



Commissioner Paula Brooks • Commissioner Marilyn Brown • Commissioner John O'Grady
President

Economic Development & Planning Department
James Schimmer, Director

Franklin County Planning Commission

Franklin County Courthouse
373 South High Street - Lobby
Meeting Room A
Columbus, OH 43215

Wednesday, November 7, 2012
1:30 pm

1. Call roll for board members
2. Introduction of staff
3. Swearing in of witnesses
4. Approval of minutes from the October 10, 2012 meeting
5. New Business:

A. ZON-12-15 – Anthony Hray

Applicant:	Weston Town Center c/o Plaza Properties
Owner:	Weston Town Center c/o Plaza Properties
Agent:	Jackson B. Reynolds, III, Esq.
Township:	Franklin Township
Site:	4279 West Broad Street (PID #140-007155) 185 Georgesville Road (PID #140-000093) 4311 Shoppers Lane (PID #140-003370, 7413, 7414)
Acreage:	67-acres
Request:	Requesting to rezone from the General Industrial (GI) District to the Community Service (CS) District.

B. 664-V – Matt Brown

Applicant:	Fisher Homes
Owner:	Fisher Homes
Agent:	Jeffrey Strung, EMH&T
Township:	Jefferson Township
Subdivision:	Royal Elm
Site:	1459 Waggoner Road (PID #171-000025)
Acreage:	16.5-acres
Request:	Requesting a Variance from Section 502.13(B)(10) and Section 502.13(D) of the Franklin County Subdivision Regulations requiring street connections to stub streets.

C. ZON-12-16 – Anthony Hray – *Requesting to table until January 9, 2013*

Applicant:	Joseph L. & Stella Bentley
Owner:	Joseph L. & Stella Bentley
Agent:	Laura MacGregor Comek, Esq.
Township:	Franklin Township
Site:	727 Harrisburg Pike (PID #140-001338)
Acreage:	0.35-acres
Request:	Requesting to rezone from the Community Commercial (CC) District to the Select Commercial Planned District (SCPD).

D. ZON-12-17 – Anthony Hray – *Requesting to table until January 9, 2013*

Applicant:	Douglas McElwee
Owner:	David and Elizabeth Stephens
Agent:	Jason Hettinger
Township:	Hamilton Township
Site:	0 South High Street (PID #150-001172, 173, 174) 0 Jackson Street (PID #150-001175, 177, 179)
Acreage:	0.77-acres
Request:	Requesting to rezone from the Rural District to the Select Commercial Planned District (SCPD).

6. Adjournment of Meeting to December 5, 2012



Commissioner Paula Brooks • **Commissioner** Marilyn Brown • **Commissioner** John O'Grady
President

Economic Development & Planning Department
James Schimmer, Director

MINUTES OF THE FRANKLIN COUNTY PLANNING COMMISSION

Wednesday, October 10, 2012

The Franklin County Planning Commission convened in Meeting Room A, Franklin County Courthouse, 373 South High Street, Columbus, Ohio, 43215, on Wednesday, October 10, 2012.

Present were

Nancy White, Chairperson
Vince Papsidero, Vice Chairperson
Roxyanne Burrus
Gary Collins
Tim Guyton
Sharon Keels
Kevin Wheeler

Franklin County Economic Development and Planning Department

Lee Brown, Planning Administrator
Matt Brown, Planner/Floodplain Manager
Anthony Hray, Planner
Scott Ulrich, Planner

Chairperson White opened the hearing.

The first order of business being approval of the minutes of the September 20th, 2012, meeting. Mr. Collins made a motion to approve the minutes. It was seconded by Mr. Papsidero. The motion passed by a vote of five yeases with one abstention by Chairperson White.

OLD BUSINESS:

The next order of business being Case No. ZON-12-11. The applicant is Teresa Tyus. The owner is World Conquerors Through Jesus Christ Church. The township is Franklin Township. The location is 1659 Ransburg Avenue. It is 1.674 acres. And the request is to rezone from the Rural District to the Select Commercial Planned District.

Mr. Guyton made a motion to bring Case No. ZON-12-11 off the table. It was seconded by Mr. Collins. It was approved by a six-to-zero vote.

(Ms. Keels joined the hearing.)

Mr. Scott Ulrich read and presented the case to the Franklin County Planning Commission. Mr. Wheeler made a motion to approve Case No. ZON-12-11 with Staff's Recommendations, adding an additional condition allowing for the replacement of the existing lights with lights at a height not to exceed 20 feet, but not requiring replacement of the existing.

Staff Recommendations:

1. The applicant must apply for and receive an approved Certificate of Zoning Compliance from the Franklin County Economic Development and Planning Department prior to operating the day care or beginning any site work to be completed.
2. The applicant must receive a license from the Ohio Department of Job and Family Services for operating a day care business.
3. Replanting of the gravel areas must occur within 30 days of Certificate of Zoning Compliance approval.
4. If the expansion of the parking area does not occur within one (1) year of the initial Certificate of Zoning Compliance approval, the applicant must apply for and receive an additional Certificate of Zoning Compliance at which time such paving is proposed to be completed.
5. The applicant must work with staff to revise the Lighting section of the Development Text to add flexibility for allowing the future reduction in height of existing lights to a maximum height of 20 feet with administrative approval.
6. The applicant must modify the Development Plan to include landscaped screening not to exceed 42 inches in height along Ransburg Avenue from the western property boundary to the western driveway entrance and along the entire southern property boundary along Jackson Road.

The motion was seconded by Mr. Guyton. The motion was approved by a seven-to zero vote.

NEW BUSINESS:

The next order of business being Case No. 641-V and 641-PP. The applicant is Rockford Homes, Inc. The owner is Rockford Homes, Inc. and William A. McCoy, Jr. The township is Jefferson Township. The location is 8211 Havens Corners Road, 8265 Havens Corners Road, 3134 Waggoner Road, and 5284 Taylor Road. It is 93.3 acres. And the request is for a Variance from Sections 502.13(B)(10) and 502.13(D)(3) of the Franklin County Subdivision Regulations requiring street connections to existing stub streets, and a Variance from Section 402.01(B) that prohibits basements in poorly drained soils. And requesting Preliminary Plan approval of a 229-lot, single-family subdivision with 33 acres of open space.

(Mr. Collins left the hearing.)

Mr. Matt Brown read and presented the case to the Franklin County Planning Commission. Mr. Papsidero made a motion to approve the Variances from Sections 502.13(B) and 502.13(D)(3). It was seconded by Ms. Burrus. The motion was denied by a six-to-zero vote.

Mr. Papsidero made a motion to approve the Variance from Section 402.01(B) for special foundations. Mr. Wheeler seconded the motion. The motion was approved by a six-to-zero vote.

Mr. Guyton made a motion to approve the Preliminary Plan with Staff's conditions and an additional condition that the applicant must complete a traffic impact study for the proposed development and approved by the county engineer's office.

Staff Conditions:

1. The property to the south owned by the Township Board of Trustees must be included in the final plat if the retention/detention basin will be used as part of the subdivisions stormwater infrastructure. If the basin is part of the stormwater infrastructure it must comply with the Stormwater Drainage Manual and an easement must be provided for the basin.
2. The stream buffer zone label along Rameys Run Creek must be revised on the final plat to be a stream buffer zone/drainage easement.
3. The applicant must complete a Traffic Impact Study for the proposed development.
4. The applicant must pay for any necessary off-site improvements deemed necessary by the Franklin County Engineer's office based on the Traffic Impact Study.
5. Sixty (60) feet of right-of-way from the centerline along the property frontage on Havens Corner must be dedicated to the Board of County Commissioners.
6. The final plat must include a street connection to Marcrest Drive.

7. Sidewalks must be 5 feet in width.
8. The open space/reserves must be delineated in accordance with the township's zoning approval which requires a minimum of 2-split rails.

It was seconded by Mr. Papsidero. The motion was approved by a six-to-zero vote.

The next order of business being Case No. JACK-12-19. The applicant is The Jones Fuel Company. The owner is R.L. Jackson Pike, LLC. The township is Jackson Township. The location is 3730 and 3760 Jackson Pike. It is 6.09 acres. And the request is to rezone from the Rural Residential District to the Community Service District.

Mr. Anthony Hray read and presented the case to the Franklin County Planning Commission. Mr. Guyton made a motion to approve Case JACK-12-19. It was seconded by Mr. Papsidero. The motion was denied by a six-to-zero vote.

The next order of business being Case No. ZON-12-12. The applicant is Franklin County Rural Zoning Commission. The township is Blendon Township. The Year Two Results Report: Blendon Community Plan.

Mr. Scott Ulrich read and presented the case to the Franklin County Planning Commission. Mr. Papsidero made a motion to approve Case ZON-12-12. It was seconded by Ms. Burrus. The motion was approved by a six-to-zero vote.

The next order of business being Case No. ZON-12-13. The applicant is Franklin County Rural Zoning Commission. The township is Franklin Township. The Year Three Results Report: Southwest Area Plan.

Mr. Scott Ulrich read and presented the case to the Franklin County Planning Commission. Mr. Papsidero made a motion to approve Case ZON-12-13. It was seconded by Ms. Burrus. The motion was approved by a six-to-zero vote.

The next order of business being Case No. ZON-12-14. The applicant is Franklin County Rural Zoning Commission. The township is Clinton and Mifflin Townships. Year Three Results Report: Clinton-Mifflin Land Use Plan.

Mr. Scott Ulrich read and presented the case to the Franklin County Planning Commission. Mr. Papsidero made a motion to approve Case ZON-12-13. It was seconded by Ms Burrus. The motion was approved by a six-to-zero vote.

There being no further business coming before the Franklin County Planning Commission, Mr. Papsidero made a motion to adjourn the hearing.

The hearing was adjourned at 4:13 p.m.

Minutes of the October 10, 2012, Franklin County Planning Commission hearing were approved this 7th day of November, 2012.

Signature



Commissioner Paula Brooks • Commissioner Marilyn Brown • Commissioner John O’Grady
President

Economic Development & Planning Department
James Schimmer, Director

STAFF REPORT

Planning Commission
November 7, 2012

Case ZON-12-15

Prepared by: Anthony Hray

Applicant/Owner:	Weston Town Center c/o Plaza Properties
Agent:	Jackson B. Reynolds, III
Township:	Franklin Township
Site:	4279 West Broad Street (PID #140-007155) 185 Georgesville Road (PID #140-000093) 4311 Shoppers Lane (PID #140-003370, 7413, 7414)
Zoning:	General Industrial (GI) District
Utilities:	Public Water and Sewer
Acreage:	67-acres
Request:	Requesting to rezone from the General Industrial (GI) District to the Community Service (CS) District.

Summary

The applicant is requesting a rezoning from the General Industrial (GI) District to the Community Service (CS) District. The site is comprised of five (5) contiguous lots, consisting of 67-acres. The request is consistent with the surrounding area and conforms to the land use recommendations of the Westland Area Interim Development Framework and Greater Hilltop Plan Amendment. Staff recommends approval with a condition.

Request

The rezoning is intended to correct the incompatibility of the existing industrial zoning classification in light of the fact that the site is used exclusively for commercial purposes. The subject site is located at the intersection of Broad Street and Georgesville Road, just east of Interstate 270. It was developed between 1962 and 1985. The site contains seven (7) individual commercial buildings and a large portion (approximately 390,000 square feet) of the Westland Mall Shopping Center. This portion of the mall is relatively vacant, with the remaining buildings occupied by a range of commercial uses which include retail, banking, restaurant, amusement, recreational and automotive service establishments. The combined gross floor area of all buildings associated with this request is approximately 650,000 square feet.

Surrounding Land Use/Zoning

Direction	Zoning	Land-Use
North	General Industrial (GI)	Retail Restaurant
East	Commercial Planned District (CPD) – Columbus	Casino
South	General Industrial (GI)	Multi-Family Residential
West	General Industrial (GI)	Retail

Comprehensive Plans

The Western Interim Development Framework, adopted on June 8, 2010, recommends this property for full range commercial and multi-family land uses. Permitted uses include retail, office, multi-unit housing and townhomes. Corresponding zoning districts include the Community Service (CS), Community Commercial (CC), Neighborhood Commercial (NC), Suburban Office (SO) and Suburban Apartment Residential (R-24) Districts.

The plan promotes four key principles. The first principle, economic revitalization, acknowledges the importance of jobs creation and the need to increase occupancy rates across the mix of land uses in the area. Furthermore, a greater balance of land uses and appropriate mixture of businesses should be sought to ensure sustained growth. Secondly, urban design excellence should be employed to create an attractive landscape and implement development patterns/standards that include walkable and bikeable connectivity, reduce parking footprints, transit facilities brownfield redevelopment and universal accessibility.

The third principle, community quality of life, aims to engage residents in redevelopment efforts and support a higher quality of life. This can be accomplished by raising employment by filling positions with local workforce, reducing crime, strengthening community identity through district identification and branding and promoting neighborhood stability. The final principle, green commitment, encourages the use of environmental and energy best practices and embraces development strategies that utilize sustainable design, alternative energy sources and light pollution reduction/green infrastructure.

As a tool to achieve these principles, primarily economic revitalization and urban design excellence, staff has developed the Smart Growth Overlay standards. These standards are intended to promote sensible and sustainable development by creating improved and safer pedestrian accessibility, accommodations for bicycle parking, reductions in overabundant parking areas and façade, landscaping and architectural design enhancements.

The Greater Hilltop Plan Amendment, adopted September 27, 2010, recommends this property for Mixed Use –Regional land uses. Such uses include large shopping centers and regional malls, entertainment centers and big box retailers responsible for attracting consumers from major portions of the city and Central Ohio region. Office and institutional uses may also be appropriate with residential units located next to or above such uses in multi-story buildings.

The requested rezoning is consistent with both planning documents.

Staff Analysis

Community Service District:

The Community Service (CS) district is intended for sales, service, repair and processing establishments serving a large trade area. The following are examples of permitted uses:

- Clothing Store
- Hardware Store
- Sporting Goods Store
- Health and Medical Services
- Eating and Drinking Places
- Gasoline Service Station
- Government/Public Offices
- Insurance Brokers
- Automotive Services
- Engineering, Personnel and Management Services
- Social Services
- Retail Sale of Automobiles, Boats and Motorcycles
- Amusement/Recreation Services
- Real Estate Services
- Insurance Carriers/Brokers
- Travel Agencies
- Banking Institutions
- Investment Companies
- Legal Services
- Schools, Libraries and Educational Services
- Membership Organizations
- Food Stores
- Tobacco/Liquor Stores
- Beauty/Barber Shops

Permitted uses, except those listed under OMB SIC Group Code #55, have no minimum lot size or lot width requirement as long as the lot abuts a public street and the required yard space is provided. SIC Group Code #55 includes the retail sale of automobiles, boats, motorcycles and gasoline service stations which require a minimum lot size of one (1) acre with 200 feet of abutment on a major arterial street or three-fourths (3/4) of an acre with 175 feet of abutment for a corner lot abutting two (2) intersecting major arterial streets.

The existing uses on the site are permitted in the CS district. However, two (2) of the five (5) lots which comprise this site fail to abut a public street. These lots should be combined with an adjacent lot to provide the required abutment. Provided these lots are combined, the request will comply with the lot standards and intent of the Community Service district.

Access/Traffic:

The site has two access points from Broad Street (State Route 40) to the north and three access points from Georgesville Road to the east. Both roadways are classified as major arterials on the Franklin County 2020 Thoroughfare Plan and were recently improved in association with the Hollywood Casino Development. Private internal drives extend from each access point providing full circulation throughout the site.

Sewage Disposal and Water Supply:

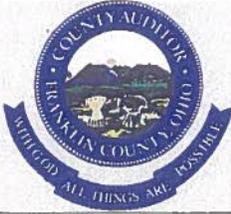
Public water and sewer services are provided by the Franklin County Sanitary Engineer's office.

Recommendation

Staff recommends ***approval*** of the requested rezoning with the following condition:

1. The applicant must combine the landlocked lots (parcels 140-007414 & 007413) with parcel 140-003370 to obtain the required public street abutment under the Community Service (CS) District regulations.

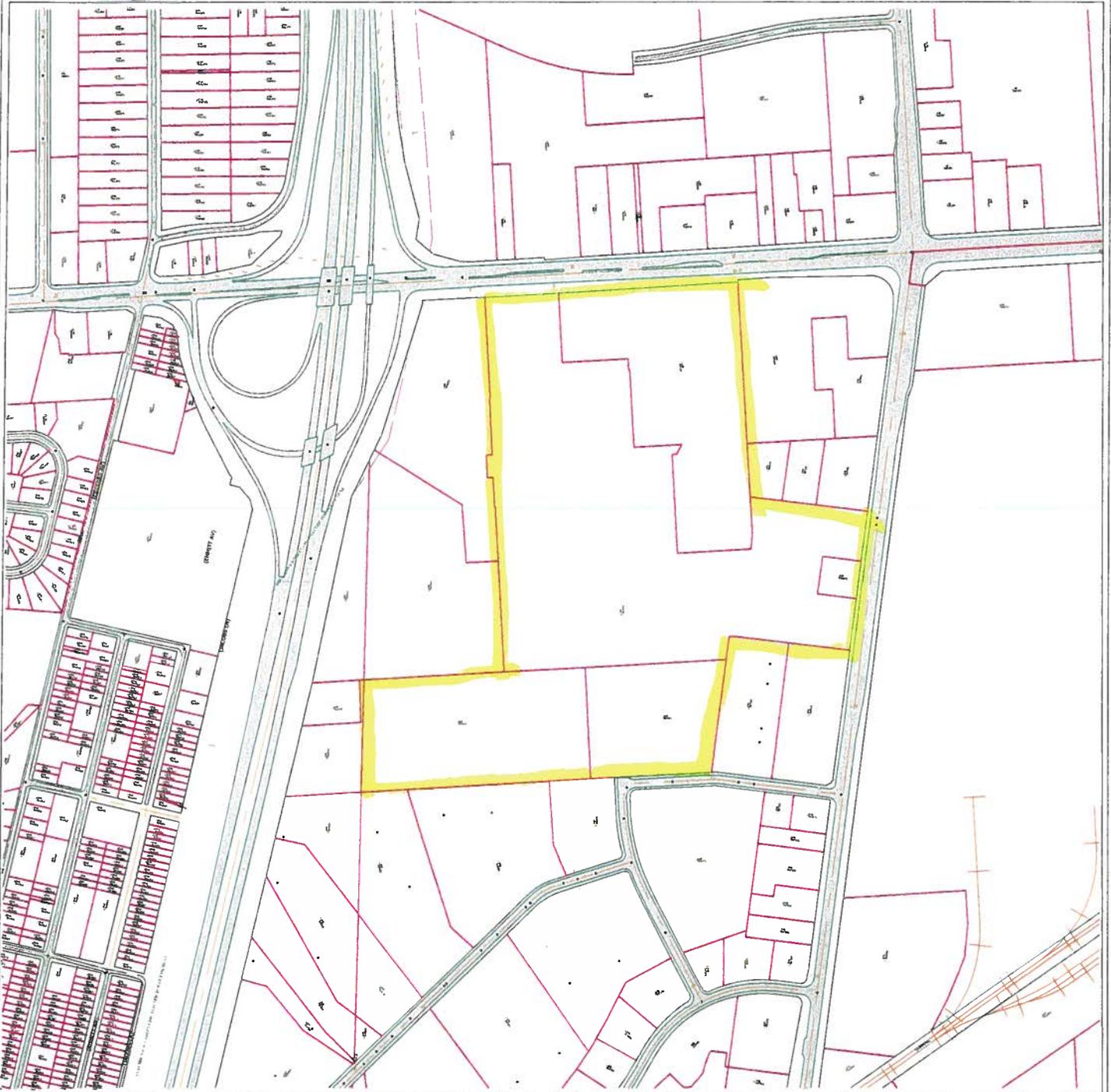
ZON-12-15



JOSEPH W. TESTA FRANKLIN COUNTY AUDITOR

MAP ID: jbr

DATE: 8/26/08



Disclaimer

Scale = 650



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.

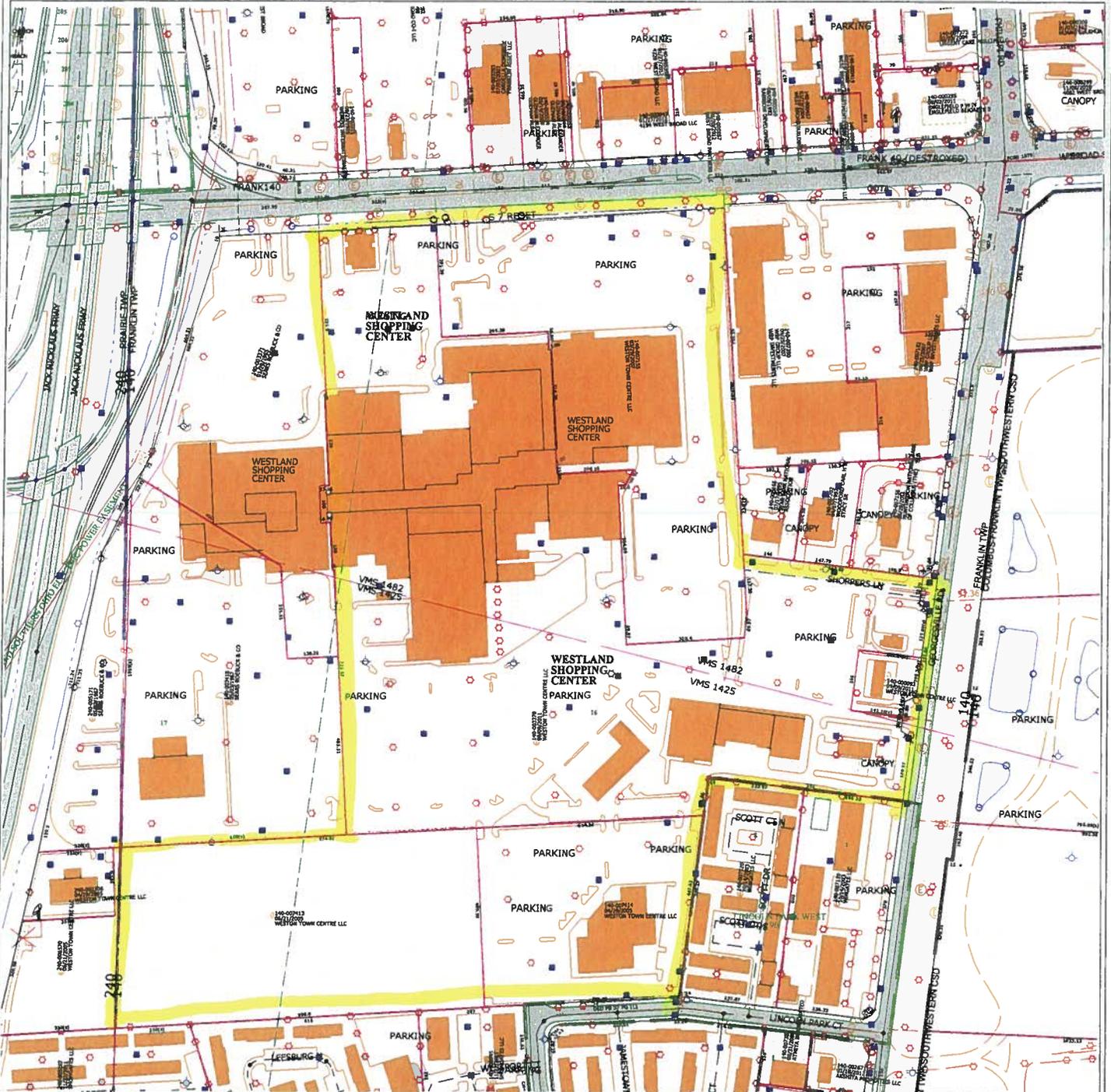
Real Estate / GIS Department



CLARENCE E MINGO II FRANKLIN COUNTY AUDITOR

MAP ID: jbr

DATE: 8/29/12



Disclaimer

Scale = 400



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.

ZON-12-15

Requesting to rezone from the General Industrial (GI) District to the Community Service (CS) District.

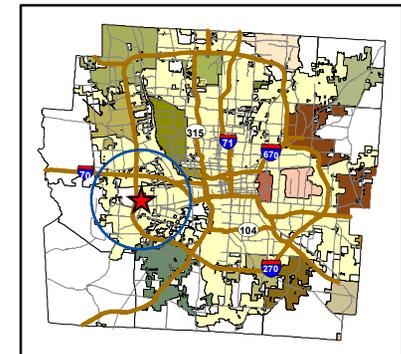
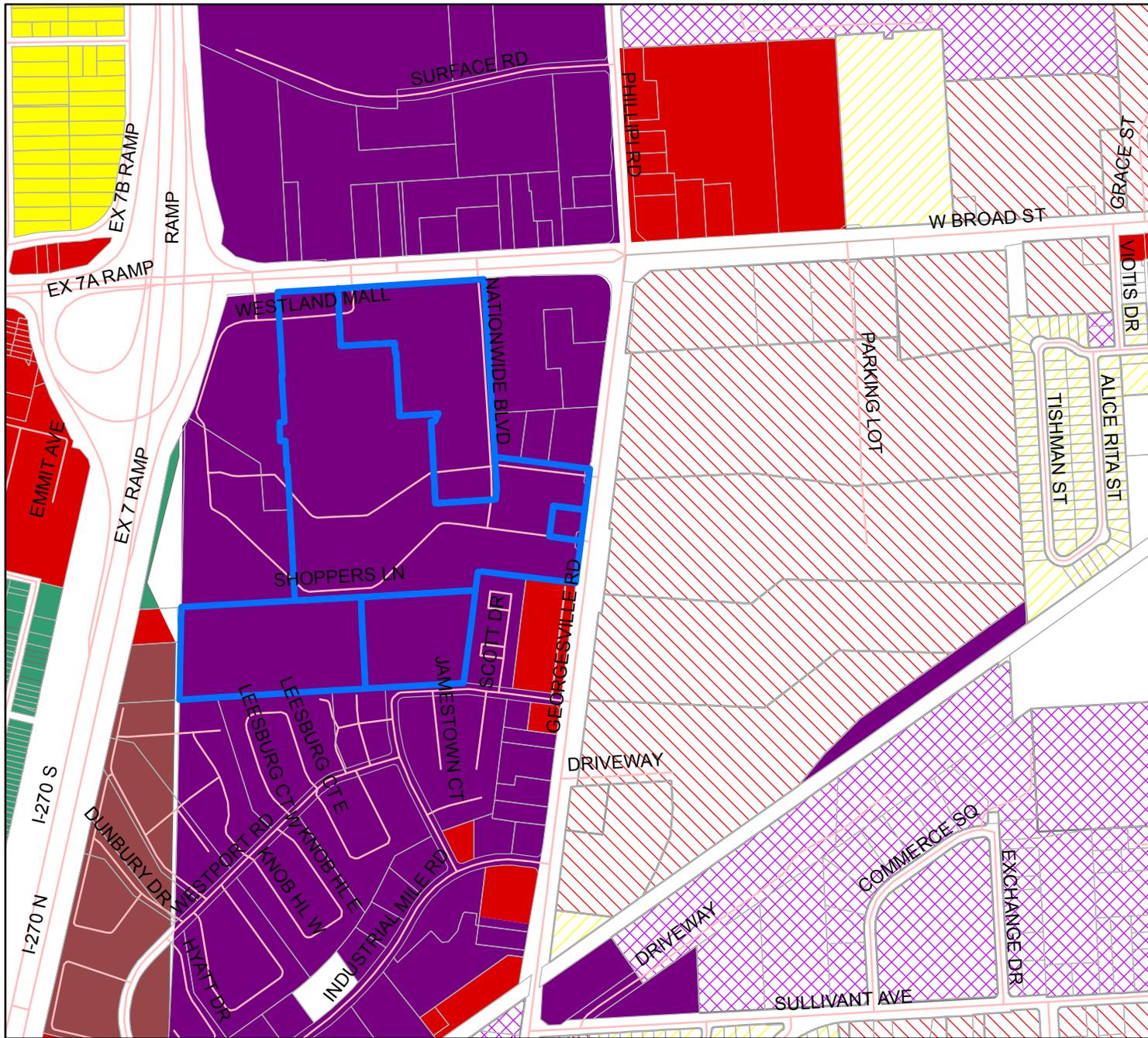
67-acres
Franklin Township

-  Parcels to be Rezoned
-  Parcels
-  Streets

SWquad2011.ecw

RGB

-  Red: Band_1
-  Green: Band_2
-  Blue: Band_3



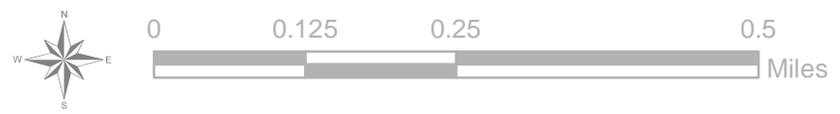
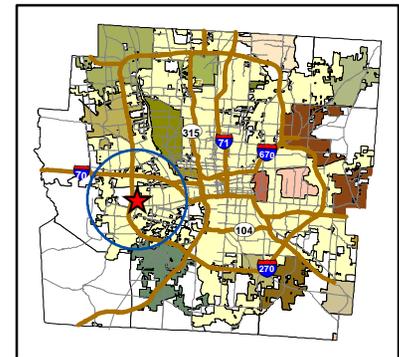


ZON-12-15

Requesting to rezone from the General Industrial (GI) District to the Community Service (CS) District.

67-acres
Franklin Township

- Parcels to be Rezoned
- Parcels
- Streets



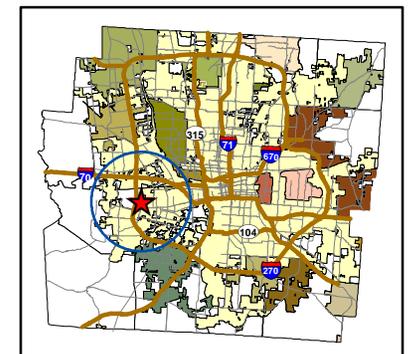


ZON-12-15

Requesting to rezone from the General Industrial (GI) District to the Community Service (CS) District.

67-acres
Franklin Township

- Parcels to be Rezoned
- Parcels
- Streets



Commissioner Paula Brooks • Commissioner Marilyn Brown • Commissioner John O’Grady
President

Economic Development & Planning Department
James Schimmer, Director

STAFF REPORT

Planning Commission
November 7, 2012

Case 664-V

Prepared by: Matt Brown

Applicant/Owner	Fisher Homes
Agent:	Jeffrey Strung, EMH&T
Township:	Jefferson Township
Subdivision:	Royal Elm
Site:	1459 Waggoner Road (PID #171-000025)
Acreeage:	16.5-acres
Request:	Requesting a Variance from Section 502.13(B)(10) and Section 502.13(D) of the Franklin County Subdivision Regulations requiring street connections to stub streets.

Summary

The applicant is requesting a Variance from Sections 502.13(B)(10) and 502.13(D) to allow the construction of a subdivision street system that does not connect to an existing subdivision stub street system. The proposal fails to meet the standards for granting a variance, staff recommends **denial**.

Background Information

Application Type	Planning Commission Date	Connection Shown	Planning Commission	Jefferson Township
Rezoning	July 2003	Yes	Recommended denial	Approved
Preliminary Plan	February 2004	Yes	Conditionally approved	NA
Final Plat Sections 1, 2, 3	May 2004	NA	Approved	NA
Final Plat Section 3 Extension	September 2004	NA	Approved to August 31, 2005	NA
Preliminary Plan Extension	September 2006	NA	Approved to September 2007	NA
Preliminary Plan Sections 4 and 5	December 2007	Yes	Conditionally approved	NA
Final Plat Section 4 (partial)	May 2008	NA	Approved	NA
Preliminary Plan Sections 4 and 5 Extension	November 2008	NA	Approved to December 12, 2010	NA
Development plan	September 2012	Yes	Conditionally approved	Tabled

All zoning plans and applicable Preliminary Plans reviewed by Planning Commission and Jefferson Township since July 2003 have shown a connection to the Cordella Street stub.

Staff Review

Applicant's submitted materials

The applicant provided a 1-page letter supporting the requested variance that is included in the case materials. The applicant notes that the variance is being sought at the request of Jefferson Township and the residents of the Fieldstone subdivision. Jefferson Township and the residents believe, not the applicant, that the connection would be problematic in providing possible cut through traffic to and from Havens Corners Road and Waggoner Road within the development by non-local traffic.

The letter also notes that the Royal Elm and Fieldstone subdivisions already have two different connections to other developments and/or arterial roads. Finally, the subdivisions are located in different school districts making vehicular access for school buses unnecessary.

Fieldstone HOA submitted materials

The Fieldstone Homeowners Association submitted a lengthy analysis prepared by The Edge Group supporting the variance. The analysis is included in the case materials.

Jefferson Township submitted materials

The Jefferson Township Board of Trustees passed a resolution in support of the requested variance that is included in the case materials. The Jefferson Township Fire Chief also provided a letter of support for the variance that is included in the case materials.

Franklin County Engineer's office materials

The Franklin County Engineer's Office does not support the requested variances and supports connecting the Royal Elm and Fieldstone subdivisions. Please see the included case materials.

Staff Analysis

Submitted materials

The materials submitted in support of the variance focus primarily on:

1. The differences in land use and zoning between the subdivisions,
2. the high likelihood of non-local cut through traffic, and
3. the safety and welfare of residents.

Planning staff reviewed these materials and made the following conclusions:

1. Differences in land use and zoning are applicable only when considering whether or not to provide a stub street (Section 502.13(B)). Like land use and zoning is not listed as criteria for when an existing stub street must be extended (Section 502.13(D)). Also, once a stub street is extended and connected to another subdivision street system it is no longer a stub street. The requested variance is to allow a subdivision street system to not extend or connect to an existing stub street; it is not about providing a stub street.
2. The materials submitted in support of the variance indicate that the extension of the Cordella Street stub will result in cut through by non-local traffic between Havens Corners Road and Waggoner Road. However, the Township Fire Chief notes that "should the Cordella Drive connection open the most likely route the fire department would still take in the event of an emergency to the Royal Elm Community would be Havens Corners Road to Waggoner Road." The letter continues with "This route provides a less unimpeded access as opposed to responding through housing developments where our apparatus would slow down, maneuver around pedestrians, children, school buses, vehicles, speed bumps (should they be placed), turns and stop signs." It is evident from the letter that cutting through the Fieldstone subdivision would not result in any time savings for emergency apparatus; staff questions how the connection would then result in a time savings for non-local cut through traffic.

To answer that question staff used Google maps to estimate travel times both traveling through the subdivisions from and to the arterial roadways and traveling on the arterial roadways only. The result is that traveling through the subdivisions between the arterial roadways would take more time than traveling on the arterial roadways only. The Google maps used to complete this review are provided in the case materials.

In addition to the longer travel time, a vehicle navigating through the subdivisions would be required to make more stops and turns than by staying on the arterial roadways only; making this a less attractive route to travel.

Based on staff's review of travel times and the Township Fire Chief's statement, staff does not believe that extending the Cordella Street stub will result in regular use by non-local traffic as a cut through between arterial roadways.

3. The safety and welfare of the community is always of concern for those in public service. Based on the conclusion staff reached above, the extension will not result in non-local cut through traffic, thereby alleviating the concern that high speed non-local vehicles will be traveling through the subdivisions posing a risk to local drivers.

Pedestrian safety must also be reviewed and both subdivisions provide sidewalks for those traveling along the subdivision roadways. Sidewalks provide a high level of safety for pedestrians.

Staff does not believe that extending the Cordella Street stub will be detrimental to public safety or welfare. Please see the included case materials.

Criteria for variances

The Franklin County Subdivision Regulations states that the following govern the granting of a variance:

1. It shall not be detrimental to the public health or safety or be injurious to other property;
2. Circumstances of the request are unique to the property and not generally applicable to others;
3. Due to physical surrounding, shape or characteristics of the property, a hardship would result, as distinguished from an inconvenience, if the strict letter of these Regulations were enforced.

Staff's review and conclusions to the materials submitted in support of the variance address the first criteria. The applicant has not provided any evidence other than differences in single-family densities between the subdivision that show that there are unique circumstances to the request and staff finds that this is not a unique circumstance. Finally there are no physical barriers to providing the connection that present a hardship to extending the Cordella Street stub.

Staff Recommendation

Staff recommends **denial** of the proposed variance from Sections 502.13(B)(10) and 502.13(D) of the Franklin County Subdivision Regulations that requires street connections to stub streets. The reason for recommending denial is that the variance fails to meet the requirements, listed above under Staff Analysis, for approving a variance.

If the Planning Commission approves the requested variances they must make written findings of fact based upon the evidence presented that:

1. The particular physical surroundings, environmental constraints, shape, topographical or other exceptional condition of the specific property involved would cause extraordinary hardship or exceptional practical difficulty to the applicant, as distinguished from a mere inconvenience, if the provisions of these Subdivision Regulations were strictly enforced; and
2. The conditions upon which the request for a variance is based are unusual to the property for which the variation is sought and are not applicable generally to other property; and
3. The purpose of the variance is not based exclusively upon a desire to obtain additional income from the property; and
4. The granting of the variance will not be detrimental to the public health, safety or general welfare or injurious to other property or improvements in the neighborhood in which the property is located; and
5. The special circumstances or conditions are created by the provisions or requirements of these regulations and have not resulted from any act of the applicant or applicant's predecessor in interest; and
6. The variance requested is the minimum adjustment necessary for the reasonable use of the land.

RECEIVED

OCT 09 2012

Franklin County Planning Department
Franklin County, Ohio

DEVELOPMENT PLAN FOR:
ROYAL ELM



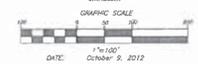
SITE STATISTICS:

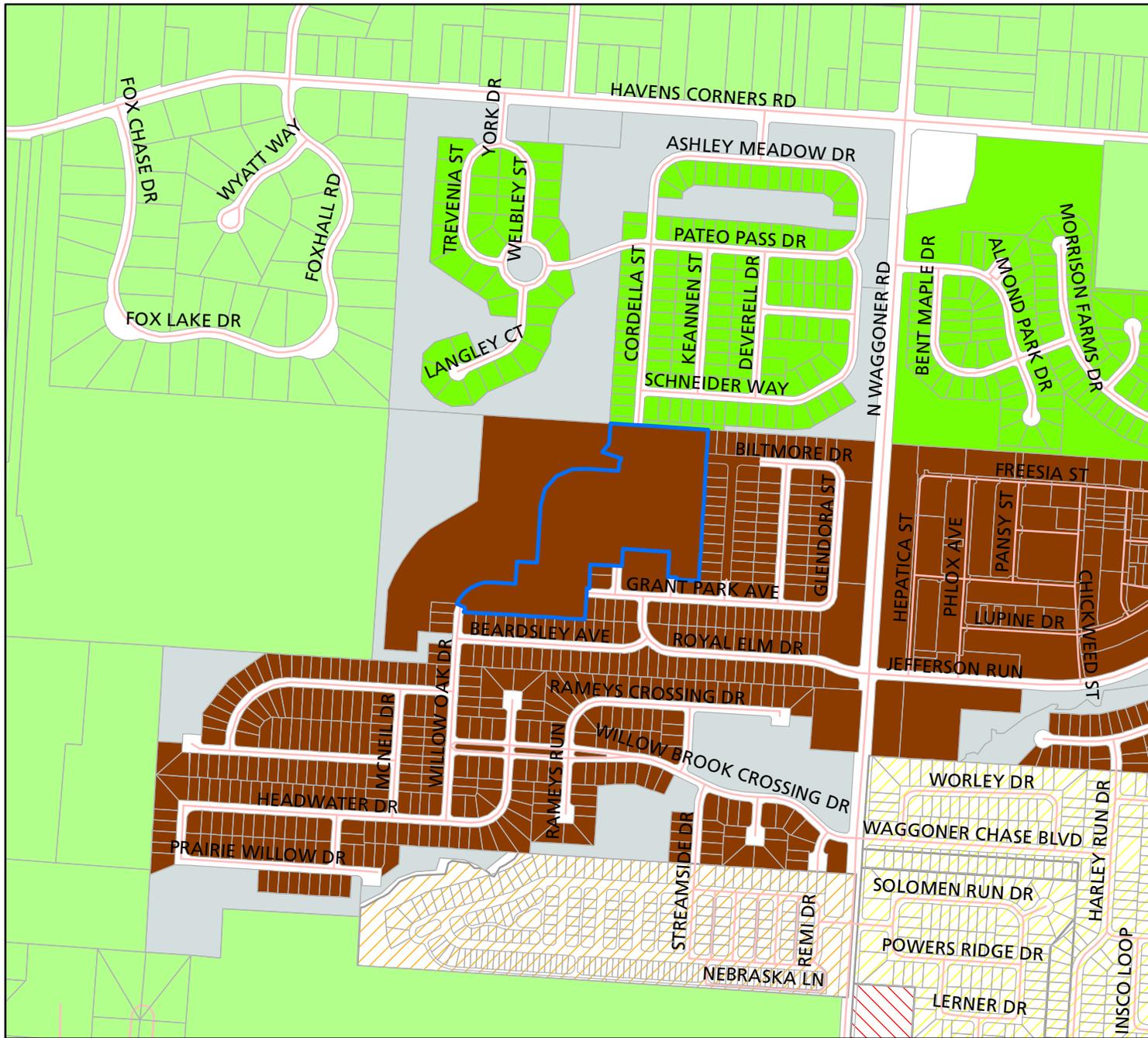
TOTAL ACREAGE: 83.4 AC±
 TOTAL RESIDENTIAL LOTS: 259
 51' LOTS: 129
 54' LOTS: 128
 0.9 ACRE LOT: 1 (Reserve "A")
 9.2 ACRE LOT: 1 (Reserve "B")
 RESERVE "C" (Township Facility): 2.0 AC±
 TOTAL OPEN SPACE REQUIRED: 16.7 AC± (20% Total AC)
 TOTAL OPEN SPACE PROVIDED: 19.3 AC± (23%)
 (Includes Reserve "C")
 TOTAL GROSS DENSITY: 3.10 Units per Acre
 PORTION DEVELOPED (Phases 1, 2, 3 & 4)
 ACREAGE: 68.9 AC±
 NUMBER OF LOTS: 178
 GROSS DENSITY: 2.72 Lots/Acre
 PORTION UNDEVELOPED (Phases 5, 6, & 7)
 ACREAGE: 14.5 AC±
 NUMBER OF LOTS: 81
 GROSS DENSITY: 4.94 Lots/Acre

NOTE:

- NOTE "A": Roadway "A" & "B", north and southside, Roadway "C", southside and Roadway "D", northside, the developer / Builder shall vary the setback of the building line from 20 to 25 feet. No more than two consecutive lots shall have the same setback either 20 or 25 feet.
- NOTE "B": The 30' landscape buffer located within Reserve "C" as shown hereon shall not prohibit vehicular or pedestrian access.
- NOTE "C": The developer shall install plastic orange construction fencing prior to the commencement of construction and a two rail split rail fence after the completion of construction, which will be located within the open spaces, in order to separate the private lots from the open space.

BY:



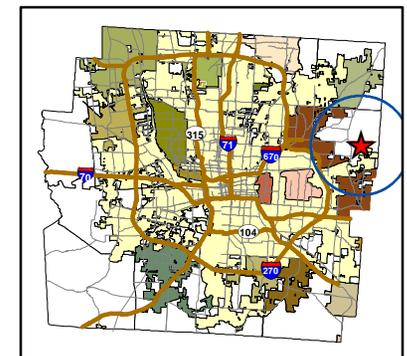


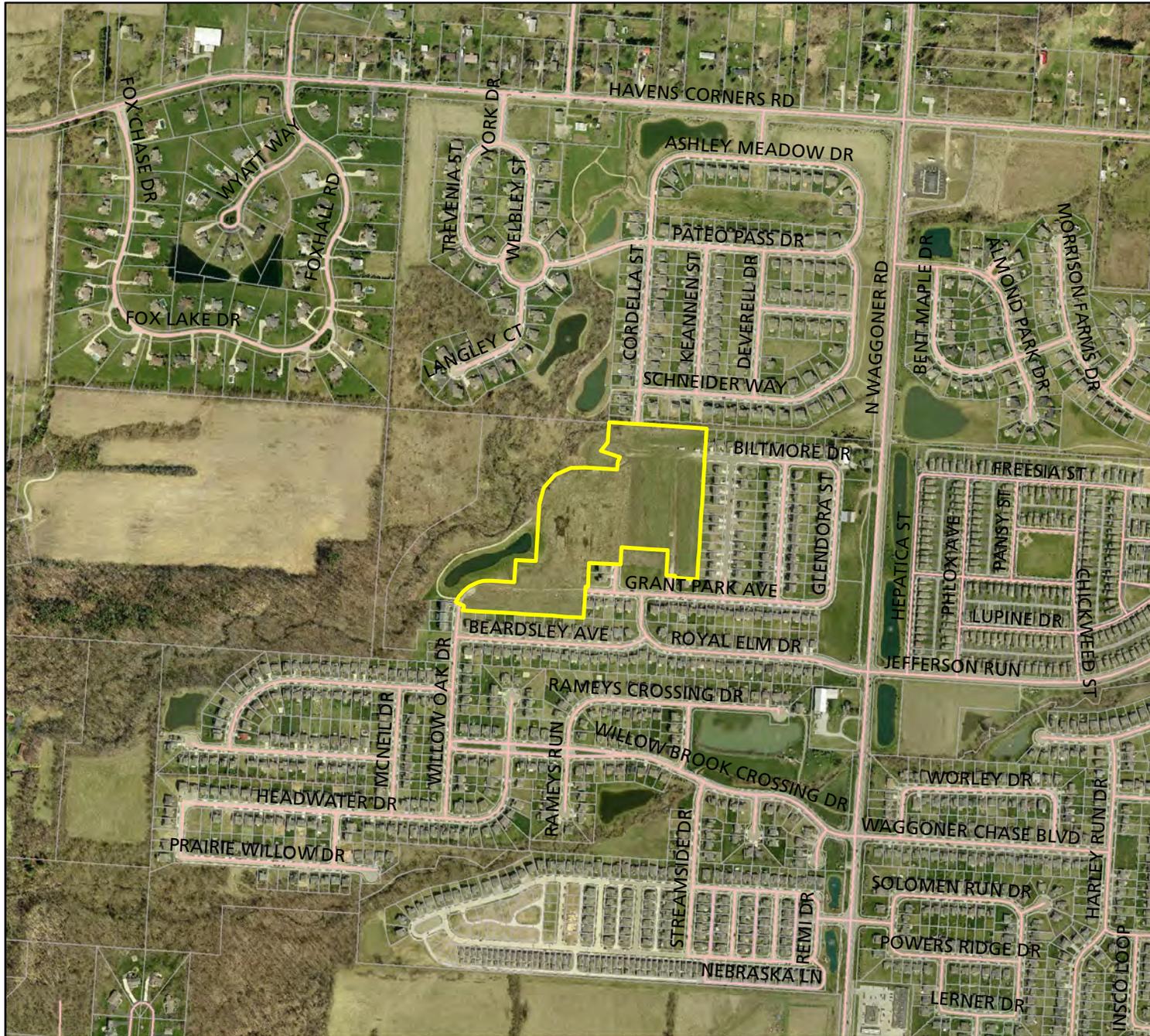
664-V

Requesting a Variance from Section 502.13(B)(10) and Section 502.13(D) of the Franklin County Subdivision Regulations requiring street connections to stub streets.

83.4-acres
Jefferson Township

-  1459 Waggoner Road
-  Parcels
-  Streets
- Jefferson Zoning**
-  Restricted Suburban
-  Planned Suburban Res.
-  Suburban Periphery Res.
-  Government
- Columbus Zoning**
-  Residential
-  Multi-family
-  Commercial



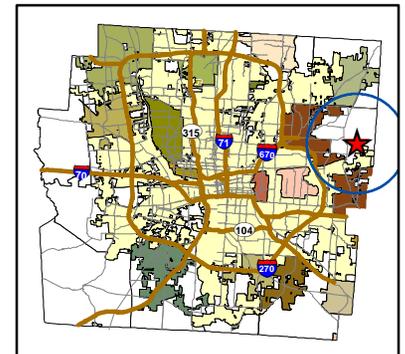


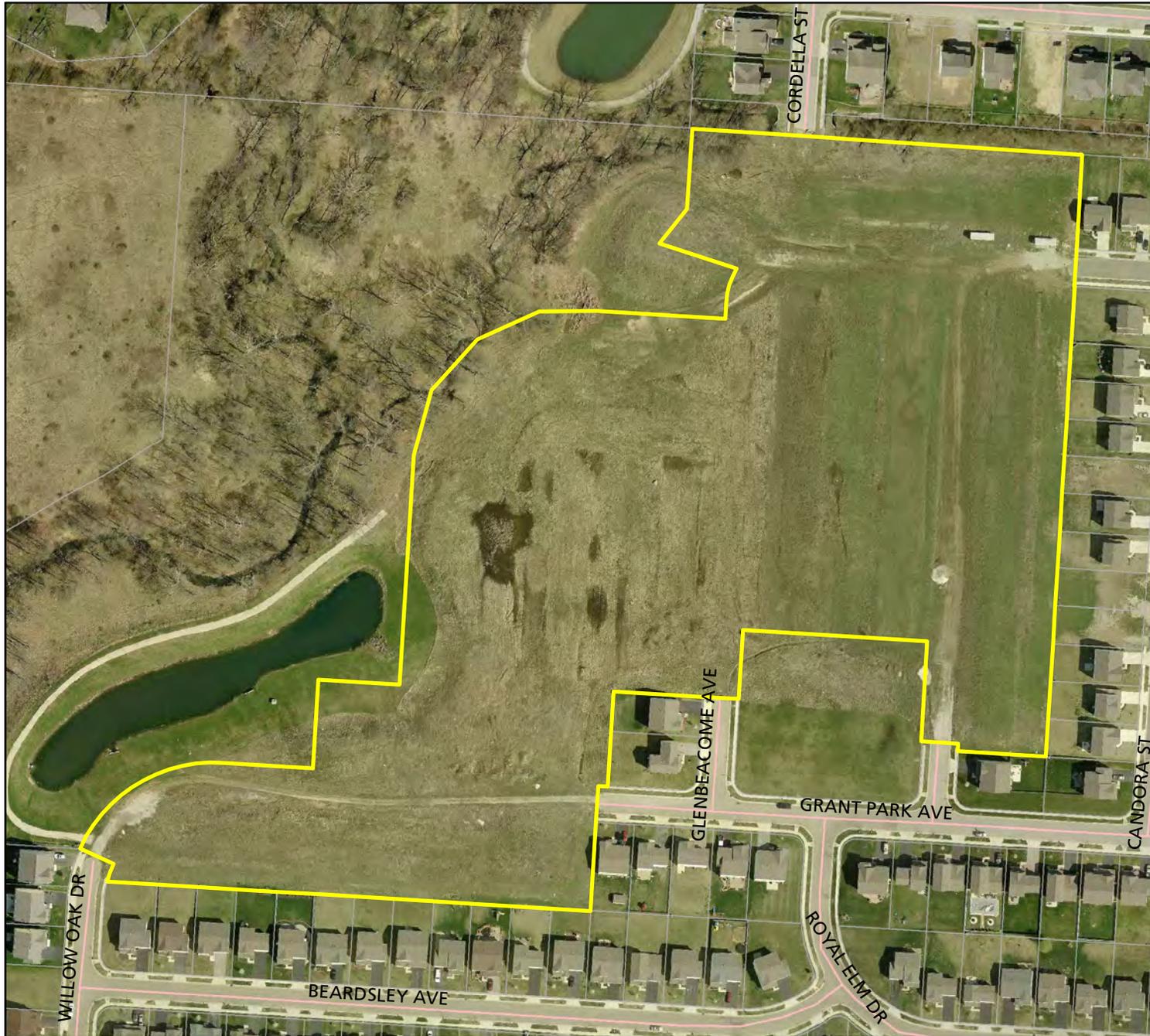
664-V

Requesting a Variance from Section 502.13(B)(10) and Section 502.13(D) of the Franklin County Subdivision Regulations requiring street connections to stub streets.

83.4-acres
Jefferson Township

- 1459 Waggoner Road
- Parcels
- Streets



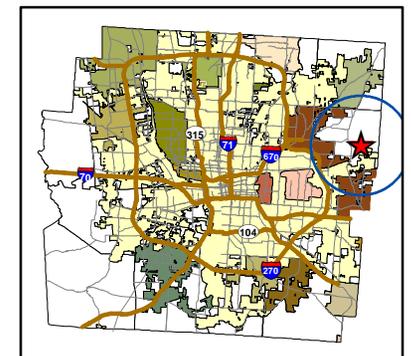


664-V

Requesting a Variance from Section 502.13(B)(10) and Section 502.13(D) of the Franklin County Subdivision Regulations requiring street connections to stub streets.

83.4-acres
Jefferson Township

-  1459 Waggoner Road
-  Parcels
-  Streets





October 9, 2012

Mr. Lee Brown, AICP
Planning Administrator
Franklin County Economic Development
150 South Front Street, FSL Suite 10
Columbus, Ohio 43215

RECEIVED

OCT 09 2012

Franklin County Planning Department
Franklin County, Ohio

Subject: Royal Elm

Dear Mr. Brown,

On behalf of our client, Fischer Homes, we are respectfully requesting a variance from Section 502.13 of the Franklin County Subdivision Regulations requiring a street connection from Royal Elm development to the existing stub street, Cordella Street, in the Fieldstone development to the north.

As a part of reinstating the expired development plan for Royal Elm within Jefferson Township - a step which we no longer believe is necessary pursuant to the Jefferson Township Zoning Resolution - the Jefferson Township Zoning Commission and the residents of the Fieldstone development to the north, are requesting the developer not to connect to the existing stub street, Cordella Street, within the Fieldstone development. It is their belief that the connection would be problematic in providing possible cut through traffic to and from Havens Corners Road and Waggoner Road within the development as per the Franklin County Subdivision regulations Section 502.13 (E) (1) "Extension would result in potential regular use by non-local traffic as a cut through between arterial streets".

It should also be noted the Royal Elm and Fieldstone developments already have two different connections to other developments and / or arterial roads without this additional connection to Cordella Street. The Fieldstone development is also within the Gahanna School District while Royal Elm development is in the Licking Heights School District and therefore a vehicular access for school busses is not necessary.

We therefore respectfully request that the variance to eliminate the required vehicular access to Cordella Street be granted. Please feel free to give me a call if you have any questions.

Sincerely,

Jeffrey Adam Strung, PLA, ASLA
Director of Planning and Landscape Architecture

RECEIVED

OCT 23 2012

Franklin County Planning Department
Franklin County, Ohio

664-V

October 18, 2012

Franklin County Board of Commissioners
373 S. High Street, 26th Floor
Columbus, Ohio 43215-6314

The Franklin County Planning Commission
150 South Front Street FSL, Suite 10
Columbus, OH, 43215

Re.: Subdivision Planning Opinion Against Connecting the Fieldstone and Royal Elm Subdivisions; and Supporting Vacation of the Uncompleted Part of Cordella Street

Dear Commissioners,

At the request of the Fieldstone Homeowners Association we have reviewed the concerns expressed by its residents regarding their desire to vacate the unopened part of Cordella Street which would otherwise serve as a connection between Fieldstone, a medium density subdivision and Royal Elm, an extra high density subdivision. It should be noted that as planners we typically support connections between subdivisions, however, there are instances when such connections do not support public convenience or welfare. After an objective review of all of the information available to us, we have found sufficient evidence to support our professional opinion that this future connection, if completed, will have a deleterious effect on the safety, welfare, and quality of life of the Fieldstone residents. While all residents within Fieldstone will be adversely affected by the proposed connection and the resulting cut through, those most affected will be the residents of Cordella Street, Ashley Meadow Drive, and Webley Street. (the cut through traffic route through Fieldstone is depicted on Exhibit A). This report represents our opinion as professional planners and is based upon an examination of the re-zonings, platting, design/deed restrictions and general conditions surrounding the two subdivisions. Our determination that the unopened portion of Cordella Street should not be constructed or connected to the Royal Elm subdivision is supported by the following planning analysis.

HISTORY:

As is the case with any evaluation of proposed land use development activities it is important to review pertinent development history. As more fully explained below, the Fieldstone subdivision was not designed and platted to support arterial access or otherwise connect to an extra high density subdivision. Fieldstone's plat of Cordella Street as a "stub street" contemplated a neighboring subdivision limited to 1 unit per acre - medium density - Restricted Suburban Residential. However, the proposed neighboring subdivision of Royal Elm was re-zoned to Suburban Periphery Residential District as an extra high density subdivision unlike Fieldstone's zoning classification. Beyond the divergent land use and zoning classifications of Fieldstone and Royal Elm, other significant differences between these two subdivisions are shown in Exhibit B of this report.

The pertinent history of these subdivisions follows:

Fieldstone – Prior to Fieldstone’s development the Jefferson Township comprehensive plan identified the land use as being appropriate for 1 unit per acre, with a small portion of the property being identified for 1-2 units per acre. The subdivision was planned for development by M/I Homes in August of 2002 and was approved for re-zoning by Jefferson Township in April of 2003. While the property had been originally zoned in the Restricted Suburban Residential (RSR) district, M/I Homes petitioned for it to be re-zoned to the Planned Suburban Residential District (PSRD), to support 1.1 units per acre. Fieldstone’s re-zoning was requested to support a more creative subdivision design, increased open space, and the conservation of environmental and archeological resources. It was planned in a manner that very much embodies the sound principles of conservation design. These principles advocate for smaller lot sizes to reduce the consumption of land and costs of infrastructure, while increasing valuable open space, preserving rural character, and conserving environmental resources. The re-zoning originally called for a total of 177 lots (171 constructed for an overall density of 1.64 units / acre), a total of 43% of the property preserved as open space, and two external connections to Havens Corners Road to support the movement of traffic. Deed restrictions include no residential fencing, no pools, sheds or fuel tanks, requirements for removal of pet waste, and approval of architecture by an independent design review committee. Fieldstone’s re-zoning was supported by the Franklin County Planning Commission (with recommendations) and was also approved by Jefferson Township.

Royal Elm - Prior to Royal Elm’s re-zoning, the Jefferson Township comprehensive plan classified it as also being appropriate for 1 unit per acre of density – similar to Fieldstone. Two months after the re-zoning of Fieldstone in June of 2003 to Planned Suburban Residential District, Centex Homes submitted for Royal Elm property for re-zoning to Suburban Periphery Residential District which was approved for rezoning by the township in December of 2003. Unlike Fieldstone’s zoning, the rezoning of Royal Elm to Suburban Periphery Residential District (SPRD) allowed for extra high density, to accommodate the development of 259 single family dwelling units for an overall density of 3.10 units per acre. The subdivision was designed in a more typical suburban manner with 50 – 54’ lots and 20% open space, the bulk of which is dedicated to preserving the existing stream. In contrast to the Fieldstone development, Royal Elm’s design commitments and deed restrictions allow fencing, sheds, pools, and fuel tanks with minimal restrictions. The burden of architectural review is held solely by the developer with no provisions in the deed restrictions to transfer this responsibility once all lots are sold. Although Royal Elm’s re-zoning was recommended for denial by the Franklin County Planning Commission it was approved by Jefferson Township. It is safe to assume that the township agreed to the extra higher density and decreased standards in an effort to dissuade the property owner from attempting to annex into the City of Columbus.

The Franklin County Planning Commission’s recommendation of denial for the Royal Elm subdivision demonstrates that its design constructs did not fit with the existing character and integration with Fieldstone that had been contemplated when the Cordella Street extension was platted and approved.

As a result of this disparity in land use planning, design, and density between Fieldstone and Royal Elm there is a considerable difference in their respective traffic generation/management, character, aesthetics, and home values. Given the timing of the rezonings it is safe to assume that M/I Homes did not foresee the development of the Royal Elm subdivision as an extra high density subdivision when they agreed to the Cordella Street stub street during the re-zoning of Fieldstone. Even the Jefferson Township comprehensive plan limited the Royal Elm property to 1 unit per acre, like Fieldstone's zoning. This zoning and density disparity between these two subdivisions supports the vacation of the uncompleted portion of Cordella Street so that Fieldstone and Royal Elm are not connected.

NON-COMPLIANCE WITH STREET STUB STANDARDS AND TRAFFIC CONNECTIVITY PLANNING:

Non-Compliance with County Regulations:

The Franklin County Subdivision Regulations provide:

105.01 Street, Stub: The purpose of a stub street is connecting subdivisions together as they are developed to allow local residents and service vehicles to travel between subdivisions and to develop an interconnected network of local streets, over time. The definition of a stub street is a reasonable future subdivision through-road from one subdivision to another. To be "reasonable," the stub street must meet the following criteria:

- A. The adjoining land that would extend the stub street must have like zoning or is proposed to have like zoning in an area plan; and

* * *

502.13(B) Stub Streets. Stub streets may be approved by the FCPC in order to facilitate future street extensions and connection of street systems provided the proposed stub street system satisfies the following standards:

- 1. The adjoining land that would extend the stub street must have compatible zoning or is proposed to have compatible land use in an area plan.

* * *

The Franklin County Subdivision Regulations plainly state that a "stub street" may be approved when the extension of the stub street will connect two subdivisions with "like zoning," as depicted on the zoning map. See, Franklin Co. Subdiv. Regs. §§ 105.01, and 502.13(B). This "must have" requirement is absent with Cordella Street.

The Jefferson Township Comprehensive Land Use Plan and Zoning Map demonstrate the divergent land uses and zoning classifications of Fieldstone and Royal Elm. See, Exhibits C and D, attached. Cordella Street if completed will not connect two subdivisions with like land uses or “like zoning.” As explained earlier, Fieldstone is zoned as a Planned Suburban Residential District (PSRD) which supports medium density development. However, Royal Elm is zoned as Suburban Periphery Residential District (SPRD) which provides for extra high density development. These land use and zoning classifications for these two subdivisions are not compatible, and they do not support the use or extension of Cordella Street as a “stub street.”

The original platting of Cordella Street as a “stub street” was no mistake. When Cordella Street was platted, the Jefferson Township Comprehensive Land Use Plan designated the land that would become Royal Elm as low density (1 unit per to the acre). At that time, the adjoining land use zonings of both Fieldstone and “Royal Elm” had compatible densities, and supported Fieldstone’s stub street connection between them. However, following the rezoning of Royal Elm, the different zoning densities and divergent characteristics of these subdivisions no longer warrant or provide sound planning reasons for the connection, pursuant to the Subdivision Regulations, or the standard method and principle of connectivity explained below.

Non-Compliance with Traffic Connectivity:

Beyond Cordella Street’s present non-compliance with the Franklin County Subdivision Regulations, the generally accepted connectivity guidelines also do not support the extension of Cordella Street to allow for a connection of Royal Elm by and through Fieldstone for arterial access. Simply put, an extension of Cordella Street into Royal Elm Subdivision creates a traffic pattern which is contrary to land use planning methodologies. If you consider the transect, a widely accepted model of describing density distribution for street and traffic flows, the accepted model calls for the less dense subdivisions to connect through more dense subdivisions to obtain arterial traffic access for the less dense subdivisions. The model does not contemplate connecting an extra high density subdivision to and through a lower density subdivision to obtain arterial access for the extra high density subdivision.

The model of connectivity is more easily understood in terms of the design constructs of a “funnel pattern” **from the artery** though extra high density, to high density, to medium density, and then low density subdivisions. Conversely the model supports **access to** the arterial route with traffic flowing from the low density, to medium density, to high density, and then to extra high density subdivisions to reach the main traffic artery. Unlike the model, the traffic flow movement created by the Cordella Street connection to Royal Elm will move arterial traffic from (Havens Corner Road) through the lower density subdivision (Fieldstone), toward the extra high density subdivision (Royal Elm); and provide access to the artery from the extra high density (Royal Elm) through the lower density (Fieldstone). In effect, Cordella Street will create an inverted

funnel from a traffic planning perspective, and is in direct conflict to connectivity planning guidelines.

For these reasons, the Cordella Street connection should not be extended to Royal Elm, and its uncompleted part should be vacated, because it does not comply with the applicable Subdivision Regulations, and it is contrary to the accepted model for subdivision connectivity with arterial routes.

CUT THROUGH TRAFFIC AND TRAFFIC SAFETY:

Cut Through Traffic:

The Franklin County Subdivision Regulations state:

502.13(E) Criteria for Termination of an Existing Stub. An existing stub street adjacent to the proposed subdivision may be terminated if one of the following applies:

1. Extension would result in potential regular use by non-local traffic as a cut through between arterial streets.

* * *

The connection of Cordella Street between Fieldstone and Royal Elm will permit a diagonal cut through between the arterial streets of Havens Corners Road and Waggoner Road, which will allow non-local traffic to avoid the traffic control device at the intersection Havens Corners Road and Waggoner Road. See Exhibit A. As arterial traffic increases on Havens Corners and Waggoner Roads, motorists will search for less congested routes around the controlled intersection. The extension of Cordella Street will create a viable thoroughfare to bypass the busy intersection in the southwest quadrant. Therefore, the extension of Cordella Street permits the potential regular use by non-local traffic as a cut through around the arterial intersection of Havens Corners and Waggoner Roads. Accordingly, this potential of regular use by non-local traffic as a cut through warrants not extending Cordella Street into Royal Elm, and vacating the uncompleted part of Cordella Street, pursuant to Section 502.13(E)(1), of the Subdivision Regulations.

In addition to the potential for cut through traffic, the Commissioners should also consider the increased flow of traffic through Fieldstone and the increased heightened hazards promoted by a substantial increase in left turn out traffic onto Havens Corners Road. The attached professional traffic report supports the vacation of the uncompleted portion of Cordella Street and its extension. See, Exhibit E. The following observations are based upon years of land use planning experience and nationally accepted data. The US department of Transportation / Bureau of Transportation Statistics reports that single family household's average a total of 10 vehicular trips per day. For the Fieldstone subdivision, at 171 households, this averages out to approximately 1710 vehicular trips per day distributed through two access points on Havens Corners Road which are not signal controlled, and are unlikely candidates for signal control

given their close proximity to the existing traffic control device at the intersection of Havens Corners Road and Waggoner Road.

Unlike Fieldstone, the Royal Elm subdivision, at 259 households, generates approximately 2590 trips per day distributed through an entry point onto Waggoner Road, which is served by a traffic light to facilitate safe entry and exit at the arterial, including a separate lane for left turn access to Waggoner Road. If you consider the already completed connection between the Royal Elm subdivision and Willow Brook Crossing, which has a total of 315 households to the south, you have a total number of 574 households averaging approximately 5740 trips per day supported by two entry points onto Waggoner Road – including the traffic light. This is in sharp contrast to the 1710 trips per day supported by two entry points in the Fieldstone subdivision, without left turn lanes and a traffic light.

% of Royal Elm / Willow Brook Households using Cordella Cut-Through	Resulting # of New Trips / Day Through the Fieldstone Subdivision
100%	5740
50%	2870
40%	2296
30%	1722
20%	1148
10%	574

As the intersection at Royal Elm Drive and Waggoner Road, and the intersection at Willow Brook Crossing and Waggoner road back up with people attempting to turn left onto Waggoner Road, it is likely that a significant number of drivers will elect to use Cordella Street through Fieldstone as an alternate route to get to Havens Corners Road. The chart shown above illustrates what the impact would be to the Cordella Street residents and Fieldstone's intersections if various percentages of these homeowners used this cut-through route. For instance, if only 10% of the residents of Royal Elm and Willow Brook Crossing use this cut through it would result in an increase of 574 vehicle trips per day through Cordella Street. If that number increases to 30% the number jumps to 1722 trips per day through Cordella Street, and so on. The connection would also effectively convert at least three interior intersections within Fieldstone into traffic collectors, including: 1) Cordella Street and Schneider Way, 2) Cordella Street and Pateo Pass Drive, and 3) Welbley Street and Pateo Pass Drive, as though they were designed to carry in excess of 2,000 trips, which they were not.

Since many, if not most, of the residents in these subdivisions are likely employed in the Columbus/Gahanna area, the Cordella Street connection would be an attractive route for cut through traffic to Havens Corners Road for those attempting to travel to Gahanna and the I-670 interchange in the AM peak hours. Simply put, the heightened hazard created by promoting Royal Elm traffic and Willow Brook Crossing traffic through Fieldstone to obtain non-traffic controlled arterial road access for predominately left turn/cross-traffic access is a substantial safety concern which should not be ignored by the commissioners. The intersection points at Fieldstone were not designed to permit stacking for left turn traffic, nor do they have traffic lights, and their close proximity to the arterial roadway intersection at Havens Corners Road and Waggoner Road will not support the installation of traffic lights at Fieldstone.

These substantial traffic concerns create a direct and negative impact upon the safety and welfare of the Cordella Street residents and others along the cut-through route within Fieldstone. Not to mention those travelling on Havens Corners Road who will unknowingly be subject to heightened hazards created by the additional trip traffic from Fieldstone's entry points on Havens Corners Road which were not designed to accommodate the traffic flows from three subdivisions, including an extra high density subdivision. Accordingly, the Commissioners should apply Section 502.13(E)(1) of the Subdivision Regulations, and promote the traffic safety and welfare of Fieldstone's residents and children, as well as those members of public that make use of Havens Corners Road, and vacate the uncompleted portion Cordella Street and prohibit its connection to Royal Elm.

ADVERSE AFFECT ON NEIGHBORHOOD CHARACTER AND QUALITY OF LIFE:

In addition to the negative impacts of increased traffic upon the safety and welfare of the residents of Fieldstone and the traveling general public, the Commissioners must also consider the qualitative impacts of this proposed connection as well. Although the magnitude of the effect is not as easily quantified as engineering issues such as traffic/trips, neighborhood quality of life also represents an important aspect in the general welfare of the residents and their children within the township. The significant and appreciable differences in planning, design, and density between the two subdivisions represents a legitimate matter of concern for the residents of Cordella Street and the Fieldstone subdivision. An increase in traffic through Fieldstone and the disparity in open space and design standards between these two subdivisions is inapposite to the reasons and value-choices that the residents of Fieldstone picked Fieldstone as the place best suited to meet their desire for a semi-rural yet modern neighborhood lifestyle. Most of the residents view the significant open space, quiet streets, and the strict design and deed restrictions of the Fieldstone subdivision as important aspects to their quality of life. Many of these are qualities that enhance and protect the rural nature of the township and reinforce the reasons why the Fieldstone residents chose to live in the township. The density, design, and reduced deed restrictions of the Royal Elm subdivision, being more consistent with typical City of Columbus subdivisions, represent a sharp contrast to those qualities. While these character issues are unlike the traffic factors which support the elimination of the connection, the impacts to the quality of life are no less important to the residents of Fieldstone who made a substantial investment in their homes to obtain the neighborhood lifestyle that they were seeking.

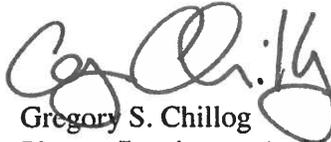
Undoubtedly, over time the impact of utilizing Fieldstone as a point of access for the extra high density subdivision of Royal Elm and its neighbor Willow Brook Crossing, will negatively affect the market value of the homes within Fieldstone. Those Fieldstone residents that made a quality of life choice in their selection of a home within Fieldstone for its stable and quiet characteristics may take flight. Being less attractive than the quiet neighborhood community that it is now, Fieldstone will lose its premium value drawn down by the lower value extra high density tract homes within Royal Elm. This decrease in neighborhood appeal will lead to lower market values, and since the taxable real estate area will not change, the per acre tax base will decrease proportionately. Any reduction in the tax base within an established

community negatively affects both the county's and township's ability to provide basic yet important governmental services including fire, police, roadway maintenance to all members within the community. The Commissioners have an obligation to protect both the intrinsic and extrinsic values that exist within the Fieldstone subdivision as it exists today.

CONCLUSION:

In conclusion it is our professional opinion, based upon the factors described herein, that substantial reasons exist which support vacating the uncompleted part of Cordella Street, and not extending Cordella Street into the Royal Elm subdivision. The connection of these two subdivisions would have a deleterious effect on traffic safety, public welfare, property values, tax revenues, and the neighborhood character and quality of life for not only those residents within Fieldstone, but also others within the community. The existing residents of the Royal Elm subdivision are already operating sufficiently without this connection and vacating the connection will have no appreciable effect on their safety or quality of life, and instead would permit them access to arterial access which was not designed or engineered for traffic stacking, left turn lane traffic, or traffic signal control onto Havens Corners Road. The Royal Elm and Willow Brook Crossing residents are best served through the use of their existing arterial access points to Waggoner Road which include left turn traffic stacking and signal control. Finally, this proposed connection of Cordella Street would not comport with sections 105.01, and 501.13(B)(1) of the Subdivision Regulations; while its **termination**, as a potential regular use cut through between the arteries of Havens Corners Road and Waggoner Road, is supported by section 502.13(E)(1) of the Subdivision Regulations.

Sincerely,



Gregory S. Chillog
Planner/Landscape Architect #1148

Exhibit B: Subdivision Comparison Chart

Planning and Design Considerations	Fieldstone Subdivision	Royal Elm Subdivision
Re-zoning Submittal Date	August, 2002	June, 2003
Re-zoning Approval Date	April, 2003	December, 2003
Franklin County Planning Commission Recommendation	Approve with Recommendations	Disapprove
Total Property Acreage	104.2 acres	83.37 acres
Total Single Family Houses	171	259
Development Density	1.69 units / acre	3.3 units / acre
Recommended Density (Township Comprehensive Plan)	1 unit/acre + small portion identified for 1-2 units / acre	1 unit / acre
Lot sizes	60x120', 65x120', 70x130', 100x140', 120x140'	51x120', 54x120'
Open Space acreage	45.7 acres	16.9 acres
Percent Open Space	43%	20%
Deed Restrictions:		
- Architectural Review	By Independent Design Review Board	By Developer only
- Property Fences	Not allowed	With some restrictions
- In ground pools	Not allowed	Yes
- Above ground pools	Not allowed	Yes less than 64 s.f.
- Fuel tanks	Not allowed	Yes less than 10 c.f.
- Sheds	Not allowed	Ye
- Outdoor Play equipment	Approval required from DRB	Yes

EXHIBIT D - ZONING MAP

JEFFERSON TOWNSHIP
Franklin County, Ohio

ZONING

Jefferson Twp Parcels - Zoning

-  Country Residential
-  Restricted Suburban
-  Limited Residential Suburban
-  Planned Residential District
-  Planned Suburban Residential
-  Suburban Periphery Residential
-  Suburban Office & Institutional
-  Neighborhood Commercial
-  Community Service
-  Planned Commercial
-  Restricted Industrial
-  Limited Industrial
-  Planned Industrial
-  Exceptional Use
-  Government
-  Blacklick PMUD Overlay
-  Railroad
-  Incorporated Parcel
-  Historical Township Boundary





October 17, 2012

Franklin County Board of Commissioners
373 S. High Street, 26th Floor
Columbus, Ohio 43215-6314

The Franklin County Planning Commission
150 South Front Street FSL, Suite 10
Columbus, OH, 43215

RE: Opinion on Completing the Connection Between the Fieldstone and Royal Elm Neighborhoods

Planning Commission and County Commissioners:

Cut-through drivers are doing so to save time (or the perception of it), avoid heavy traffic and traffic signals, take a less stressful route, shorten their route, as well as other personal reasons. Cut-through traffic has several negatives:

1. it increases volumes on what are typically low volume residential streets
2. it tends to be higher speed which will decrease pedestrian, bike, and child safety
3. higher speeds can lead to a decrease in neighborhood intersection vehicle safety
4. it causes additional wear and tear on neighborhood streets

These items above are not characteristics sought by someone wishing to buy a home in a suburban neighborhood, which can be problematic for a homeowner. These items reduce the overall quality of life for homeowners along a cut-through route. A quick internet search will bring up hundreds of hits related to roads that are having cut-through issues where traffic-calming measures (speed bumps, etc.) are being applied, planned, or discussed due to public outcry. If the connection between the Fieldstone neighborhood ("Fieldstone") and the Royal Elm neighborhood ("Royal Elm") via Cordella Street is made ("Connection"), Cordella Street will experience non-local (non-residents of the neighborhoods) and local cut-through traffic (residents of the neighborhood). It is clear that the connection of Fieldstone and Royal Elm via an extension of Cordella Street will impact Fieldstone in a negative manner due to this cut-through traffic and reduce the quality of life on the cut-through routes.

Although recent years have seen a slump in new housing starts, predictions are that Central Ohio will again experience growth at a slower pace: this area will continue to grow. This will fuel congestion at the intersection of Havens Corners Road & Waggoner Road. Many drivers will avoid this congestion by cutting through non-public routes when available. This is purely non-local cut through traffic.

At the intersection of Havens Corners Road & Waggoner Road, the right turns eastbound to southbound and left turns northbound to westbound are some of the heaviest movements at this intersection. This is a further indication that Royal Elm residents and non-local drivers will soon use the path in Attachment 1 once the Connection is made. As these movements at Havens Corners Road & Waggoner Road become heavier, more and more Royal Elm residents and non-local drivers will look for alternate routes to avoid congestion and will settle on this path. This cut-through

route allows Royal Elm residents and non-local drivers to avoid the signalized intersection of Havens Corners Road & Waggoner Road and shorten their overall route, which will either save them time or give them the perception of time savings and avoid congestion and traffic queues. The opposite cut-through path will also be made for the same reasons by Royal Elm residents and non-local drivers.

While some Royal Elm residents and non-local traffic will cut-through via Fieldstone alone, the majority will cut-through both The Estates at Fieldstone neighborhood and Fieldstone. As these drivers travel from/to Columbus, Gahanna, I-270, I-670, and other points west to/from their homes in Royal Elm, many will take the path depicted in Attachment 1. This path includes York Drive, Welbely Street, and Braden Way in The Estates at Fieldstone; Pateo Pass Drive and Cordella Street in Fieldstone. Non-local cut-through traffic will also take this path.

There will also be cut-through traffic that will pass only through Fieldstone as Royal Elm residents return from areas to the east on Havens Corners Road. This path is shown in Attachment 2. This path does not allow a driver to avoid congestion at the intersection of Havens Corners Road & Waggoner Road but does allow them to avoid the signal at the intersection of Waggoner Road and Royal Elm Drive (main entrance to Royal Elm).

There will be Fieldstone residents, Estates at Fieldstone residents, and non-local drivers that will use the Connection to reach Waggoner Road and points south. This will allow them to avoid Havens Corners Road and its intersection with Waggoner Road. As they return, they may take the same path in the opposite direction. This will lead to the same cut-through type concerns in the future Royal Elm neighborhood that Fieldstone residents currently have. This will also further increase traffic on Cordella Street.

There is no doubt that local and non-local cut-through traffic will be an issue after the Connection is made in the Estates at Fieldstone, Fieldstone, and Royal Elm. This issue will become more and more severe as the intersection of Havens Corners Road & Waggoner Road increases in volume and congestion. If the connection is made, the Township will feel pressured to provide some type of traffic calming measure on Cordella Street or close the Connection.

If you have questions or comments, please contact me anytime at 614-286-0822 or john@trafficmidwest.com.

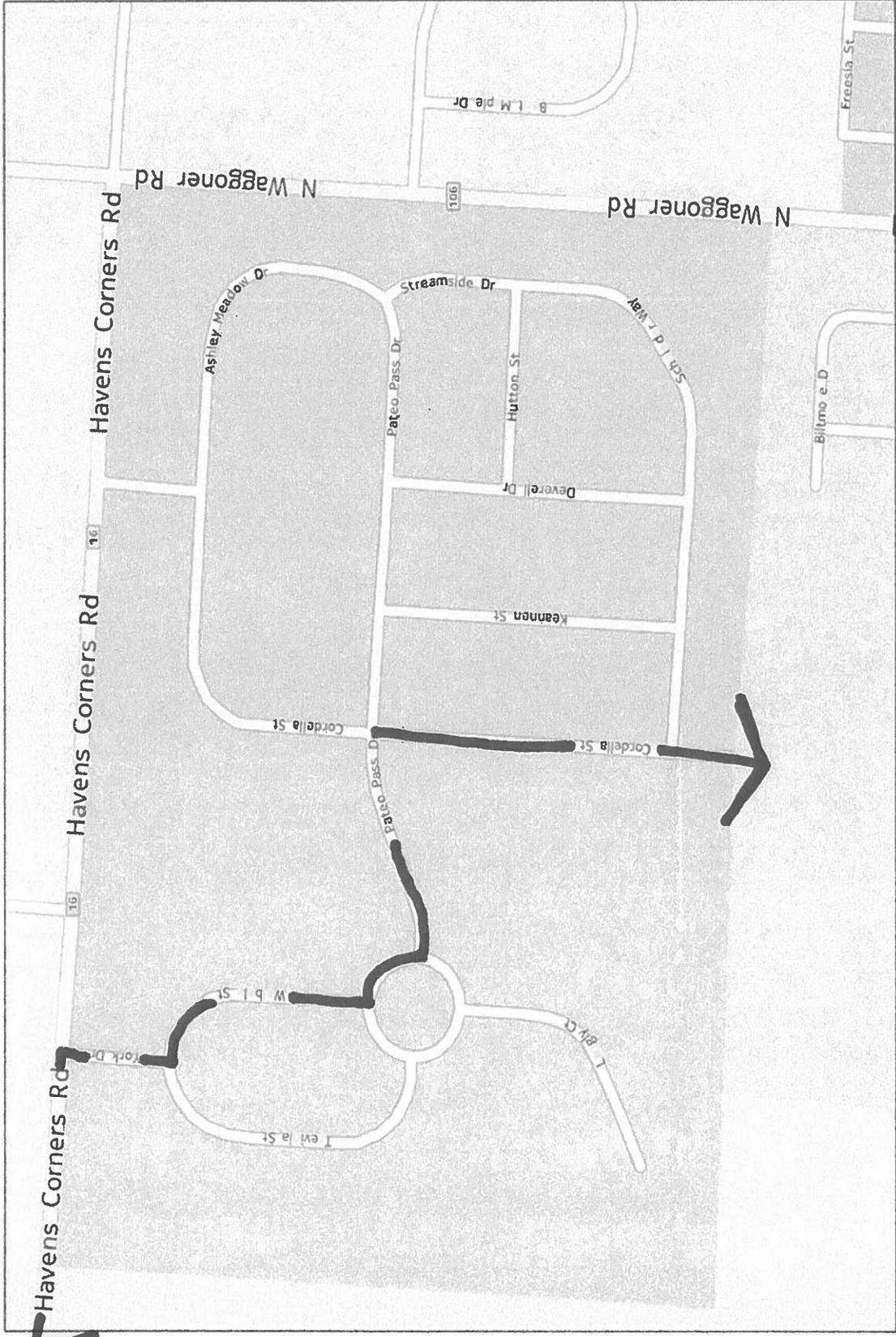
Sincerely,

THE J.GALLAGHER GROUP, INC.



The seal is circular with a double border. The outer border contains the text "STATE OF OHIO" at the top and "REGISTERED PROFESSIONAL ENGINEER" at the bottom. The inner border contains the text "JOHN GALLAGHER" and "NO. 123456". A handwritten signature is written over the seal.

John J. Gallagher, MS, PE, PTOE
President



Fieldstone Cut-Through Route

ATTACHMENT 1

July 16, 2011

JEFFERSON TOWNSHIP BOARD OF TRUSTEES

Franklin County, Ohio

A RESOLUTION

The Board of Trustees of Jefferson Township, Franklin County, Ohio, met in a regular meeting on October 23, 2012, at the Township Hall, 6545 Havens Road, Blacklick, Ohio 43004, with the following members present:

Donna Finn
Mat Flanagan
Mike Rowan

FINN

_____ moved the following Resolution:

RESOLUTION No. 2012-099

RECEIVED

OCT 24 2012

Franklin County Planning Department
Franklin County, Ohio

664-V

RESOLUTION OF SUPPORT FOR ELIMINATING A CONNECTOR BETWEEN FIELDSTONE AND ROYAL ELM

WHEREAS, the Fieldstone Subdivision (“Fieldstone”) and Royal Elm Subdivision (“Royal Elm”) were rezoned by Jefferson Township in 2003; Fieldstone and a portion of Royal Elm were subsequently developed; and the roads in Fieldstone subsequently were accepted by Franklin County as township roads; and

WHEREAS, the Fieldstone Subdivision includes a stub street at the south end of Cordella Street; and

WHEREAS, Fischer Homes, the developer for the Royal Elm Subdivision (“Royal Elm”) is proposing to develop another section of houses south of the end of the existing Cordella Street in Fieldstone; and

WHEREAS, the developer for Royal Elm is requesting of the Franklin County Planning Commission a variance from the requirement in Section 502.13 of the Franklin County Subdivision Regulations (“subdivision regulations”) that a new development include a street connection to an existing stub street; and

WHEREAS, Section 502.13 B. of the Subdivision Regulations states that a stub street may be approved if it satisfies a requirement that “1. The adjoining land that would extend the stub street must have compatible zoning or is proposed to have compatible land use in an area plan.”; and

WHEREAS, the Jefferson Township Comprehensive Plan provides for different land uses for Fieldstone and for Royal Elm; and

WHEREAS, the Jefferson Township Zoning Map of the Zoning Resolution has different zones or zoning classifications for Fieldstone and for Royal Elm; and

WHEREAS, Section 502.13 E. of the Subdivision Regulations provides an exception to the requirement of a connector where “An existing stub street adjacent to the proposed subdivision may be terminated if one of the following applies: 1. Extension would result in potential regular use by non-local traffic as a cut through between arterial streets [...]”; and

WHEREAS, the Subdivision Regulations do not define the term “non-local traffic”; and the Merriam-Webster on-line dictionary defines the word “local,” in part, as “of, relating to, or characteristic of a particular place: not general or widespread”; and the Subdivision Regulations 105.01 state that for a local street, “Service to through traffic is discouraged”; and

WHEREAS, the Zoning Commission received testimony supported by studies conducted by The Edge Group, a planning firm, and by J. Gallagher Group, a traffic engineering firm, that construction of a connecting street would promote an increase in volume of traffic on Cordella Street between communities of different densities, as well as other nearby streets, resulting in substantial cut-through traffic, much of it from higher-density to lower density areas, likely at higher speeds, negatively impacting the safety, welfare, and quality of life of residents; and

WHEREAS, the fire chief of Jefferson Township (the “Township”) has expressed an opinion in a writing, attached to and made a part of this Resolution and marked Exhibit A, that connection of the two subdivisions via a connection to Cordella Street will be detrimental to the public’s health and safety by increasing the propensity for accidents to occur as a result of the presence of cut-through traffic with little appreciable impact on response times to the subdivisions;

WHEREAS, cut-through of traffic will impose additional wear and tear on streets that the Township is required to maintain, negatively impacting both subdivisions as well as the Township, which has lacked resources to pave its backlog of crumbling roads; and

NOW, THEREFORE, BE IT RESOLVED, BY THE BOARD OF TOWNSHIP TRUSTEES OF JEFFERSON TOWNSHIP, FRANKLIN COUNTY, OHIO, THAT THE FOLLOWING RESOLUTION BE AND IT HEREBY IS ADOPTED:

Section 1. The Board finds that, given the different land uses and different zoning classifications between Fieldstone and Royal Elm, and based upon the actual development of Fieldstone, the construction of an extension connecting road in Royal Elm to Cordella Street is inconsistent with the provisions of the Franklin County Subdivision Regulations 105.01, as pertains to the definition of a stub street, and 502.13(B)(1).

Section 2. The Board finds that extension of a connecting road to Cordella Street will promote cut-through traffic that will be detrimental to both Fieldstone and Royal Elm and is inconsistent with the provisions of the Franklin County Subdivision Regulation 502.13(E); and that the facts as applied to the exception in 502.13 (E) warrants a determination that a connection is detrimental to the communities, is unnecessary, and should not be required.

Section 3. The Board supports the elimination of the undeveloped connector based on the studies showing the detrimental effects of cut-through traffic as shown by the EDGE Group and J. Gallagher Group and by testimony presented to the Zoning Commission on September 20, 2012, and the differences in land use and zoning between the two subdivisions.

Section 4. The Board finds that elimination of a connection to Cordella Street will not affect residents outside the jurisdiction of Jefferson Township and will not be detrimental to the public health or safety of Township residents or be injurious to other property.

Section 5. The Board finds that based on the findings in Section 1 through 5 above, the uncompleted portion of Cordella Street should be vacated.

Section 6. The Township Zoning Inspector is instructed to convey a copy of this Resolution and the letter from the Fire Chief to the Franklin County Planning Commission.

Section 7. This Board finds and determines that all formal actions of this Board concerning and relating to the passage of this Resolution were taken in open meetings of this Board, and that all deliberations of this Board that resulted in formal actions were taken in meetings open to the public, in compliance with all legal requirements, including but not limited to, Ohio Revised Code Section 121.22, except as otherwise permitted thereby.

Section 8. This Resolution shall take effect at the earliest period time provided by law.

FLANAGAN seconded the Resolution and the roll being called upon and its adoption the vote resulted as follows:

Voting Aye thereon:



Mike Rowan, Chair



Mat Flanagan, Vice-Chair



Donna Finn, Trustee

Voting Nay thereon:

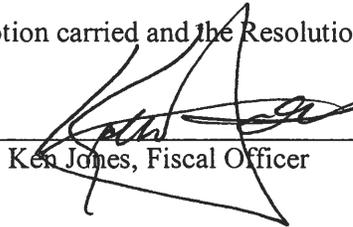
Mike Rowan, Chair

Mat Flanagan, Vice-Chair

Donna Finn, Trustee

The motion carried and the Resolution was adopted.

Attest:



Ken Jones, Fiscal Officer

JEFFERSON FIRE Department

Franklin County, Ohio

TOWNSHIP



October 14, 2012

Jefferson Township Board of Trustees
6545 Havens Road
Blacklick, Ohio 43004

RECEIVED

OCT 24 2012

Franklin County Planning Department
Franklin County, Ohio

664-V

To the Honorable Board of Trustees of Jefferson Township,

This letter is in regards to the Cordella Drive connection in the Fieldstone development. The following are my findings and recommendations.

Response Times:

Cordella Drive in Fieldstone and Glenbeacome Street in Royal Elm were used in determining an estimate of approximate travel/response time due to their present day location. Not having sufficient run data to determine response time in this exact location and in order to show normal travel time to the two locations from the fire station "Google Maps" was used. Please take into account this is normal drive time and not apparatus response time. Apparatus response time would obviously be less.

Travel time from the fire station to the end of Cordella Drive is four minutes, and the fire station to the end of Glenbeacome Street is five minutes via Havens Corners and Waggoner Roads. By taking into account the undeveloped section of Royal Elm between Cordella and Glenbeacome not yet developed you may add or subtract 30-40 seconds either way. Due to this difference I do not see much of a change in our response time to these areas should the connection be opened. Should the Cordella Drive connection open the most likely route the fire department would still take in the event of an emergency to the Royal Elm Community would be Havens Corners Road to Waggoner Road. This route provides a less unimpeded access as opposed to responding through housing developments where our apparatus would slow down, maneuver around pedestrians, children, school buses, vehicles, speed bumps (*should they be placed*), turns and stop signs.

Safety:

Eleven points of public entry onto Havens Corners Road already exist between the intersections of Reynoldsburg New Albany Road and Waggoner Road. This does not include the east and west bound traffic of these intersections. The flow of traffic onto Havens Corners Road during peak times is cause for concern. Opening the Cordella Drive connection will increase cut through traffic from Royal Elm to an already overcrowded roadway causing additional traffic congestion, increasing the probability of more auto accidents and additional traffic obstacles we as a fire department would be forced to maneuver through.

Cut through traffic creates its own unique problems in regards to the safety of the residents living along the cut through. As much as we would like to think that people will abide to speed limit signs and watch for children at play, the facts are they don't. Hurry up and get there, late for work, cell phones and texting to just mention a few, are the very reasons why auto accidents occur and pedestrians are struck.

After careful review of the reports by the J. Gallagher Group and the Edge Group and after reviewing the area demographics in general regarding our response times and general safety to the community in general, it is my opinion that opening the Cordella Drive connection would create more of a safety hazard to both the Fieldstone and Royal Elm communities and areas outside of these two communities. I recommend the Cordella Drive connection remains closed.

Yours in Safety,



Crystal Dickerson
Fire Chief

CD:rks

Cc: Charles McCroskey-Zoning
Tom Spring-Administrator



DEAN C. RINGLE, P.E., P.S.
FRANKLIN COUNTY ENGINEER

October 31, 2012

Lee Brown, Planning Administrator
 Franklin County Economic Development & Planning
 150 South Front Street, Suite 10
 Columbus, OH 43215

Re: 644-V Royal Elm – Fieldstone Connection Variance Request

Mr. Brown:

Please see the requested responses from the Franklin County Engineer's Office regarding the questions/comments provided by the applicant regarding the connection of the Royal Elm subdivision to the Fieldstone subdivision via Cordella Street.

Like Zoning and Compatible Uses (EDGE Group Report)

- The Franklin County Engineer's Office (FCEO) believes the characterization of the Royal Elm subdivision as "extra high density" drastically overstates the actual density of the subdivision. While the Franklin County Economic Development & Planning Department does not define and categorize density, the City of Columbus does offer thresholds and definitions that would offer an appropriate platform to discuss the density issue. The City of Columbus defines housing densities as follows:
 - Very Low Density Residential – less than 2 dwelling units per acre.
 - Low Density Residential – 2 to 4 dwelling units per acre.
 - Low to Medium Density Residential – 4 to 6 dwelling units per acre.
 - Medium Density Residential – 6 to 10 dwelling units per acre.
 - Medium - High Density Residential – 10 to 16 dwelling units per acre.
 - High Density Residential – 16 to 45 dwelling units per acre.
 - Very High Density Residential – 45 dwelling units per acre or higher.
 - *Please see the attached Land Use Classification Table.*
- Further exploring the density issue, the dwelling units per acre provided for the Fieldstone subdivision is greatly skewed when considering the separate and distinct characteristics of the eastern vs. western portions of the subdivision. The lots on the western half of the subdivision accessing York Drive, Trevenia Street, Welbley Street, Brandon Way, and Langley Court are much larger than those accessing Cordella Street to the east. Also, the western portion of the subdivision makes up roughly half the total acreage, more than half of the open space, and has only 37 lots. Conversely, the eastern

half of the subdivision makes up roughly half the acreage yet has approximately 45% of the open space and 140 home sites.

- To better understand the density issue, calculations were prepared to determine an “apples to apples” comparison. This was accomplished by removing the common open spaces from each of the subdivisions for the purposes of the dwelling unit per acre calculation. The results are as follows for Royal Elm and the eastern portion Fieldstone.
 - Fieldstone (East) – 4.32 dwelling units per acre.
 - Royal Elm – 4.70 dwelling units per acre.
 - *Please see the attached Density Calculations.*
- Lot sizes are also much more comparable between the eastern portion of the Fieldstone subdivision and that of Royal Elm.
 - Fieldstone (East) – 60’ to 65’ lot frontage, 130’ lot depth, 0.18 to 0.19 acre lots.
 - Royal Elm – 51’ to 54’ lot frontage, 120’ lot depth, 0.14 to 0.15 acre lots.
 - *Please see the attached Lot Size Calculations.*
- Per the Jefferson Township Comprehensive Land Use Plan, the Fieldstone subdivision itself has two different land uses. The eastern half of the subdivision is “High Density Residential” and the western portion is “Medium Density Residential” and those uses are connected via Pateo Pass Drive.
 - *Please see the Exhibit C – Land Use Map as part of the EDGE Group Report.*

Response to variance request 105.01 & 502.13(B).

- 105.01 Street, Stub: Variance Request: Considering the previously established logic it is clear that both the Royal Elm and Fieldstone subdivisions should be considered “like zoning.”
- 502.13(B) Stub Streets: Considering the previously established logic it is clear that both the Royal Elm and Fieldstone subdivisions would be considered “compatible land uses.”

Cut Through Traffic (EDGE Group Report/ J. Gallagher Group Report)

The FCEO does acknowledge the EDGE Group’s determination that Cordella Street will be used to access Havens Corners Rd. However, the FCEO does not agree with the projected trip generation or potential users of Cordella Street.

- The assumption or assertion that all of Royal Elm & Willow Brook Crossing subdivision trips would utilize Cordella Street is not reasonable. With multiple direct accesses to Waggoner Road, including a signalized intersection at Waggoner Road and Royal Elm Drive, utilizing Royal Elm Drive to Waggoner Road would offer travelers a quicker and safer route to their destination (including travelers wishing to head north to Havens Corners Road).

- For example, motorist south of Grant Park Avenue in Royal Elm would have a *minimum* of 5 turns prior to reaching an un-signalized intersection at Havens Corners Rd. This would also require traveling on local roadways with speed limits of 25 MPH. The alternative would be simply to access Waggoner Road and travel on a high speed arterial roadway.
- The FCEO would agree that those whom have direct access to Grant Park Avenue and streets to the north could perhaps find Cordella Street a suitable alternative to Waggoner Road. The number of lots would be closer to 185 lots; comparable to the number of lots in the Fieldstone subdivision. In no way should it be assumed that all 574 lots to the south of the Fieldstone subdivision would consider Cordella Street as a viable option.
- The assumptions, or worst case scenarios, presented in the EDGE Group report are also based on total daily traffic volumes rather than a peak hour factor.
- The trip distribution of the existing home sites, as well as those to be built in the remaining sections of Royal Elm, was not considered because some percentage would also utilize Waggoner Road to travel south.
- The connection of Fieldstone will also provide residents within that subdivision the opportunity to access Waggoner Road, via the signalized intersection at Royal Elm Drive, to travel south where there are a number of major retail stores such as Meijer, Lowes, and Target, as well as a number of restaurants. In essence, this connection will offer the residents of Fieldstone an alternate access to Waggoner Road through the Royal Elm subdivision to destinations south.
- This connection will also provide Fieldstone residents a signalized intersection to return to their homes, whereas now, they must enter via Havens Corners Road at un-signalized intersections.
- It should be noted that the supporting document prepared by the J. Gallagher Group references the likely use of Cordella Street as a cut through as a means of avoiding the intersection of Havens Corners Road and Waggoner Road, due to congestion. The intersection of Havens Corners Road and Waggoner Road currently operates at a Level of Service of B.
- *Please see the attached Level of Service Definition from the Federal Highway Administration.*

Response to variance request 502.13(E).

- The FCEO does not feel it is likely that motorists on Waggoner Road with intentions of accessing Havens Corners Road, or vice versa (as depicted in Exhibit A of the EDGE Group report), would use the connection of the Royal Elm & Fieldstone subdivisions as an alternate route. This would require motorists to exit high speed arterial facilities with direct connections to one another, in order to use local, low speed roadways that would include a number of turns.
 - *Please see the attached "Travel Distances" document.*

Jefferson Township Fire Department Response Times

- The FCEO does understand that apparatus response times to the Royal Elm subdivision are not drastically improved with the connection of Cordella Street to the Fieldstone subdivision. However, reasonably speaking, emergency vehicles would access the newly proposed sections of Royal Elm (Sections 5, 6, and 7) via the Fieldstone Subdivision given that the connection would be made. The FCEO does recognize the improved safety benefits of having secondary access into the Royal Elm subdivision in cases where responses via Havens Corners Road and Waggoner Road is impeded, due to incidents such as traffic crashes or construction.
- The FCEO does not agree that the connection of the Royal Elm subdivision will alter the total vehicular volume on Havens Corners Road. Any additional traffic accessing Havens Corners Road from Royal Elm will be offset by an equal amount of traffic accessing Waggoner Road via Fieldstone. Furthermore, any increase in traffic would be due to the increase in homes from the development of Royal Elm Sections 5, 6, and 7, and not by the connection of Cordella Street.

Conclusion

The FCEO believes that the connection of the Royal Elm subdivision to the Fieldstone subdivision via the Cordella Street extension should be completed. In general, we are for promoting the connection of neighborhoods. It allows neighbors and neighborhood services, such as police, fire, mail delivery, refuse pickup, township maintenance, etc. to travel from one subdivision to another without using the main roads. It allows the connection of bikes and pedestrians, in addition to vehicles, which in turn makes the neighborhoods more sustainable. In our view, this connection is reasonable and encouraged, because it allows for the flow of traffic between subdivisions without forcing "local" traffic out on to County roads unnecessarily.

Finally, the FCEO does believe that these two subdivisions are like land uses and of like zoning. The FCEO does not believe this route will be a cut through for non-local traffic to travel from Waggoner Road to Havens Corners Road, or vice versa.

If there are any questions or concerns, please contact me by phone at 614-525-4821 or by email at wcrosier@franklincountyengineer.org.

Sincerely,

Dean C. Ringle, P.E., P.S.
Franklin County Engineer



William "Fritz" Crosier, P.E.
Traffic Design Engineer

Level of Service Definition

Please see the attached definition of Level of Service from the Federal Highway Administration.

Level of Service (LOS)	1) A qualitative assessment of a road's operating conditions. For local government comprehensive planning purposes, level of service means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of service indicates the capacity per unit of demand for each public facility. 2) This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F.
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Subdivision Density

	<u>Fieldstone</u>				<u>Royal Elm</u>
	Total	West	East		
Lots	177.00	37.00	140.00		259.00
Total Acreage	104.20	52.00	52.00		74.02
Gross Units per Acre	1.70	0.71	2.69		3.50
Open Space	44.50	24.90	19.60		18.95
Acreage less Open Space	59.70	27.10	32.40		55.07
Units Per Acre Less Open Space	2.96	1.37	4.32		4.70

Subdivision Lot Size

	Fieldstone		Royal Elm
	West	East	
Lots	37	140	258

Frontage Length(ft)

Larger Lots (Fieldstone (West))	100		
Medium Lots		65	54
Smaller Lots		60	51

Lot Depth (ft)

Larger Lots (Fieldstone (West))	150		
Medium Lots		130	120
Smaller Lots		130	120

Lot Square Footage

Larger Lots (Fieldstone (West))	15000		
Medium Lots		8450	6480
Smaller Lots		7800	6120

Acreage

Larger Lots (Fieldstone (West))	0.34		
Medium Lots		0.19	0.15
Smaller Lots		0.18	0.14

Land Use Classification Table

CATEGORY	SUB-CATEGORY	TYPICAL DENSITY/ INTENSITY	COMPATIBLE ZONING DISTRICTS	MAP COLOR	RGB	DESCRIPTION & GUIDELINES
Residential	Very Low Density Residential	Less than 2 du/acre	PUD, R, LRR, RRR		252, 246, 220	This classification is characterized by single family residential development ranging from large lot with on-site well and septic systems to subdivisions served by centralized utilities. In many cases, this classification addresses quasi rural development patterns in developing areas.
	Low Density Residential	2 to 4 du/acre	PUD, RR, RRR		249, 234, 169	This classification is characterized by single family residential development in the form of subdivisions served by centralized utilities.
	Low-Medium Density Residential	4-6 du/acre	PUD, RR, SR, R-1		244, 216, 98	This classification is characterized by predominantly single-family development, with limited amounts (generally 10% or less) of two- to four-unit buildings interspersed - often at intersections or along larger streets. In suburban areas, this category may also include lower density townhouse and condominium development.
	Medium Density Mixed Residential	6-10 du/acre	PUD, SR, R-1, R-2, R-3, NE, NG, R-2F, R-4, AR12		229, 188, 15	This classification of residential development is common in older neighborhoods and can include single-family, doubles, and townhouses. In suburban areas, this category is characterized by townhouse and condominium development as well as smaller lot single-family. New development should reinforce the existing pattern and type of residential in the neighborhood. Somewhat higher densities and multi-story buildings with more than four units per building may be considered for areas that are immediately adjacent to a neighborhood's primary corridor(s). Proposals for multifamily development in these areas must demonstrate that they will not adversely impact the existing development pattern of the area.
	Medium - High Density Mixed Residential	10 to 16 du/acre	NE, NG, R-2F, R-4, AR12		254, 180, 48	A variety of dwelling types, including doubles, townhouses and multi-family are included in this category. It exists in both older neighborhoods and suburban areas. New development patterns should reinforce the existing pattern and type of residential in the neighborhood. Somewhat higher densities may be considered for areas that are immediately adjacent to a neighborhood's primary corridor(s). Proposals for multifamily development in these areas must demonstrate that they will not adversely impact the existing development pattern of the area.
	High Density Residential	16 to 45 du/acre	R-4, NG, NC, ARLD, AR-1, AR-2, AR-3, AR-4		250, 136, 50	This classification is intended for multi-story multifamily housing in specific areas where high density is considered appropriate, such as the primary corridors of older neighborhoods. Each development application must be reviewed on a case by case basis, be judged on its own merits, and must consider the specific site and the site's context (surrounding uses and development pattern). Proposals that include the highest end of the density range should include structured parking, be located at primary intersections and particularly scrutinized in regard to their contribution to street level activity, relationship to adjacent neighborhoods, building materials, and architecture.
	Very High Density Residential	45 and higher du/acre	NC, AR-2, AR-3		209, 91, 5	This classification would permit multi-story multifamily housing in limited areas of the city. Parking would be

CATEGORY	SUB-CATEGORY	TYPICAL DENSITY/ INTENSITY	COMPATIBLE ZONING DISTRICTS	MAP COLOR	RGB	DESCRIPTION & GUIDELINES
						structured. As with the high density classification, each development application must be reviewed on a case by case basis, judged on its own merits, consider the specific site and the site's context (adjacent uses and development pattern), and be scrutinized in regard to its contribution to street level activity, relationship to adjacent neighborhoods, building materials, and architecture.

PRELIMINARY PLAT FOR:
FIELDSTONE

LOCATED IN:
 QUARTER TOWNSHIP 4, TOWNSHIP 1, RANGE 16
 UNITED STATES MILITARY LANDS
 FRANKLIN COUNTY, JEFFERSON TOWNSHIP OHIO

664-V



LOCATION MAP
 NO SCALE

SITE STATISTICS:

TOTAL ACRES:	104.8 ACRES
NUMBER OF LOTS:	177
LOT DENSITY:	1.69 LOTS/ACRE
ZONING CLASSIFICATION:	44.5 ACRES
OPEN SPACE:	19.73 ACRES
RESERVE "A":	4.5 ACRES
RESERVE "B":	8.6 ACRES
RESERVE "C":	0.6 ACRES
RESERVE "D":	1.0 ACRES
RESERVE "E":	4.0 ACRES
RESERVE "F":	9.8 ACRES
RESERVE "G":	0.8 ACRES

NOTES:

- NOTE "A": All of FIELDSTONE is in the Flood Hazard Zone 4 as shown on the Federal Emergency Management Agency Flood Insurance Rate Map, Map Number 38049C0115 G, effective date AUGUST 2, 1995.
- NOTE "B": No Vehicular Access to be in effect until such time as the public right-of-way is extended by plat or deed.
- NOTE "C": Reserves "A" through "G" shall be maintained by the Fieldstone Homeowner's Association as Open Space. Ownership shall be determined at a later date.
- NOTE "D": All contours shown hereon are set in two foot intervals.
- NOTE "E": Prior to construction of the footing/foundation for the residential building to be constructed on each of the lots, the builder of such building shall confer with the Franklin County Development Department for the purpose of determining if special foundation and/or basement construction techniques and/or materials are to be employed on such lot.
- NOTE "F": All of Fieldstone is located in Gahanna Jefferson School District.
- NOTE "G": Pavement widths as shown hereon are from edge of pavement to edge of pavement. It does not include the curb & gutter.
- NOTE "H": Planning restrictions as specified by Jefferson Township and Franklin County Engineer's office shall be posted by the developer where applicable.
- NOTE "I": Franklin County, Ohio may restrict on street parking on single loaded streets within this subdivision to one side of the street. No parking areas shall be undertaken at a later date. The owners of the fee simple lots to the lots in the Fieldstone subdivision, their heirs, successors, assigns, hereby waive any and all objections to said parking restrictions.

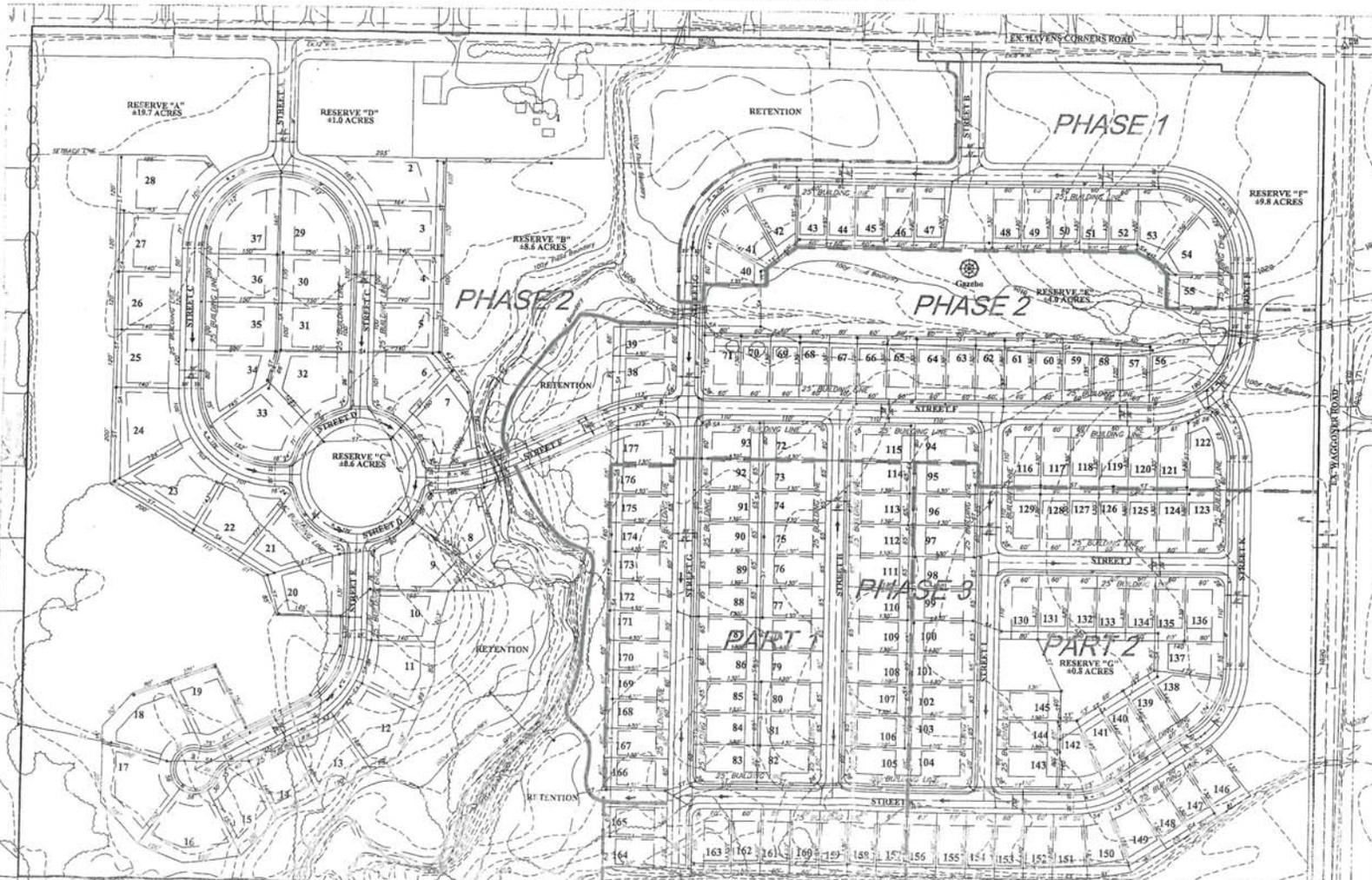
DEVELOPMENT STANDARDS

- SETBACKS: (Single Family Residential, Lots 2 thru 37)
 FRONT YARD: 25' MIN.
 SIDE YARD: 10' MIN. EACH SIDE
 REAR YARD: 20% of Lot Depth
- SETBACKS: (Single Family Residential, Lots 38 thru 177)
 FRONT YARD: 25' MIN.
 SIDE YARD: 5' MIN. EACH SIDE
 REAR YARD: 20% of Lot Depth

LEGEND:

- Storm Sewer
- Sanitary Sewer
- Water Line
- Flood Shading

PREPARED FOR:
M/I SCHOTTENSTEIN HOMES
 3 Eriston Oval
 Columbus, OH 43219



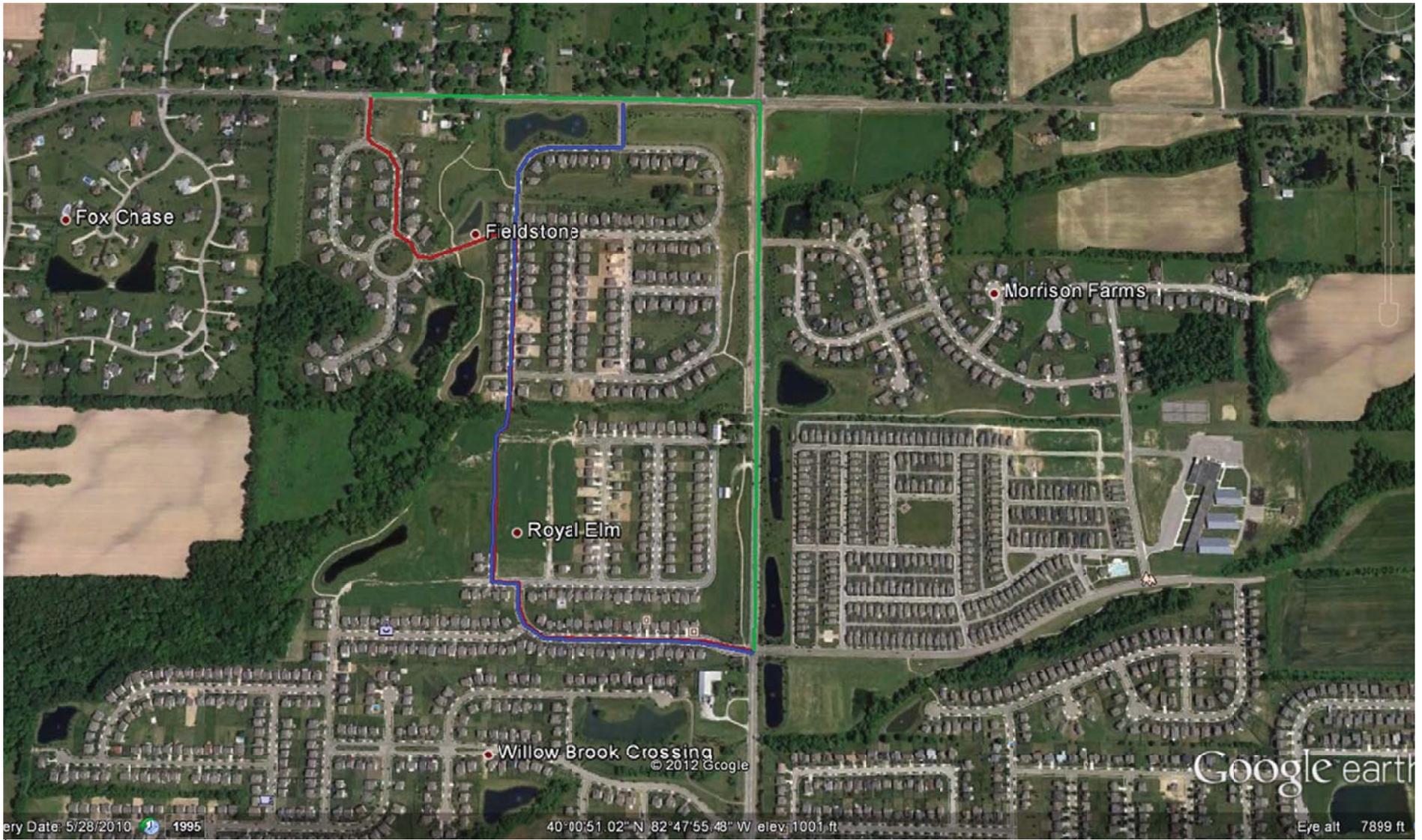
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664-V





Jefferson Way entrance to Cordella Street stub approximate travel time = 2 minutes

+You Search Images Maps Play YouTube News Gmail Documents Calendar More

Google

You have gone full screen. Exit full screen (F11)

Get directions My places

Add Destination - Show options

GET DIRECTIONS

Suggested routes

Cordella St 0.4 mi, 2 mins

Driving directions to Cordella St

A Havens Corners Rd

1. Head east on Havens Corners Rd toward Jefferson Way 56 ft
2. Take the 1st right onto Jefferson Way 262 ft
3. Turn right onto Ashley Meadow Dr 462 ft
4. Continue onto Cordella St 0.3 mi

B Cordella St

Save to My Maps

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

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Imagery ©2012 DigitalGlobe, GeoEye, Kucera Intl./Licking County, State of Ohio / QSP, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2012

Royal Elm Drive entrance to Grant Park Avenue approximate travel time = 1 minute

The screenshot shows a Google Maps interface with a search bar at the top. Below the search bar, there are navigation controls and a sidebar with route information. The main map area displays an aerial view of a residential neighborhood with a blue route highlighted. The route starts at Royal Elm Dr (marked with a green 'A') and ends at Glenbeacome St (marked with a green 'B'). The route is 0.3 miles long and takes 1 minute. The sidebar on the left contains the following information:

- Search bar: You have gone full screen. Exit full screen (F11)
- Navigation: Get directions, My places, Print, Share
- Mode selection: Car, Bus, Walk, Bike
- Start/End points: A Royal Elm Dr, B Glenbeacome St
- GET DIRECTIONS button
- Suggested routes: Royal Elm Dr, 0.3 mi, 1 min
- Driving directions to Glenbeacome St:
 - 1. Head west on Royal Elm Dr toward Beardsley Ave (0.3 mi)
 - 2. Turn left onto Grant Park Ave (148 ft)
 - 3. Take the 1st right onto Glenbeacome St (141 ft)
- Save to My Maps
- Disclaimer: These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.
- Map data ©2012 Google
- Report a problem - Maps Labs - Help
- Google Maps - ©2012 Google - Terms of Use - Privacy

The map shows a residential area with streets such as Havens Corners Rd, Fox Chase Dr, Fox Lake Dr, Grant Park Ave, and Glenbeacome St. A large pond is visible in the center of the map. The route is highlighted in blue, showing a path from Royal Elm Dr to Grant Park Ave and then to Glenbeacome St.

Havens Corners Road from Jefferson Way to Royal Elm Drive on Waggoner Road approximate travel time = 2 minutes

The screenshot shows the Google Maps interface with a route from point A to point B. The route is highlighted in blue and follows Havens Corners Rd eastward, then turns right onto N Waggoner Rd. The map shows a residential area with various streets and a large pond. The interface includes a search bar, navigation controls, and a sidebar with route details.

Get directions My places

Google

You have gone full screen. Exit full screen (F11)

Get directions My places

Havens Corners Rd

N Waggoner Rd

Add Destination - Show options

GET DIRECTIONS

Suggested routes

Havens Corners Rd and N Waggoner Rd 0.7 mi, 2 mins

Driving directions to N Waggoner Rd

A Havens Corners Rd

1. Head east on Havens Corners Rd toward Jefferson Way 0.2 mi

2. Turn right onto N Waggoner Rd 0.6 mi

B N Waggoner Rd

Save to My Maps

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Map data ©2012 Google

Report a problem - Maps Labs - Help

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October 29, 2012

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VIA EMAIL (dahray@franklincountyohio.gov)

Mr. Anthony Hray
Economic Development & Planning Department
150 South Front Street, FSL Suite 10
Columbus, OH 43215

Re: 727 Harrisburg Pike
Our File No. 13814-37097

RECEIVED

OCT 29 2012

Franklin County Planning Department
Franklin County, Ohio

ZON-12-16

Dear Anthony:

This correspondence is a follow-up regarding the pending Harrisburg Pike rezoning. As we discussed, there are some scheduling issues with the Southwest Area Commission, ... and I understand with any December Planning Commission that would be held. For that reason, I would like to request our application be tabled. We would like to be on the December 11th track: Planning Commission January 9, 2013, Rural Zoning Commission on January 17, 2013, and Board of County Commissioners February 12, 2013 time frame.

Please contact me if you need any additional information in that regard.

In the meantime, I would like to work through the technical issues, and am pulling our information together in that regard. I'll plan to follow-up with you during the week of November

Mr. Anthony Hray
October 29, 2012

29 to get some of those issues addressed to your satisfaction. In the meantime if you have questions feel free to contact me 614.229.4557 (office) or 614.560.1488 (cell). Thank you for your assistance.

Very truly yours,

CRABBE, BROWN & JAMES, LLP

*Dictated, but not reviewed, by Laura MacGregor Comek, Esq.
Forwarded in her absence to avoid delay*

Laura MacGregor Comek, Esq.

LMC/jab

cc: Lee Brown (via email rlbrown@franklincountyohio.gov)

Hray, David A.

OCT 25 2012

From: Douglas P McElwee [douglasspmcelwee@yahoo.com]
Sent: Thursday, October 25, 2012 9:53 AM
To: Hray, David A.
Subject: RE: Shadeville family dollar

Franklin County Planning Department
Franklin County, Ohio

ZON-12-17

In the case of shadeville family dollar we would like to table the case and would like to meet the planning commission on january 9 2013 thanks doug mcelwee -----Original Message-----

Date: Thursday, October 25, 2012 9:44:30 am
To: "Douglas P McElwee" <douglasspmcelwee@yahoo.com>
From: "Hray, David A." <dahray@franklincountyohio.gov>
Subject: RE: Shadeville family dollar

Doug,

The actual Planning Commission meeting is taking place on January 9th.

Can you shoot me a quick reply and revise the date you've requested. If we get all of the revised/required information to our office by December 11th at noon, we will review the case again before the Formal Technical Review Committee on Dec. 18th.

Thanks,

D. Anthony Hray
Planner

Franklin County
Economic Development & Planning Department Lazarus Building
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-----Original Message-----

From: Douglas P McElwee [<mailto:douglasspmcelwee@yahoo.com>]
Sent: Thursday, October 25, 2012 9:39 AM
To: Hray, David A.
Subject: Shadeville family dollar

In the case of shadeville family dollar we would like to table the case and review on december 18 of 2012. Thanks doug mcelwee