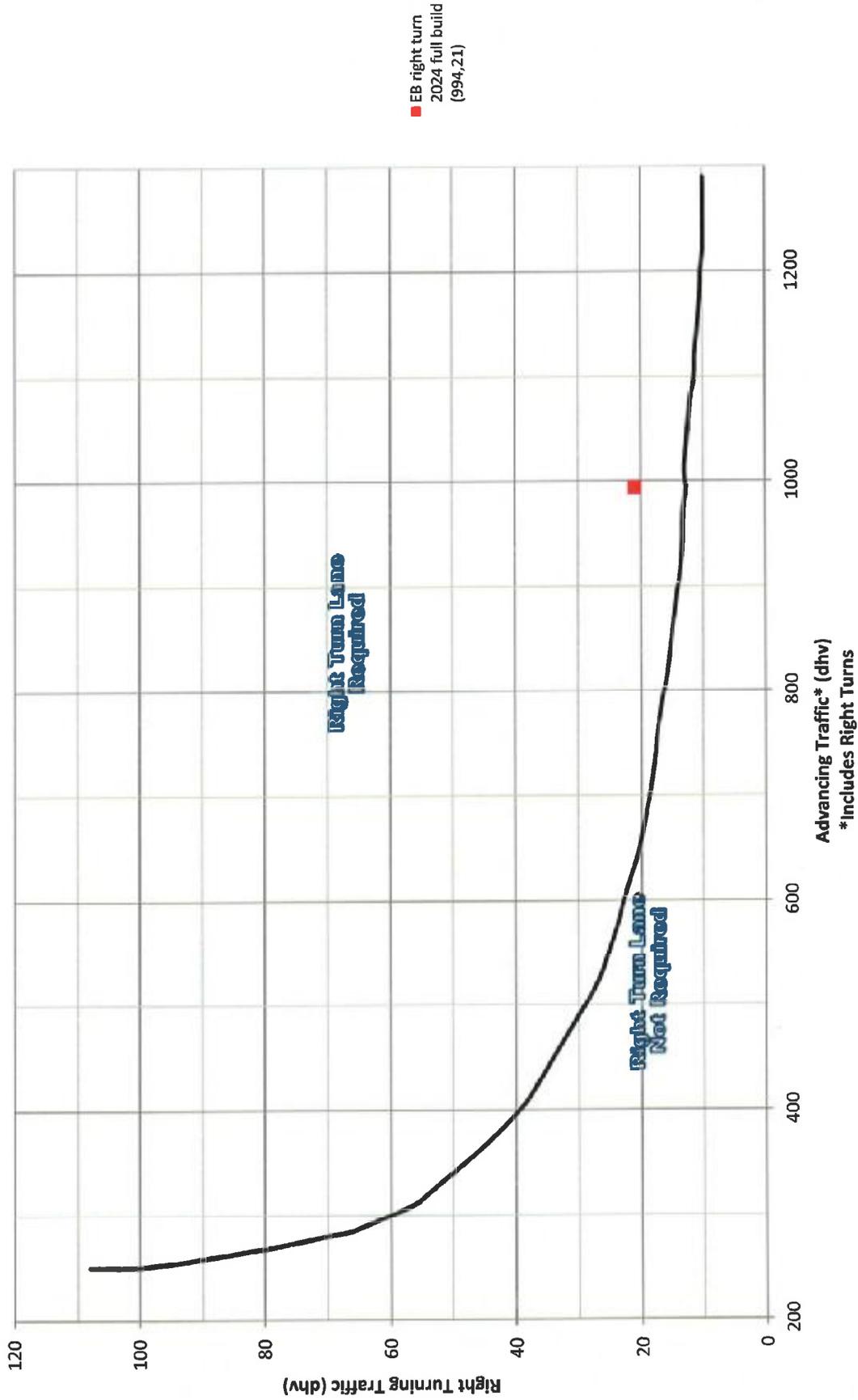
■ EB right turn
 2024 full build
 (992,7)

Morse Road @ Drive 2
2-Lane Highway Left Turn Lane Warrant
 >40 mph or 70 kph Posted Speed

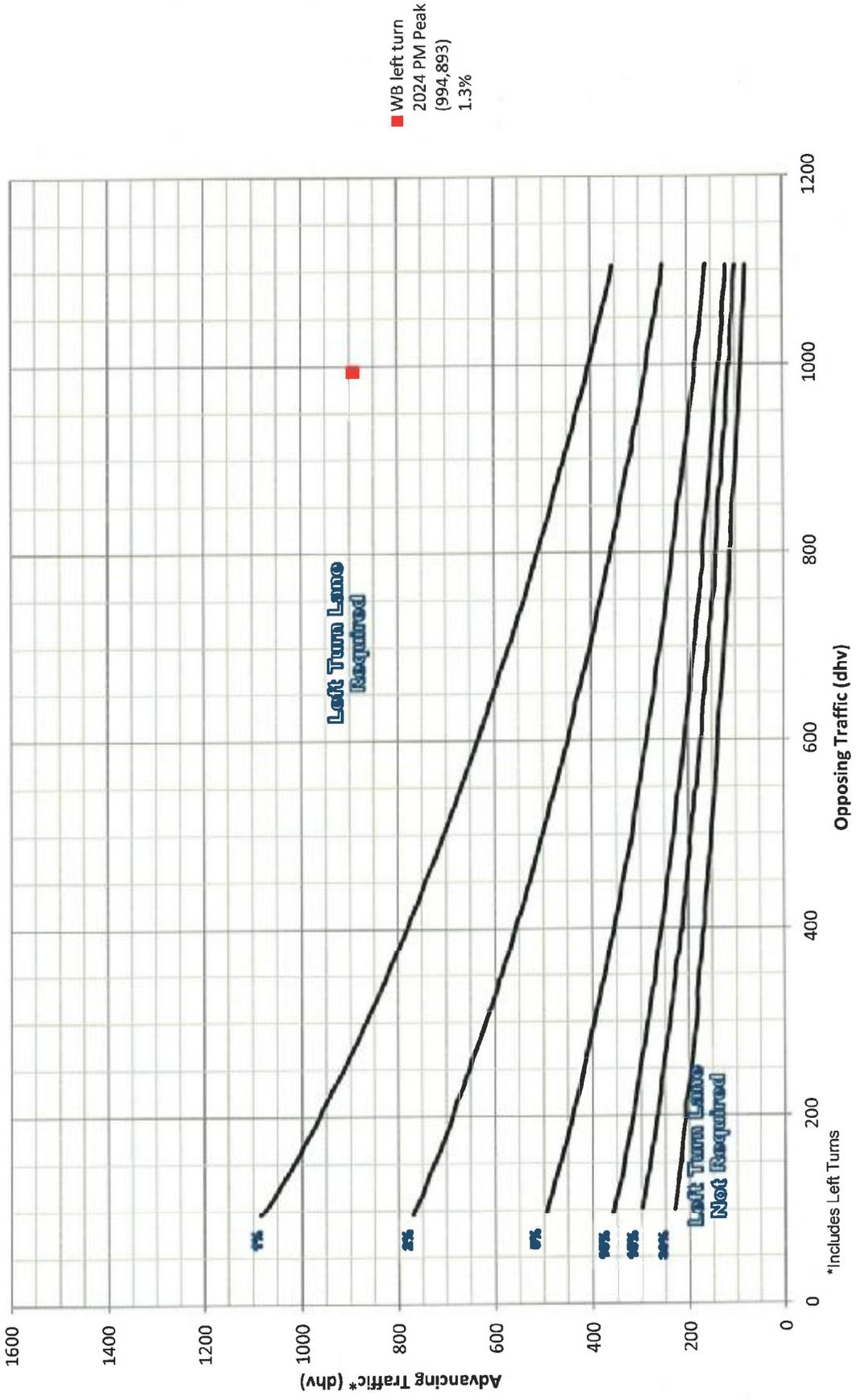


■ WB left turn
 2024 full build
 (992,909)
 0.2%

Morse Road @ Drive 3
2-Lane Highway Right Turn Lane Warrant
 >40 mph or 70 kph Posted Speed

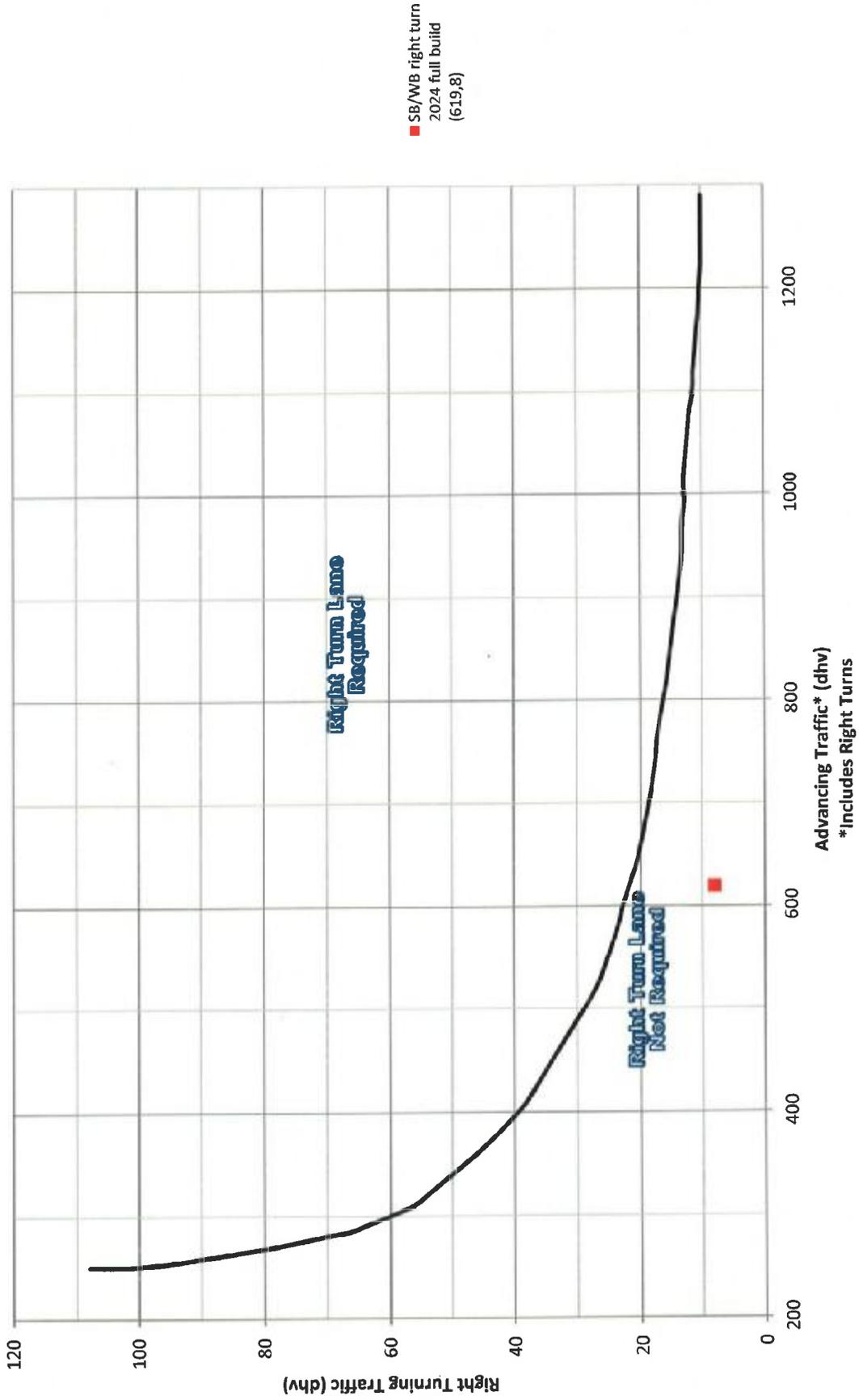


Morse Road @ Drive 3
2-Lane Highway Left Turn Lane Warrant
 >40 mph or 70 kph Posted Speed



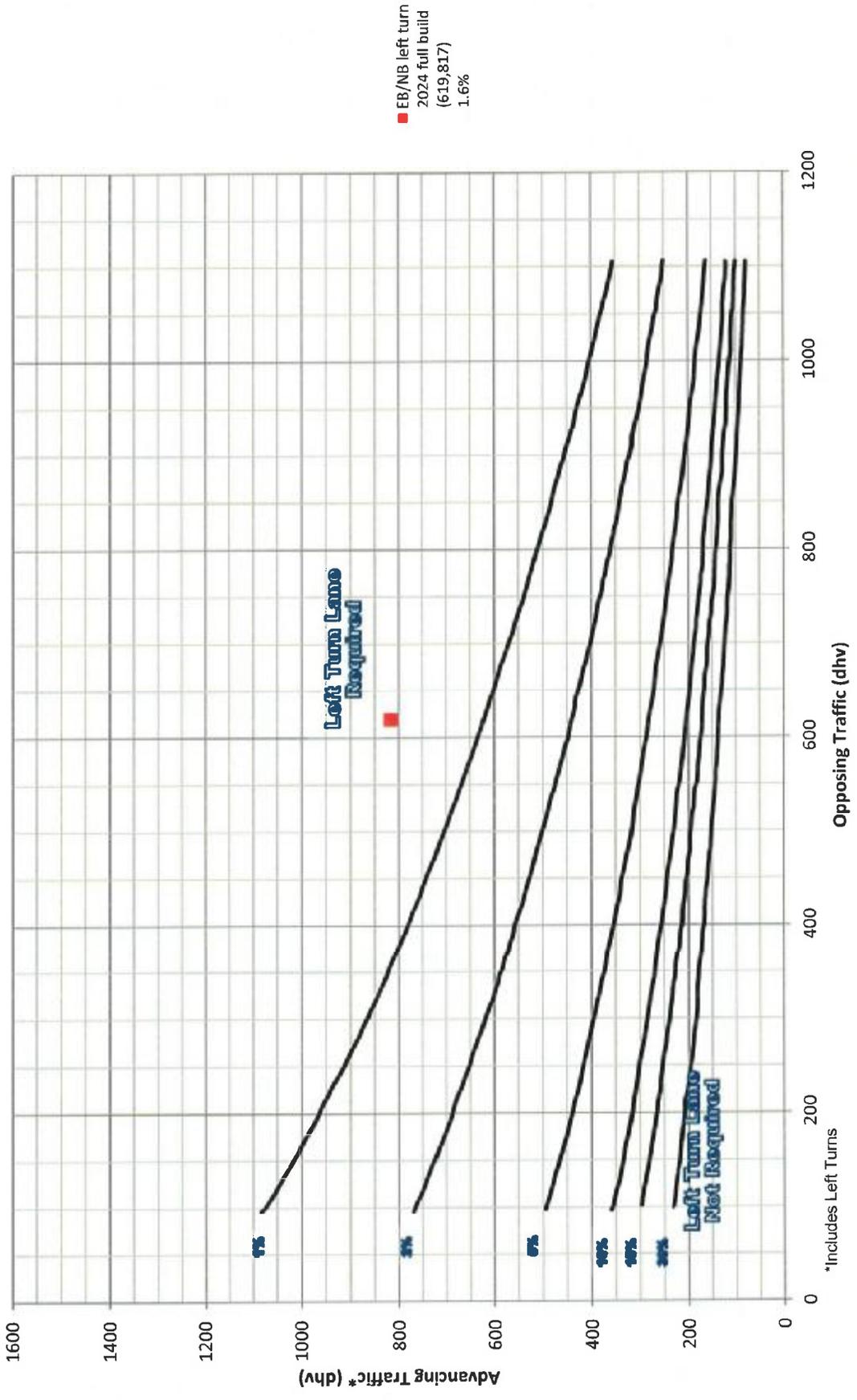
*Includes Left Turns

US62 @ Drive 4
2-Lane Highway Right Turn Lane Warrant
 >40 mph or 70 kph Posted Speed



■ SB/WB right turn
 2024 full build
 (619,8)

US62 @ Drive 4
2-Lane Highway Left Turn Lane Warrant
 >40 mph or 70 kph Posted Speed



*Includes Left Turns

Morse Road Senior Living
Access Study
Turn Lane Length Calculations

PM Peak Hour			
2024 Full Build			
Morse Road & Drive 1			
Movement	WBLT		
Design Speed	45	mph	
Cycle Length	60	seconds	
Control (Stop or Signal)	Stop		
Through Volume	936	vph	
Number of Through Lanes	1		
Turning Volume	5	vph	
Number of Turning Lanes	1		
Design Condition	B	A, B, or C	
Turning Percentage	1%		
Vehicles Per Cycle	0.1		
Storage Length	50	feet	
Deceleration/Taper	175	feet	
Calculated Turn Lane Length	175	feet	
No Block Distance	N.A.	feet	
No Block Turn Lane Length	N.A.	feet	

PM Peak Hour			
2024 Full Build			
Morse Road & Drive 2			
Movement	WBLT		
Design Speed	45	mph	
Cycle Length	60	seconds	
Control (Stop or Signal)	Stop		
Through Volume	907	vph	
Number of Through Lanes	1		
Turning Volume	2	vph	
Number of Turning Lanes	1		
Design Condition	B	A, B, or C	
Turning Percentage	0%		
Vehicles Per Cycle	0.0		
Storage Length	50	feet	
Deceleration/Taper	175	feet	
Calculated Turn Lane Length	175	feet	
No Block Distance	N.A.	feet	
No Block Turn Lane Length	N.A.	feet	

PM Peak Hour			
2024 Full Build			
Morse Road & Drive 3			
Movement	EBRT		
Design Speed	45	mph	
Cycle Length	60	seconds	
Control (Stop or Signal)	Stop		
Through Volume	973	vph	
Number of Through Lanes	1		
Turning Volume	21	vph	
Number of Turning Lanes	1		
Design Condition	B	A, B, or C	
Turning Percentage	2%		
Vehicles Per Cycle	0.4		
Storage Length	50	feet	
Deceleration/Taper	175	feet	
Calculated Turn Lane Length	175	feet	
No Block Distance	N.A.	feet	
No Block Turn Lane Length	N.A.	feet	

PM Peak Hour			
2024 Full Build			
Morse Road & Drive 4			
Movement	EBLT		
Design Speed	45	mph	
Cycle Length	60	seconds	
Control (Stop or Signal)	Stop		
Through Volume	804	vph	
Number of Through Lanes	1		
Turning Volume	13	vph	
Number of Turning Lanes	1		
Design Condition	B	A, B, or C	
Turning Percentage	2%		
Vehicles Per Cycle	0.2		
Storage Length	50	feet	
Deceleration/Taper	175	feet	
Calculated Turn Lane Length	175	feet	
No Block Distance	N.A.	feet	
No Block Turn Lane Length	N.A.	feet	

PM Peak Hour		
2024 Full Build		
Morse Road & Drive 3		
Movement	WBLT	
Design Speed	45	mph
Cycle Length	60	seconds
Control (Stop or Signal)	Stop	
Through Volume	881	vph
Number of Through Lanes	1	
Turning Volume	12	vph
Number of Turning Lanes	1	
Design Condition	B	A, B, or C
Turning Percentage	1%	
Vehicles Per Cycle	0.2	
Storage Length	50	feet
Deceleration/Taper	175	feet
Calculated Turn Lane Length	175	feet
No Block Distance	N.A.	feet
No Block Turn Lane Length	N.A.	feet



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STAFF COMMENTS

FILE(s): ZC-1-2014
PERMIT: 14050013
APPLICANT: New Albany Company – Glen Dugger, Smith & Hale, LLC
ADDR: 5495, 5505, 5511, 5515 Morse Road and PID#025-012234

Department of Planning and Development Comments:

Application Summary

The applicant seeks to rezone 4.63 acres from Estate Residential (ER-1) to Neighborhood Commercial (NC).

Aerial Map



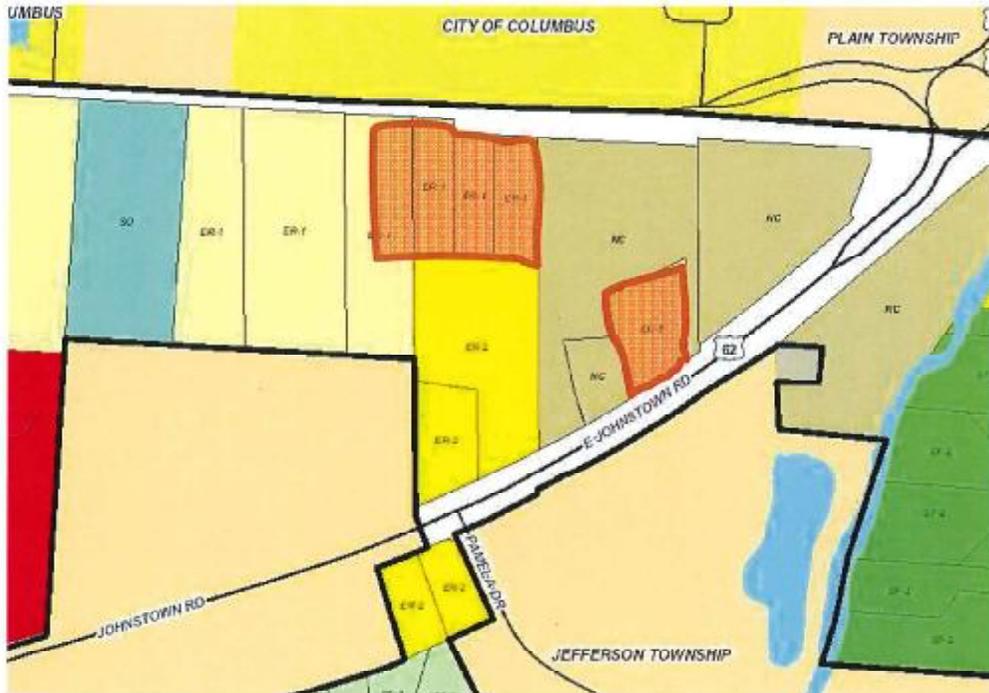
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Zoning Map



The subject property is located in a transitioning area of the Morse Rd corridor. Surrounding properties to the north are located within the City of Columbus and have recently been developed with multi-family residential. Developed properties to the east are zoned NC and consist of restaurants, personal service and other commercial uses. Properties to the south along Johnstown Rd are either located within Jefferson Township or developed with single family residential. Properties to the west of the site consist of various zonings and uses which include single family residential, multi family residential, and suburban office.

NC zoning allows for a variety of uses by right or by Conditional Use. Uses include but aren't limited to the following: retail stores, personal services, business and professional offices, banks, gas stations, etc.

It should be noted that at this time, a specific use for the property has not been identified. Additional applications will be required in order to develop the property. Future applications that would require consideration by the Planning Commission includes Final Development Plans and Design Review.

Rezoning Criteria

Rezoning applications are subject to criteria found in Chapter 1133.03 of the Planning and Zoning Code and to criteria found within the rezoning application. A rezoning must address the following criteria:



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1. Consistency with the goals, policies and Land Use Plan of the City of Gahanna, including any corridor plans, or subarea plans. If conditions have changed since the City of Gahanna Land Use Plan was adopted, the consistency with recent development trends in the area shall be followed.

Staff is of the opinion that the request to rezone to NC is consistent with both the 2002 Land Use Plan and the North Triangle Concept Plan. The rezoning would eliminate a zone district that is inconsistent with applicable plans.

2. Compatibility of the physical features of the site with the potential uses allowed within the proposed zone district.

It does not appear that the requested rezoning to NC will be incompatible with the physical features of the site.

3. Evidence the property cannot receive a reasonable return on investment being developed with one of the allowed uses permitted under the current zone district.

Development of the property under the current zone district would not be consistent with the applicable land use plans.

4. Availability of sites within the City that are already zoned to allow for the proposed uses.

A cursory review of the zoning map indicates that there is relatively few properties zoned NC. At this time, the exact acreage is unknown.

5. The compatibility of all potential uses allowed in the proposed zone district surrounding with the surrounding uses and zonings. Factors to be considered include land suitability, environment, traffic, density/intensity, uses, aesthetics, etc.

The uses surrounding the subject property are varied in nature. The Morse Road/Johnstown Road corridor contains single and multi-family residential, office, retail, and commercial uses. Adjacent properties are zoned NC. The rezoning would increase the number of NC zoned properties, thus creating a node with a greater likelihood of developing as a cohesive center rather than strip commercial facilities lacking connectivity.

6. Capacity of infrastructure and services to accommodate demand generated of the allowed uses within the proposed zone district.

Traffic improvements have been made or are planned in the vicinity of the subject property. These improvements are designed to increase capacity along Morse Rd.



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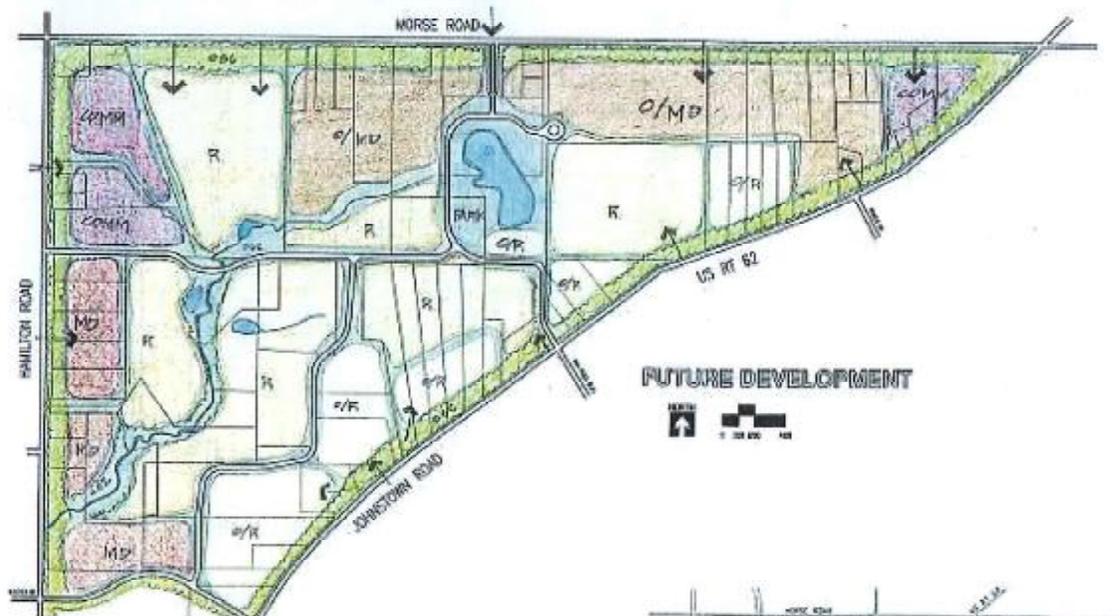
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7. Demand for allowable uses within the proposed zone district in relation to the amount of land zoned to accommodate the demand.

There are few properties with the area designated NC other than property at the roundabout at Morse Rd and Johnstown Rd. Some of these properties are already developed.

The application package includes responses from the applicant addressing these and other applicable criteria.

North Triangle Concept Plan Map



The North Triangle Concept Plan designates the subject property as Office and Mixed Development. The property is currently zoned to allow for residential uses, which are inconsistent with the Plan. The proposed rezoning designation of NC is consistent with the recommended land uses of the Plan. In fact, the rezoning would establish a zone district and allow for uses consistent with the Plan.



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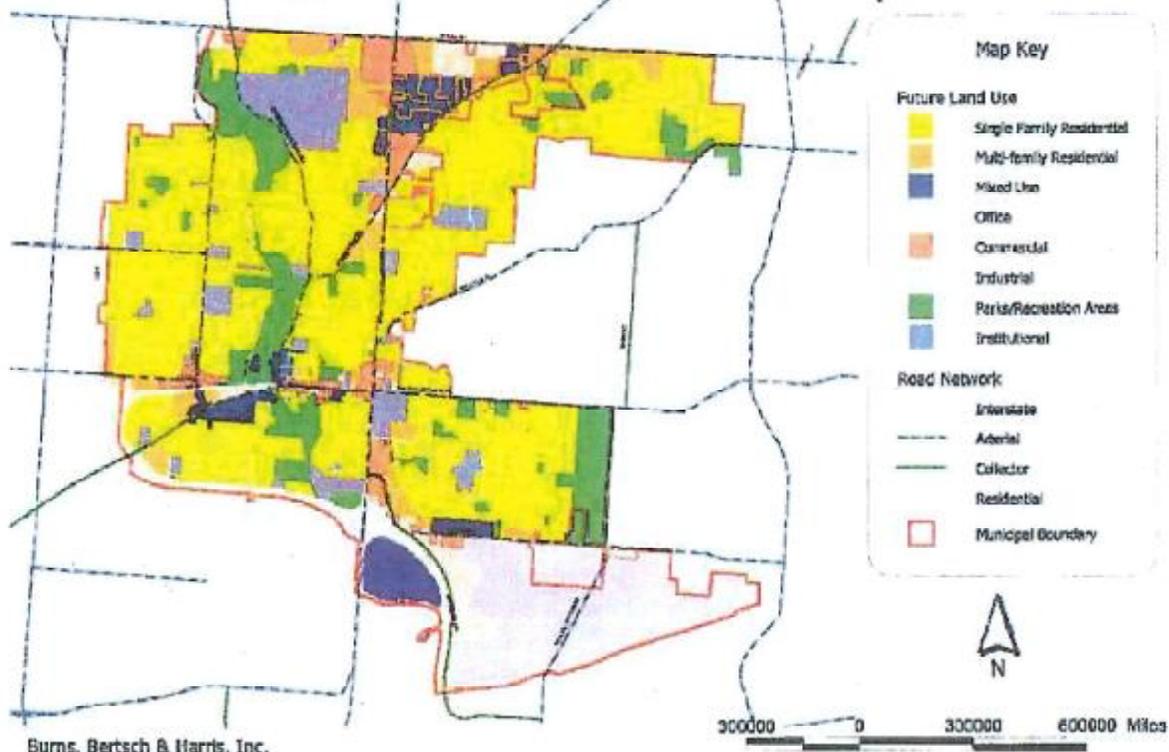
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2002 Future Land Use Plan Map

City of Gahanna, Ohio Future Land Use Plan - Map 1



In addition to being designated Mixed Use and Office by the North Triangle Concept Plan, the site is also designated Mixed Use and Commercial by the 2002 Future Land Use Plan. The proposed rezoning to NC is consistent with the suggested Future Use of the property. Additionally, the rezoning would eliminate residential zoning that is inconsistent with the Plan.

The 2002 Land Use Plan provides that Planning Commission should utilize a check list analysis for rezonings and other major developments. The check list is meant as a guide, certain answers would not mandate a particular decision and not all questions are relevant to every situation.

1. Is the proposed development consistent with the City's vision?
2. Would the proposed development be contrary to the future land use plan?
3. Is the development contrary to the established land use pattern?
4. Would change create an isolated, unrelated district?



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5. Will the proposed development increase the load on public facilities beyond reasonable limits (water, sewers, streets, schools, etc)?
6. Are the present development boundaries logically drawn in relation to existing conditions?
7. Will the change adversely influence living conditions in the surrounding area?
 - a. Create or appreciably increase traffic congestion;
 - b. Seriously impact adjacent areas;
 - c. Seriously affect the natural character of the land to the point of creating potential hazards.
8. Have the basic land use conditions changed?
9. Will approval be a deterrent to the improvement or development of adjacent property in accordance with existing plans and regulations?
10. Will the proposal constitute a grant of a special privilege to an individual that will not be granted to others at the expense of the general welfare?
11. Are there reasons why the property cannot be used as it is presently planned or zoned?
12. Is the change out of scale with the area's needs? The neighbor's needs? The City's needs? The region's needs?
13. Are there alternative undeveloped sites for the proposed use(s)?

It is Planning and Development staff's opinion that the proposed zoning change to NC is consistent with the applicable 2002 Land Use Plan check list analysis, 2002 Future Land Use Plan Map, North Triangle Concept Plan, and the rezoning criteria, and therefore recommends approval of the request.



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STAFF COMMENTS

FILE(s): ZC-1-2014
PERMIT: 14050013
APPLICANT: New Albany Company – Glen Dugger, Smith & Hale, LLC
ADDR: 5495, 5505, 5511, 5515 Morse Road and PID#025-012234

Zoning:

The applicant seeks a positive recommendation to Council for a zoning change of 4.63 acres from ER-1 (Estate Residential) to NC (Neighborhood Commercial). Part of the property (3.720 acres) requested to be rezoned is situated along Morse Road, and the other portion (0.914 acre) is situated along East Johnstown Road. Neighborhood Commercial zoning is contiguous to both sites, and is appropriate for this request.

The rezoned property will be developed in a manner similar to that of the existing Roger's Corners project that the New Albany Company built many years ago. There will be a drive that will connect the new project with the existing project.

1133.03 PUBLIC HEARING.

(a) (1) Before submitting its recommendations concerning the application before it to Council, the Planning Commission shall hold at least one public hearing on such application.

(2) At such hearing, the applicant shall present a statement addressing the following criteria and adequate evidence in such form as the Planning Commission, and subsequently City Council, may require, aiding the Commission in its deliberation on the issue. The development department staff shall provide an administrative report that includes comments from both the Zoning Division and the Economic Development Division.

(b) In deciding on the change, the Planning Commission shall consider, among other criteria, the following elements of the application including but not limited to:

(1) Consistency with the goals, policies and comprehensive land use plan of the City of Gahanna, including any corridor plans, or subarea plans.

(2) Compatibility of the site's physical, geological, hydrological, and other environmental features with the potential uses allowed in the proposed zoning district.

(3) Availability of sites elsewhere in the City that are already zoned for the proposed use.

(4) The compatibility of all the potential uses allowed in the proposed zoning



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district with the surrounding uses and zoning in terms of land suitability, impacts on the environment, density, nature of use, traffic impacts, aesthetics, infrastructure, and potential influence (a five percent or more material reduction) in the value of existing abutting lands or approved developments.

(5) The capacity of City infrastructure and services to accommodate the uses permitted in the requested district without compromising the "health, safety, and welfare" of its citizens.

(6) The apparent demand for the types of uses permitted in the requested zoning district in the City in relation to the amount of land in the City currently zoned to accommodate the demand.



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STAFF COMMENTS

FILE: ZC-1-2014

APPLICANT: New Albany Company
5505, 5511, and 5515 Morse Road
Johnstown Road

ECONOMIC DEVELOPMENT DIVISION:

The Economic Development Division performs economic analysis for all zoning change requests. This analysis includes a review of the 2007 Economic Development Plan (ED Plan) and a fiscal impact analysis for the zoning change. This is done in order to provide the Planning Commission and City Council with an analysis on the long term financial cost/benefit of a proposed zoning change.

The ED Plan states that the Morse Road Corridor has underutilized and vacant properties that provide strong opportunities for re/development. The development scenarios should include the following components:

- Mix of uses (23% office, 65% retail and 12% residential)
- Human scale neighborhoods, convenience retail, original service and professional venues and/or stylish living space in close proximity from home
- Commercial uses clustered at intersections, abutted by mixed-use and intervening areas developed for housing

There is no proposed development outlined for this zoning change request. However, the request to change the zoning from Estate Residential-1 to Neighborhood Commercial would allow for more intense commercial and/or mixed uses that are in line with the ED Plan recommendations.

The potential land uses under the ZC-1-2014 application, in combination with the proposed development under the ZC-2-2014 application, adhere to the majority of the recommendations from the ED Plan.

In order to determine the fiscal impact of this project, it is necessary to identify the anticipated amount of investment of the project, potential commercial square footage, potential commercial tenants and their corresponding employment figures.

As referenced above, there is no proposed development accompanying this zoning change request. However, the more intense uses as outlined in the Neighborhood Commercial zoning category would have greater economic impact on the City in terms of withholding taxes for new



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construction and annual employees as well as property tax payments compared to current uses allowed under the Estate Residential-1 zoning category.

This property is within North Triangle Tax Increment Financing (TIF) District. This TIF District captures the incremental increase in property taxes generated from new construction and diverts it to fund infrastructure improvements within the TIF District. This is referred to as PILOT payments. The PILOT payments from the potential developments under the Neighborhood Commercial land use categories will go the City to assist in paying for needed infrastructure projects within the North Triangle TIF District.



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STAFF COMMENTS

FILE(s): ZC-1-2014
PERMIT: 14050013
APPLICANT: New Albany Company – Glen Dugger, Smith & Hale, LLC
ADDR: 5495, 5505, 5511, 5515 Morse Road and PID#025-012234

Service:

- 1) There are seven drives on the exhibit, only four are addressed in the study and four drives, three of which are full access, are too many for this site. There are three on Morse Road where there should be one and two on US-62 where there should be one. There appears to be a cross access easement between the proposed site and the old Hoggy's property that is not addressed in the study. There is also a south extension of Preserve Crossing Boulevard, a roundabout at its intersection with Morse Road and a service drive on the south extension that are all not addressed in the study. The access level of the site drives should be reevaluated due to the close proximity of the Morse and US-62 roundabout that provides an option of U-turns. This analysis should be based on future intersection capacity analysis of the site drives.
- 2) 2014 Opening Day was the only timeframe analyzed for this study. MORPC growth rates should be applied to determine a 10 year horizon scenario to properly assess what the proposed development impacts are on the existing roadways 10 years out. Growth data for the Morse Road corridor should be readily available with the Columbus road widening project in the same general vicinity.
- 3) Capacity analyses should be performed on all access drives for the P.M. peak hour in the Opening Year and for the 10 year horizon Design Year.
- 4) Drive locations need to follow guidelines to be located outside of the functional area of the intersection, as much as practical, for the intersection of US-62 & Pamela Drive, US-62 & Morse Road and Morse Road & Preserve Crossing. Driveway spacing along with Upstream / Downstream corner clearances are listing in the appendix of the attached document. Please also complete the 2 page Access Management Criteria Checklist as appropriate for the development site plan. Minimum driveway designs must be met as highlighting in the attached document appendix. Important minimum drive widths are 30' for single exit lane drives and 40' for double exit lane drives.



"HERB CAPITAL OF OHIO"

200 SOUTH HAMILTON ROAD, GAHANNA, OH 43230
614-342-4000 PHONE 614-342-4100 FAX WWW.GAHANNA.GOV



CITY OF GAHANNA
STAFF COMMENTS

FILE(s): ZC-1-2014
PERMIT: 14050013
APPLICANT: New Albany Company – Glen Dugger, Smith & Hale, LLC
ADDR: 5495, 5505, 5511, 5515 Morse Road and PID#025-012234

From: Stephen E. Welsh [mailto:welshs@mifflin-oh.gov]

Sent: Thursday, May 22, 2014 8:12 AM

To: Courtney Shisler; Bonnie Gard; 'Dave Reutter - Franklin County Water & Soil'; 'David Reutter'; Dennis Murphy; Donna Jernigan; Dottie Franey; Jeff Feltz; Karl Wetherholt; Ken Fultz; Kim McWilliams; Matthew Holdren; Michael Blackford; Mike Frey; Tony Collins; Troy Euton

Subject: RE: Request for Staff Comments - ZC-1-2014, ZC-2-2014 & CU-6-2014

Courtney,

Issues the fire department will need addressed are:

1. Access to the property. Entrances will need to be a minimum of 20 feet wide to accommodate fire apparatus. And the fire department access roadway around the complex shall be 20 feet in width and heavy duty pavement capable of supporting a 75,000 fire truck.
2. We need to know the height of the building. Buildings over 30 feet in height will need an aerial apparatus roadway. This road shall be 26 feet in width.
3. Turning radius at corner and the entrance shall conform to the largest fleet vehicle of the fire department.
4. Hydrant locations and fire service main for the complex.

Steve

Steve Welsh, Captain

Fire Marshal

Mifflin Township Division of Fire

Phone 614-939-1853

Fax 614-855-5873

Cell 614-679-4078

Email welshs@mifflin-oh.gov



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200 SOUTH HAMILTON ROAD, GAHANNA, OH 43230
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MIFFLIN TOWNSHIP DIVISION OF FIRE FIRE PREVENTION BUREAU

501 Beecher Road, Gahanna, OH 43230
Phone (614) 939-1853 Fax 614-855-5873

FIRE AND EMS RUNS TO SENIOR CITIZEN AND NURSING CARE FACILITIES

1/1/2013 through 12/31/2013

	FIRE	EMS
Styler Village, 140 Imperial Drive	28	189
Styler Commons, 165 North Styler Road	1	8
Traditions, 167 North Styler Road	1	64
Bon-Ing Care, 121 James Road	7	27
Sunrise, 775 East Johnstown Road	13	117
The Worthington, 1201 Riva Ridge Court	6	184
TOTAL	56	589



CITY OF GAHANNA

STAFF COMMENTS

FILE(s): ZC-1-2014
PERMIT: 14050013
APPLICANT: New Albany Company – Glen Dugger, Smith & Hale, LLC
ADDR: 5495, 5505, 5511, 5515 Morse Road and PID#025-012234

From: Tony Collins
Sent: Wednesday, May 21, 2014 11:15 AM
To: Courtney Shisler
Cc: Karl Wetherholt
Subject: RE: Request for Staff Comments - ZC-1-2014, ZC-2-2014 & CU-6-2014

The Parks & Recreation Department recommends including the connectivity measures proposed by the City Engineer.

Tony Collins, Director
Parks and Recreation



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CITY OF GAHANNA

STAFF COMMENTS

FILE(s): ZC-1-2014
PERMIT: 14050013
APPLICANT: New Albany Company – Glen Dugger, Smith & Hale, LLC
ADDR: 5495, 5505, 5511, 5515 Morse Road and PID#025-012234

From: Terrie Snider
Sent: Friday, May 16, 2014 7:11 AM
To: Bonnie Gard
Subject: Zoning Change and Conditional Use Applications submitted by New Albany Company and Spectrum Acquisition Gahanna, LLC

Please be advised that the PD does not have any issues with the subject proposed development.

Thank you.

TERRIE SNIDER
Office Manager
Department of Public Safety
Division of Police



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614-342-4000 PHONE 614-342-4100 FAX WWW.GAHANNA.GOV



CITY OF GAHANNA

STAFF COMMENTS

FILE(s): ZC-1-2014
PERMIT: 14050013
APPLICANT: New Albany Company – Glen Dugger, Smith & Hale, LLC
ADDR: 5495, 5505, 5511, 5515 Morse Road and PID#025-012234

the building division has no comments.

Respectfully Submitted By:

*Kenneth W. Fultz, P.E.
Chief Building Official*



"HERB CAPITAL OF OHIO"

300 SOUTH HAMILTON ROAD, GAHANNA, OH 43230
614-542-1000 PHONE 614-542-1100 FAX WWW.GAHANNA.OH.OH



CITY OF GAHANNA

June 5, 2014

New Albany Company
Glen Dugger, Smith & Hale LLC
37 West Broad Street
Suite 460
Columbus, OH 43215

Subject: Letter of Notification

RE: ZC-1-2014 for New Albany Company located at 5495 – 5515 Morse Road, Gahanna, OH 43230

A public hearing before the City of Gahanna Planning Commission has been scheduled for the **Application for Zoning Change** and will be conducted at **7:00 p.m., June 25, 2014, in the Gahanna Municipal Building, 200 S. Hamilton Road.**

The applicant or a representative is required to attend this hearing. Failure to attend this scheduled hearing may result in denial of the application.

The applicant/representative should be prepared to answer questions concerning the application in an effort to assist the Planning Commission in arriving at a fair and reasonable decision in this matter.

This application may also be discussed in a Planning Commission workshop. If a workshop is necessary, the time and date will be assigned at the public hearing. Again, the applicant or representative will be required to attend in order to explain plans and answer any questions that the Commission may have.

Should you have any questions about the process, please feel free to contact me at 614-342-4025.

Sincerely,

Bonnie Gard
Planning and Zoning Administrator

Enclosure(s)



"THEIR CAPITAL OF CITIES"

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614-342-4000 PHONE 614-342-4100 FAX WWW.GAHANNA.GOV