



Internal Use Only:	
Case No.	PC-2016-24-ADM
Date Filed	12/21/16

Lot Split/Consolidation Application

Requested Action

Choose One

☐

Lot Split (\$20)

☒

Lot Consolidation (\$20)

☐

Lot Split & Consolidation (\$40)

Applicant Information

Attach a Letter of Agency if the Applicant is not the property owner.

Name *

North Sea Investment Group LLC, Chris Rodbro, Member

Mailing Address *

21 N. Poplar St.

City, State & Zip Code *

Oxford, OH 45056

Telephone Number(s) *

513-524-9340

Email Address

matt@redbrickproperty.com

Surveyor Information

Name *

Dave Smith

Mailing Address *

City, State & Zip Code *

Oxford, OH 45056

Telephone Number(s) *

513-492-9841

Email Address

davesmith@bayerbecker.com

Location and Lot Information

Location of Property *

336 N LOCUST ST.

Legal Description *

H4000008000045

Zoning District *

R1MA

Number of Lots * 2

Total Area * 0.195

Acres

Submission Requirements and Documentation

From Chapter 1101 Subdivision Regulations, Attachment G¹.

No.	Required Item Description	Have	Need
1	8 plats (4 on 8.5" x 11" and 4 on 24" x 36" Bond Paper) 1 Mylar for County	☒	☐
2	Electronic version of all documentation submitted (PDF preferred)	☒	☐
3	Digital copy in Auto CAD format submitted on a CD. Shall utilize the NAD-83 Ohio South State Plane Coordinate System for horizontal control and the NAVD-1988 for vertical control. All subdivision boundary corners shall also be tied to the NAD-83 Ohio South State Plane Coordinate System and labeled with a northing and easting, as well as centerline intersections, temporary turn-around center points and easement centerline that does not follow a lot line. AutoCAD layouts shall be provided allowing for the reproduction of a complete set of plans as needed.	☐	☐

No.	Required Item Description	Have	Need
4	The name, mailing address, and telephone number of the applicant and owner.	☒	☐
5	Letter of Agency (A statement from the owner that the applicant is entitled to apply on his or her behalf)	☒	☐
6	Attach a written, detailed description of the request.	☒	☐
7	Metes and bounds description of the property (Legal Description).	☒	☐
8	Vicinity Map	☒	☐
9	The zoning district in which the site is located.	☒	☐
10	Required Fee.	☒	☐
11	Number of proposed lots.	☒	☐
12	Plat shall show the following:		
12	A. The seal, registry number and signature of the registered surveyor and professional engineer who prepared the plat.	☒	☐
12	B. The location of all present property lines, streets, alleys, rights-of-way, buildings, easements, lakes, watercourses and drainage ways.	☒	☐
12	C. Size of the tract in acres and square feet and the boundary lines along with the linear measurements.	☒	☐
12	D. The names and boundaries of all adjoining subdivisions and the names of recorded owners of adjoining parcels including mailing addresses and parcel numbers within 200 feet of the site.	☒	☐
12	E. North point, scale and date.	☒	☐
12	F. Any portion of the floodplain as delineated by the Flood Insurance Rate Map (FIRM) must be clearly illustrated and labeled on the plat.	☒	☐
12	G. Exact location shall be shown for all buildings, septic tanks, wells or similar features with respect to existing or proposed lot lines or right-of-ways lines.	☒	☐
12	H. Other information as deemed necessary by staff in order to create building sites and promote the public health, safety and welfare.	☒	☐
12	I. Notification will be sent to direct abutters within two business days of the application filing. This notification will include comment forms.	☒	☐
12	J. Any existing building(s) to remain or to be razed.	☒	☐
13	Turn in proof of recording to City of Oxford Community Development Department		

Fees & Receipt

The fees are:

- Lot Split – \$20
- Lot Consolidation – \$20
- Lot Split & Consolidation – \$40

Write a check payable to **City of Oxford**. You may also pay in-person using Visa, MasterCard, and Discover.

Sign and Date

Applicant Signature *

Date *

12/20/16



Chris Rodbro

Submit Application, Plans and Documentation, and Fees

We will not accept incomplete applications and/or plans and documentation.

Send or drop off this application with the original and required copies of the plat and a check for fee and postage charges made payable to **City of Oxford**, to Community Development Director, 101 East High Street, Oxford, OH 45056.

Direct questions to the Community Development Department at (513) 524-5204. The application will be placed on the next possible agenda.

Note: Per Planning and Zoning Code 1101.600(E)¹, all minor resubdivision(s), lot split(s) or lot consolidation(s) shall submit proof of recording to the Community Development Department.

For Staff Use Only

Date of Submission *

12/21/14

Date Signed Plat Due to Applicant (15 Days) *

Fee *

\$ 20

Fee Paid Date *

Receipt Number *

129590

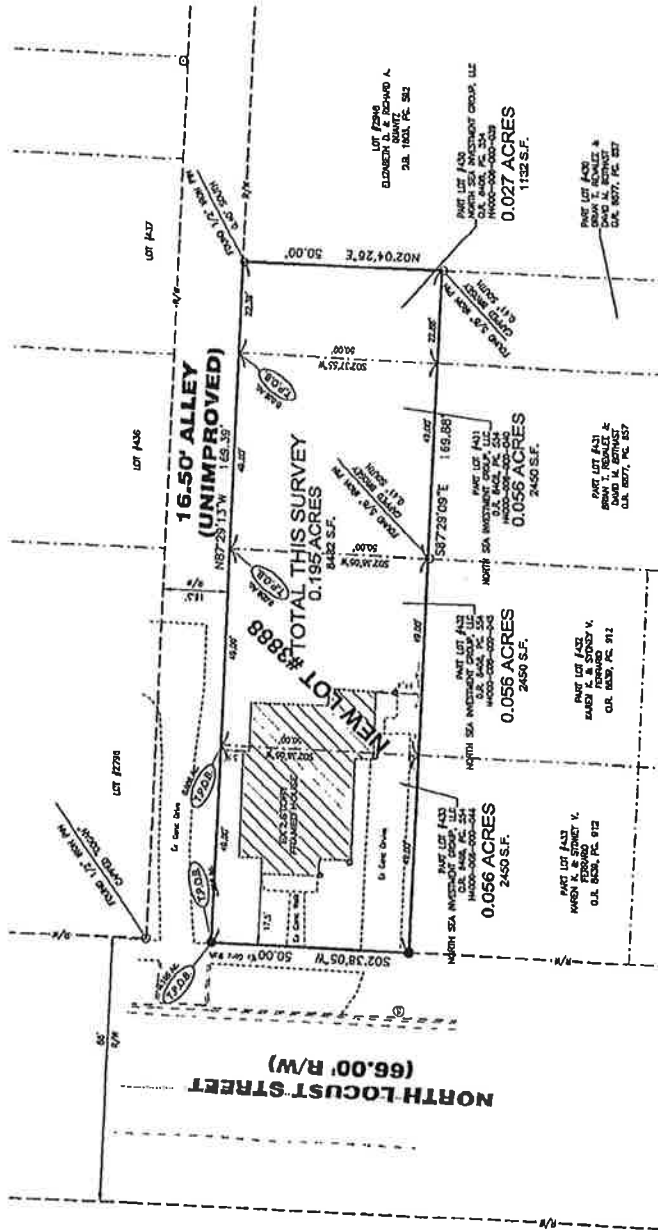
Volume/Page Number *

¹ City of Oxford Codified Ordinances: <http://www.cityofoxford.org/fees-ordinances-and-charter>

OLD PARCEL 39, PART OLD INLOT 430 = 1,186 SQ. FT. OR 0.027 ACRES
 OLD PARCEL 40, PART OLD INLOT 431 = 2,396 SQ. FT. OR 0.055 ACRES
 OLD PARCEL 45, PART OLD INLOT 432 = 2,450 SQ. FT. OR 0.056 ACRES
 OLD PARCEL 46, PART OLD INLOT 433 = 2,450 SQ. FT. OR 0.056 ACRES
NEW LOT #3888 = 8,481 SQ. FT., OR 0.195 ACRES

LEGEND

- Set from P.O. 5/8" Dia. 1 30" Long.
Capped David Douglas Smith 7121
- Round top P.O.
Dial as shown
- Round top P.O.



VICINITY MAP
(NOT TO SCALE)



336 NORTH LOCUST
 PART OF LOTS #433, #432, #431 & #430
 CITY OF OXFORD
 BUTLER COUNTY, OHIO
 CONSOLIDATION PLAT

DAVID DOUGLAS SMITH, P.S.
 118 NORTH 20TH
 OXFORD, OHIO 43085



I HEREBY CERTIFY THAT ALL MEASUREMENTS AND MONUMENTS SET AND/OR FOUND
 AS SHOWN. CURVE DISTANCES ARE MEASURED ON THE ARC. ALL WORK PERFORMED
 IN ACCORDANCE WITH THE MINIMUM STANDARDS FOR BOUNDARY SURVEYS IN THE STATE
 OF OHIO.

APPROVED BY THE OXFORD PLANNING COMMISSION
 THIS 5 DAY OF JAN.

A SURVEY OF THIS PROPERTY IS
 RECORDED IN SURVEY VOLUME 58, PAGE
 148 OF THE BUTLER COUNTY ENGINEER'S
 RECORD OF LAND SURVEYS

TAX PARCELS ARE FROM THE TAXMAP FOR
 OXFORD CORPORATION PAGE 1.

DAVID DOUGLAS SMITH, PROFESSIONAL SURVEYOR NO. 7121

PAGE

1/1

City of Oxford
Community Development Department
STAFF REPORT
To
Planning Commission

Case # PC-2016-22

Date – January 10, 2017

APPLICATION

Applicant:	Guy Totino, GMS Acquisition LLC
Location:	902, 909, 912, 1007 and 1008 Arrowhead Drive (parcel number # H4100-114-000-003, 004,005, 006, 007, 008, 009, 013 and 014, 6.06 acres
Proposed Owner:	
Current Owner:	Brookside At Chestnut, LLC
Action Request:	The Verge (f.k.a. Chestnut Row) Preliminary and Final Planned Development – redevelopment of Miami Village, east and west of Arrowhead Drive, south of Chestnut St.
Current Use:	Multi-family dwellings
Surrounding Existing Land Uses:	Multi-family dwellings to the south, single/multi family dwelling to the north, railroad track to the west and cemetery to the east.

DESCRIPTION

The proposed development is seeking approval of a combined Preliminary and Final Planned Development for a redevelopment project located on Arrowhead Drive and E. Chestnut St. This project is slated to demolish 11 existing multi-family buildings on 9 different parcels and to construct 3 multi-family buildings on site. The site is zoned R-3 Multi-Family Residential, and any development project that contains more than 3 acres is required to go through the PUD process for more than one principal building per lot.

This is a combined Preliminary and Final PUD application because this is a single phase development that redevelopment of the sites from both sides of Arrowhead would take place during the same timeframe.

SITE HISTORY

It is believed that these buildings were built in 1970's and 80's.

PLANNED DEVELOPMENT

PURPOSE:

Planned Development Common Goals from Section 1145.01(a)

- (1) Planned developments share these common goals:
 - A. Protect the neighbors of a planned development and the City in general to at least the same degree normally inherent in the Zoning Code.
 - B. Produce a development equal to or better than that resulting from single-use or traditional subdivision
 - C. Have a site and situation that permits comprehensive planning both on the site and relative to its immediate surroundings
 - D. Result in a design in which the placement, height, and uses of buildings, vehicle management areas, and open spaces efficiently utilize potentials of the site

- E. Include covenants, easements, and other private measures that will help ensure the long-term administrative viability of a development
- F. Be functional within a time period that helps ensure a viable development

- (2) Infill (already within corporate limits) development also satisfies the following goals:
 - A. Fully utilize sites that could not be fully utilized because of their shape or because of their location relative to available public access.
 - B. Increase geographic efficiencies of existing utilities such as public streets, water, sewer, electric, telephone, and cable by using them where they are already available.
 - C. Help keep development from sprawling to and beyond the municipal boundaries of Oxford.

PROCESS:

1145.06 PLANNING COMMISSION AND COUNCIL REVIEW

A preliminary plan shall be approved prior to approval of a final plan, although the processes can be concurrent for small, single phase developments. Both preliminary and final plan approvals require a Planning Commission recommendation and Council approval.

The Planning Commission shall base its review of a proposed planned development upon the complete application, upon any staff report, and upon any relevant and credible public comment presented during the public hearing. Council shall base its decision on the same materials and shall also consider the Planning Commission recommendation.

The general decision standards for approval of a preliminary and final planned development are substantially similar. The final plan requires greater detail and is subject to additional decision standards.

If, at any time, the Planning Commission or Council finds that the information provided is insufficient to make a determination, it may suspend its review until sufficient information has been provided.

- (a) Burden of Proof. Planning Commission has no obligation to recommend approval and City Council has no obligation to approve a planned development. This Zoning Code assumes that a planned development is appropriate only if an applicant proves that the proposed uses and design will not be detrimental to the public health, safety, or general welfare of the City or the neighborhood in which it is proposed.

Applicants shall prove that potential negative impacts of elements such as location, size and extent of facilities and operations, site design, traffic generation, site access, and potential impact upon public facilities will be adequately mitigated.

- (b) General Decision Standards. All planned developments shall satisfy these general decision standards:

- (1) The proposed planned development is in fact permitted in the zoning districts in which it is proposed.
- (2) If the application is for the same site where a planned development application has been denied within one year, the plan is substantially different from the application so denied.
- (3) The uses and site plan will satisfy the general intent of this Zoning Code.
- (4) The uses and site plan will be compatible with the general intent of the Comprehensive Plan.
- (5) The size and shape of the site are sufficient for the proposed planned development.
- (6) The use will not be hazardous or disturbing to existing or potential future neighboring uses that are permitted in the zoning district.
- (7) The use will not involve activities, processes, materials, equipment, or conditions of operation that will be detrimental to any person, property, or the general welfare because of excessive production of traffic, noise, smoke, fumes, glare, odors, or other emissions.
- (8) Accessory uses will be directly related to the operation of the principal uses and will not be operated independent of the principal uses.
- (9) The use and site will be adequately served by public facilities and services such as streets, water and sewer, drainage structures, police and fire protection, and refuse disposal, or adequate provisions will be made to provide the same services privately.
- (10) Development of the site and operation of the use will not require substantial public expenditure for additional infrastructure or services.

- (11) The site will be designed, constructed, and maintained in a character harmonious in appearance and general character with the existing or intended character of the general vicinity, and that such use will not change the essential character of the same area. Structures to be constructed, reconstructed, or altered in a residential zoning district shall have the appearance of residential buildings permitted in the zoning district.
- (12) The site is designed so that on-site traffic and traffic accessing the site will not adversely impact the movement or safety of all modes of traffic on adjacent public streets.
- (13) Proposed construction will not result in the destruction, loss, or damage of a natural, scenic, or historic feature of major importance.

DESIGN REQUIREMENTS

The requirements for Planned Developments, pertaining to the proposed Planned Development are outlined under Section 1145.12 for any projects to adhere to.

COMMENT FORMS

All property owners within 200 feet have been notified by letter, and signs have been posted on the property and a notice has been placed in the newspaper.

AGENCY REVIEWS

Requests for review were made to the Police, Fire, Engineering & Economic Development Departments. The following comments were received:

Police:	Returned with comments
Fire:	Returned without comment
Service/Engineering:	Returned with comments
Econ. Dev.	Returned with comments

ANALYSIS

Summary of this project: The project site is located on both sides of Arrowhead Drive and consists of 11 existing buildings that currently has a total of 188 dwelling units, with the capacity of 460 occupants. The plan is to demolish all 11 buildings and to construct 3 buildings back on the site for a total of 128 dwelling units, with the anticipated capacity of 400 occupants. The entire project will be constructed at the same time, in a single phase. The size of the site on the east side of Arrowhead is approximately 3.09 acres and the size across the street is 2.97 acres.

The applicant also operates the development to the north, Chestnut Place. This project contains an amenity space that would also be available to the residents of this project.

The new buildings will be 3-story in height and have a mixture of building materials in an attempt to fit into the neighboring building facades.

Currently, there are six (6) driveways on both sides of Arrowhead. The proposed redevelopment will reduce the number of driveways to two (2).

Development Regulations reviews:

There are design requirements outlined in the Planned Development Chapter 1145 that this project will need to adhere. There are also site development regulations of the underlying district, R-3 Multi-Family Residential, that this project needs to follow. This report will highlight those issues for the Commission to review.

1. Lot area:
 - a. PUD: one (1) **contiguous acre** or more.
 - b. R-3: Minimum of 9,000 Sq. Ft. for three-family dwelling and the occupancy is limited to one person per 450 square feet of lot are for multi-family dwelling use.

Review: The proposed development consists of two tracts of land separated by a public street that *are not contiguous to each other*. The proposed development is within the maximum density.

2. Setbacks:

- a. PUD-**25' perimeter** setback for residential development. All building and vehicle management areas shall be setback from the perimeter of a planned development.
- b. R-3 – **30' on front setback**, 45' on rear setback and 15 feet on side yard setback.

Review: The proposed development delineates the perimeter setback of the Planned Development requirement. It shows that a portion of a building and vehicle management area will encroach into the perimeter setback. There is an area of the proposed buildings (A and C) that does not meet the perimeter setback. Additionally, the proposed building layout does not conform to the R-3 front yard setback.

3. Lot coverage

- a. PUD- 40% for residential development
- b. R-3- **50% and up to 70% with storm water management plan reducing run-off on a one to one ratio.**

Review: The proposed development will present 57.75% of lot coverage.

4. Open Space

- a. PUD- No development shall have less than 20 percent of open space, not including the required setbacks, and shall be 40% for residential planned development as regulated according to the underlying district.
- b. R-3 (Lot coverage)

Review: The proposed development shows 8.75% of open space.

5. Landscaping and Screening

- a. The required setback shall be retained in natural woods or suitably landscaped with grass, ground cover, shrubs, trees, or earthen mounds.

Review: See review comments on #2 Setbacks.

6. Access and Mobility

- a. Adequate pedestrian connectivity shall be provided to and through a planned development

Review: Since this is a planned development project crossing a public street, a well-planned pedestrian connectivity needs to be provided. Additionally, the amenity space will be located on building C further requires pedestrian connectivity to allow safe passage from building A and B to building C.

7. Parking and Site Access: All residential uses of more than three dwelling units must meet the non-residential parking requirement, except for the number of parking spaces required. The following items are not consistent with the requirements of the Chapter 1149 Parking and Site Access.

- a. Loading space: One loading space is required for residential uses more than three (3) units, per Section 1149.05 (e)(2)A.1.
- b. All parking lot light fixtures shall be a maximum of 16 feet above the adjacent ground. The glare shall not exceed 1.0 lumen at any property line, 1149.05 (e)4.D and 1141.04 (f)(4). The applicant has indicated that the height of light poles for this project will be 16 feet. However, the photometric plan was not clear how the glare would be limited to 1.0 lumen at property line.
- c. Pedestrian Safety
 - i. Pedestrian Safety. Parking lot design should be laid out in a way to minimize the times pedestrians would typically have to walk between parked cars and then cross a drive aisle to get to locations on the site. The internal circulation system

shall be clearly defined. For example, walkways shall be incorporated into the median or landscape of some double loaded parking bays that terminate close to access points such as building entries....

- ii. Materials and width. Walkway shall provide at least 5 feet of unobstructed width and be hard-surfaced with a material that differs from the drive aisle by composition, texture, or through the use of a different color that is integral to the material.

In addition to the previous comment concerning the safe passage for pedestrians, clearly marked crosswalks need to be provided connecting building A and B. Additional pedestrian crosswalks should be provided for the parking lot behind building C to allow pedestrians a clear path to building C. A sidewalk should also be provided on the north side of building B, similar to the one on the south side of building A.

There are discrepancies between the architectural drawings and site plan in terms of the building footprint. Staff believes this issue will be resolved with the revised drawings from the architect.

RECOMMENDATION

There are varying design issues that are not conforming to the Planned Development design requirements, or the underlying district's site development regulations. Staff does not have any objections to the approval of this project to the Planning Commission, given that this is an infill development and improvement of streetscape of the area. It needs to be noted that the recommendation of approval from the Planning Commission would in essence granting variances to the following items:

1. The contiguous requirement of land area for the Planned Development project;
2. The lot coverage issue;
3. The setback issue;
4. Open space requirement per Planned Development regulations.

However, the following issues still need to be reviewed and considered by the Planning Commission concerning this Combined Preliminary and Final Planned Development:

1. Pedestrian safety issue in the parking lot and between buildings, and crossing Arrowhead Drive.
2. The proposal only shows two refuse collection facilities for the entire project. Is that sufficient for the anticipated number of residents of the project?
3. Any safety concerns for open access to railroad track?

SUBMITTED

BY:

Jung-Han Chen,
Community Development Director

DATE: January 3, 2016

City of Oxford
Inter-Office Review Transmittal Sheet

Date: December 5, 2016

To: Fire Department Engineering Division Police Department Econ Dev Department

From: Community Development Department

PC-2016-22 PRELIMINARY & FINAL PLANNED DEVELOPMENT, redevelopment of Miami Village, east and west sides of Arrowhead Drive, south of Chestnut Street, **GMS Acquisitions LLC, Guy Totino, Applicant/Agent**

 X Review Revisions Other

Please return no later than: **January 2, 2017** Note: If no comments are received, we will assume the project meets your department's standards.

.....
Drawings are returned: w/comments without/comments

Drawings reviewed by:  Date: 12-6-16

John Dethenage
PRINTED NAME

City of Oxford
Inter-Office Review Transmittal Sheet

Date: December 5, 2016

To: Fire Department Engineering Division Police Department Econ Dev Department

From: Community Development Department

PC-2016-22 PRELIMINARY & FINAL PLANNED DEVELOPMENT, redevelopment of Miami Village, east and west sides of Arrowhead Drive, south of Chestnut Street, **GMS Acquisitions LLC, Guy Totino, Applicant/Agent**

 X Review Revisions Other

Please return no later than: **January 2, 2017** Note: If no comments are received, we will assume the project meets your department's standards.

Drawings are returned: w/comments without/comments

SEE MEMO DATED 12-19-16

[Handwritten signature]

Drawings reviewed by: *V. Popescu* Date: 12-19-16

 VICTOR POPESCU
PRINTED NAME



Memo

Service Department
Engineering Division

513/524-5208 fax 513/524-5267

TO: Community Development Department

FROM: Victor Popescu, P.E.
City Engineer

RE: Chestnut Row

DATE: December 19, 2016

Below are our review comments of the plans received by the Engineering Division on December 5, 2016.

Plan Sheet 2.1

- Typical Sidewalk Detail – correct the references in the detail.

Plan Sheet C3.1

- Update the City of Oxford Standard Drawings to the current revised Standard Drawings.

Plan Sheet C3.0

- Building 1 – extend the Fire Line to the building.
- All Fire Line connections shall have a Resilient Wedge Valve next to the connections to the water main.
- Curb stops need to be indicated on all domestic water service lines.
- Fire and domestic service lines materials shall comply with the City of Oxford Specifications.

S:\Shared\Chestnut Row – review comments

General Comments:

- Avoid using bends in the water mains by gradually lowering the mains to accomplish the required distance when going under storm / sanitary sewer.
- As per City of Oxford's Specifications, water meter pits and sanitary sewer clean-outs shall be located in the tree lawn, when the sanitary sewer / water main(s) are located in the roadway pavement.
- All abandoned service lines (water) and laterals (sanitary) shall be disconnected and sealed as per City of Oxford Specifications.

Plan Sheet L200

- If irrigation is part of the development (present or future), water supply shall be by way of taps on the water main. Each tap shall meet the City of Oxford Specifications. All services for irrigation shall be metered.

City of Oxford
Inter-Office Review Transmittal Sheet

Date: December 5, 2016

To: Fire Department Engineering Division Police Department Econ Dev Department

From: Community Development Department

PC-2016-22 PRELIMINARY & FINAL PLANNED DEVELOPMENT, redevelopment of Miami Village, east and west sides of Arrowhead Drive, south of Chestnut Street, **GMS Acquisitions LLC, Guy Totino, Applicant/Agent**

 X Review Revisions Other

Please return no later than: **January 2, 2017** Note: If no comments are received, we will assume the project meets your department's standards.

.....
Drawings are returned: w/comments without/comments

SEE ATTACHED

Drawings reviewed by:  Date: 1/3/17

John A. Jones
PRINTED NAME

Police Chief comments on proposed Chestnut Row development

PC-2016-22 Preliminary & Final Planned Development – redevelopment of Miami Village

1. Name of development - “Chestnut Row” could be confusing for navigation, because of the overuse of “Chestnut” in building and street names. It increases the likelihood for confusion between a resident/guest and a dispatcher. All the entrances for the proposed development are off Arrowhead Drive and therefore a name with Arrowhead seems more appropriate.

See existing examples:

- Chestnut Street – street name
 - Chestnut Lane – street name
 - Chestnut Fields – Miami parking lot/transportation hub
 - Chestnut Hill – residential
 - Chestnut Village – residential
 - Chestnut Place – residential
2. Fencing or barrier along railroad tracks – Currently trees and honeysuckle along with a broken woven fence separate the railroad tracks from the parking lot. There are a few paths that have been worn down. I would recommend a more reliable fence or barrier be constructed along the property line by the railroad tracks.
 3. Access to buildings – if the individuals buildings will have controlled access, I would request that the Police Department be given an access code or Knox box access to the common areas of the apartment building.

Reviewed by: _____



John A. Jones, Police Chief

City of Oxford
Inter-Office Review Transmittal Sheet*

Date: December 5, 2016

To: Fire Department Engineering Division Police Department Econ Dev Department

From: Community Development Department

PC-2016-22 PRELIMINARY & FINAL PLANNED DEVELOPMENT, redevelopment of Miami Village, east and west sides of Arrowhead Drive, south of Chestnut Street, **GMS Acquisitions LLC**, **Guy Totino, Applicant/Agent**

 X Review Revisions Other

Please return no later than: **January 2, 2017** Note: If no comments are received, we will assume the project meets your department's standards.

Drawings are returned: w/comments without/comments

It is always refreshing to see redevelopment housing projects verses greenfield housing projects.

While I did not see the existing verses proposed occupancy levels for this development, I did see the proposal does reduce the number of residential units from 189 to 128. And it reduces the number of buildings from 11 to 3.

The proposal also improves the streetscape of Arrowhead Drive in eliminating the mix of buildings (fronts & sides) and parking lots. The proposed development creates a streetscape of building fronts and moves the parking to behind the buildings.

Drawings reviewed by:  Date: 1-2-17

G. Alan Kyrish
PRINTED NAME



PC-2016-22

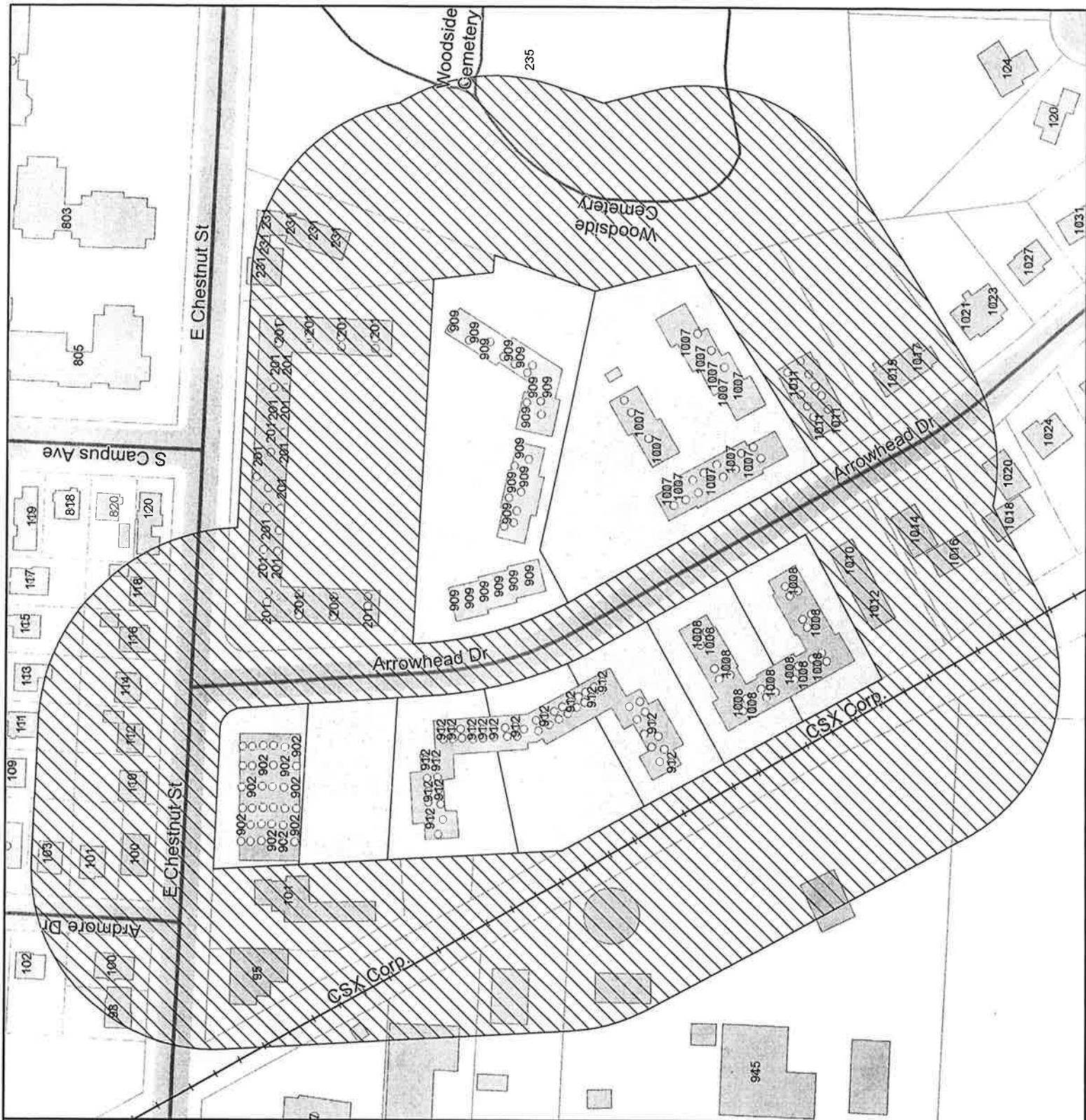
Surrounding Property Owners Notifications Map

Legend

- Subject Parcels
- 200 Ft. Buffer
- Oxford Corp. Limit
- Address Point
- Parcel
- 16.5' Vacated ROW
- Building Footprint
- Paved Roadway

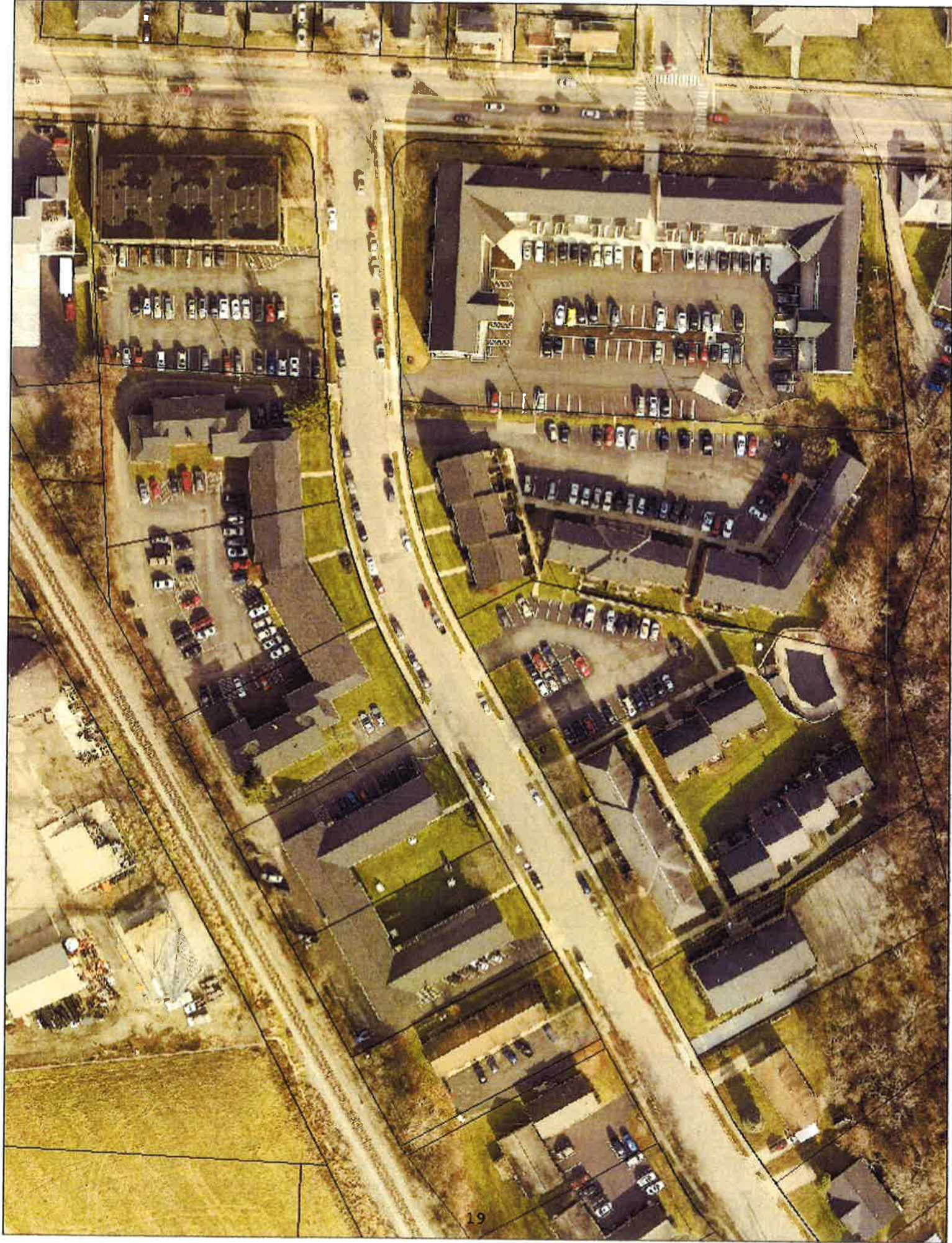


1 inch = 150 feet



Prepared on Tuesday, December 20, 2016

The City of Oxford does not guarantee the dimensional accuracy of this map. Precise dimensional accuracy should be based upon recorded deeds, plats or a professional survey.



To Whom it may Concern:

Please be advised that GMS Acquisition, LLC has our permission to submit applications for the approval of a Final Planned Development on Lots 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1730, and 1731 within the Brookside of Chestnut Development.

Thank You.

Anthony M. Sansalone

Brookside at Chestnut L.L.C.

11/18/16
Date



Internal Use Only:

Case No.

OC-2016-22

Date Filed

11/28/16

Planned Development Application

Application Type

Choose One

☐

Preliminary (\$400)

☐

Final (\$400)

☒

Preliminary & Final (\$400)

Applicant Information

Attach a Letter of Agency if the Applicant is not the property owner.

Name *

GMS Acquisitions LLC

Mailing Address *

20033 Detroit Road

City, State & Zip Code *

Cleveland, OH 44116

Telephone Number *

440-339-8981

Email Address

guy@newbrookpartners.com

Owner Information

Name *

Brookside at Chestnut, LLC

Mailing Address *

9918 Carver Rd, Ste 110

City, State & Zip Code *

Cincinnati, OH 45242

Telephone Number *

Email Address

Engineer/Surveyor Information

Name *

Bayer Becker

Mailing Address *

110 South College Avenue, Suite 101

City, State & Zip Code *

Oxford, Ohio 45056

Telephone Number *

513-523-4270

Email Address

brookelindholm@bayerbecker.com

Location and Lot Information

Name of Subdivision *

Brookside at Chestnut

Location of Property *

Parcels H4100-114-000-003,004,005,006,007,008,009,013,014

Legal Description *

Entire Lot #1382, 1383, 1384, 1385, 1386, 1387, 1388, 1730, and 1731

Zoning District *

R-3/R-PUD

Total Area *

6.06

Acres

Submission Requirements and Documentation

The application requirements (Section 1145.05¹) for a preliminary and final planned development are different. The final planned development application requires a greater degree of accuracy and completeness than does the preliminary planned development application. This section describes the application content requirements for each step of the process.

Thirteen (13) complete sets of all information shall be submitted with each preliminary and final application. If any information is submitted in color or on non-standard paper, more copies may be required. The Zoning Administrator may modify this requirement based upon

O. Other information as required by the Planning Commission or Council.

(7) Elevations. Elevations of proposed structures or typical elevations if structures are not yet designed.

(8) Other. Photographs of the existing site and its surroundings.

(b) Final Plan.

- (1) The same items and information as required for the preliminary plan, except that the approximations shall be refined to specific locations, dimensions, and descriptions.
- (2) A detailed traffic impact analysis, including all modes of transportation, prepared by a qualified professional engineer
- (3) Any additional description or information requested by the Planning Commission or Council during the preliminary plan approval process.
- (4) Detailed agreements, contracts, deed restrictions, and sureties that will be used to guarantee performance of the development during and after construction.

Surrounding Property Owners

On a separate sheet, provide the parcel numbers, names, and mailing addresses of all property owners within 200 feet of all boundaries of the property in question. The Butler County Auditor Real Estate Search² is helpful when searching for the mailing address of adjoining property owners. It allows you to search by owner, address, or parcel number.

Decision Process

A preliminary plan shall be approved prior to approval of a final plan, although the processes can be concurrent for small, single phase developments. Both preliminary and final plan approval require a Planning Commission recommendation and Council approval. The review is based on the General Decision Standards found in Section 1145.06¹.

Fees & Receipt

The required fee for preliminary and final is \$400.00 plus \$100 per acre, plus postage charge. To calculate the postage charge, multiply the number of adjoining properties by current postage rate³.

Sign and Date

Applicant Signature *

Date *

 6-7 TOWN
11/14/17

Submit Application, Submission Requirements and Documentation, and Fees

We will not accept incomplete applications and/or plans and documentation.

Send or drop off this application with required preliminary plans containing all required information as attachments and a check for fee and postage charges made payable to **City of Oxford**, to Community Development Director, 101 East High Street, Oxford, OH 45056.

Direct questions to the Community Development Dept. at 513-524-5204. The application will be placed on the next possible agenda.

Note: You must adhere to notification and publication requirements. Submit materials 45 days prior to the proposed Planning Commission meeting on which the action is requested. City Staff will place a public hearing sign on the subject property. **The Applicant is responsible for removing the signage at the completion of the hearing(s).**

For Staff Use Only

Fee Paid Date *

11/28/16

Receipt Number *

12 5534

¹ See City of Oxford Codified Ordinances: <http://www.cityofoxford.org/fees-ordinances-and-charter>

² Butler County Auditor Real Estate Search: <http://www.butlercountyauditor.org/>

³ The United States Postal Service: <http://www.usps.com/>



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November 28, 2016

Mr. Sam Perry
Planner
City of Oxford
101 East High Street
Oxford, Ohio 45056

Re: Chestnut Row (redevelopment of Miami Village)
Preliminary and Final PUD Submittal

Dear Mr. Perry:

Enclosed please find the following items in support of GMS Acquisitions LLC's Application for Preliminary and Final Planned Development approval for the redevelopment of Miami Village located on the east and west sides of Arrowhead Drive, south of Chestnut Street. The new development shall be called Chestnut Row.:

- 1) Executed Planned Development Application.
- 2) Checks totaling \$1,021.51 made payable to the City of Oxford for the application fee.
- 3) CD containing a pdf of all the submitted documents.
- 4) 2 copies of drainage calculations.
- 5) Thirteen individual packets containing one (1) copy of each of the following:
 - a. Planned Development Application.
 - b. An Affidavit from Brookside at Chestnut LLC granting GMS Acquisitions LLC permission to submit applications for the approval of a Preliminary and Final Planned Development.
 - c. List of property owners within 200 feet of the site.
 - d. Legal descriptions of the property.
 - e. Site construction drawings including demolition plan, site layout, utilities, grading and landscaping.
 - f. Lot Coverage/Open Space Exhibit.
 - g. Preliminary Building Elevations.
 - h. Final PUD Plan.
 - i. Trash enclosure details
 - j. Proposed signage details.
 - k. Photometric lighting plan, with fixture and pole details.
 - l. Photos of the subject site and surrounding area.
 - m. Traffic Evaluation.
- 6) Applicant:

6900 Tylersville Road, Suite A
Mason, OH 45040
513-336-6600

110 S. College Ave., Ste. 101
Oxford, OH 45056
513-523-4270

1404 Race Street, Suite 204
Cincinnati, OH 45202
513-834-6151

209 Grandview Drive
Fort Mitchell, KY 41017
859-261-1113

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GMS Acquisitions LLC
20033 Detroit Road
North Ridge Annex Suite E
Cleveland, Ohio 44116
440-339-8981

Owner:

Brookside at Chestnut, LLC
9918 Carver Road, Suite 110
Cincinnati, Ohio 45242

7) Design Professionals:

a. Architect:

PDT Architects, LLC
300 West Fourth Street
Cincinnati, Ohio 45202
513-745-6715

b. Engineer, Surveyor & Landscape Architect:

Bayer Becker
110 S. College Ave., Suite 101
Oxford, OH 45056
513-336-6600

8) Description of use and site:

- a. A legal description of the boundary of the proposed development is enclosed.
- b. The property currently contains 11 multi-family residential buildings containing 189 units.
- c. The property is zoned R-3 Multi Family Residential District.
- d. A description of the proposed planned development:
 - i. The number of housing units by size and type proposed within each phase.
Chestnut Row will consist of 128 residential units contained within 3 buildings. The entire development will be constructed at one time, in a single phase.
 - ii. A description of any nonresidential operations, including types of goods sold, services performed, and expected number of customer, clientele, delivery, and service vehicles.
Not applicable.
 - iii. The hours of operation of any nonresidential use.
Not applicable.
 - iv. A phased development schedule, if applicable, that indicates the location and timing of phases and demonstrates that each completed phase would form a reasonably independent unit if succeeding phases were abandoned.
The developer intends to construct the development in a single phase.
- e. A narrative statement that evaluates the compatibility of the proposed planned development with the general vicinity and adjacent properties.
 - i. How the proposed uses are similar to or different from existing area uses and if there will be any interaction between the proposed site and adjacent sites.

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The proposed use, multi-family residential, is identical and less dense than the existing multi-family development on the property. GMS Acquisitions LLC also operates the development to the north, Chestnut Place. It is their intention to allow the residents of Chestnut Place to utilize the amenity space within Chestnut Row.

- ii. How any existing structures, proposed structures, and the site design relate adjacent to structures and sites.

The proposed site design addresses the street and creates a sense of a boulevard by pulling the multi-family buildings as close to the street as permitted by zoning (up to the 25' setback). The parking is placed behind the buildings, effectively screening parked cars from the view along the street. The 3-story buildings will compliment the adjacent 3-story and 2-1/2-story structures in massing as well as materials. The design calls for these quality exterior materials to both fit into the neighboring building fabric as well as provide a durable and low maintenance multi-family project:

- 1) Brick veneer that will closely match the reddish brick of the adjacent Chestnut Place project*
- 2) Warm, earth-tone horizontal siding and trim*
- 3) Pitched roofs with dimensional asphalt shingles*
- 4) Cast stone accent pieces*

- iii. If the proposed uses will involve any operations that create potential nuisances such as excessive noise, lighting, odor, fumes, vibrations or emissions.

The proposed use, residential, will not involve any operations that create potential nuisances.

- iv. How any potential negative effects on adjacent land will be mitigated.

Chestnut Row will not have a negative effect on adjacent land, as the use of the property will remain the same. Furthermore, the redevelopment of the property will improve the area with the addition of landscaping and updated buildings.

- f. A statement about why the location proposed is appropriate for the planned development.

Arrowhead Drive is an ideal location for the Chestnut Row development for several reasons:

- 1) One of the Land Use Principles of the Comprehensive Plan, indicates that infill development and redevelopment of underutilized sites is a priority.*
- 2) The property is zoned appropriately for multi-family residential development, R-3 multi-family residential.*
- 3) Currently, the property contains 11 multi-family residential buildings with 6 driveways. A planned development will provide an opportunity to construct a more cohesive, improved development consisting of 3 buildings and 2 driveways.*
- 4) Due to the close proximity to Miami University campus, it is an ideal location for students to live.*
- 5) The infrastructure is currently in place to support a residential development.*

- g. A statement of the necessity or desirability of the proposed planned development to the neighborhood or community.

The continued market demand for quality student housing places additional pressures on the core neighborhoods and redevelopment of Miami Village will aid in alleviating some of this pressure.

- h. Proposals for the provision of public utilities and services, if insufficient or not available for the planned development, or for the provision of suitable private utilities and services.

Page 4
Mr. Sam Perry
Chestnut Row
November 28, 2016

Public water and sanitary sewer are available to the property. Stormwater detention was not provided for the existing development. The redevelopment of the property will result in a decrease in the impervious area, thus detention will not be provided.

Please place this item on the January 10th Planning Commission Meeting agenda.

Should you have any questions, or need any additional information, please do not hesitate to contact us.

Sincerely,



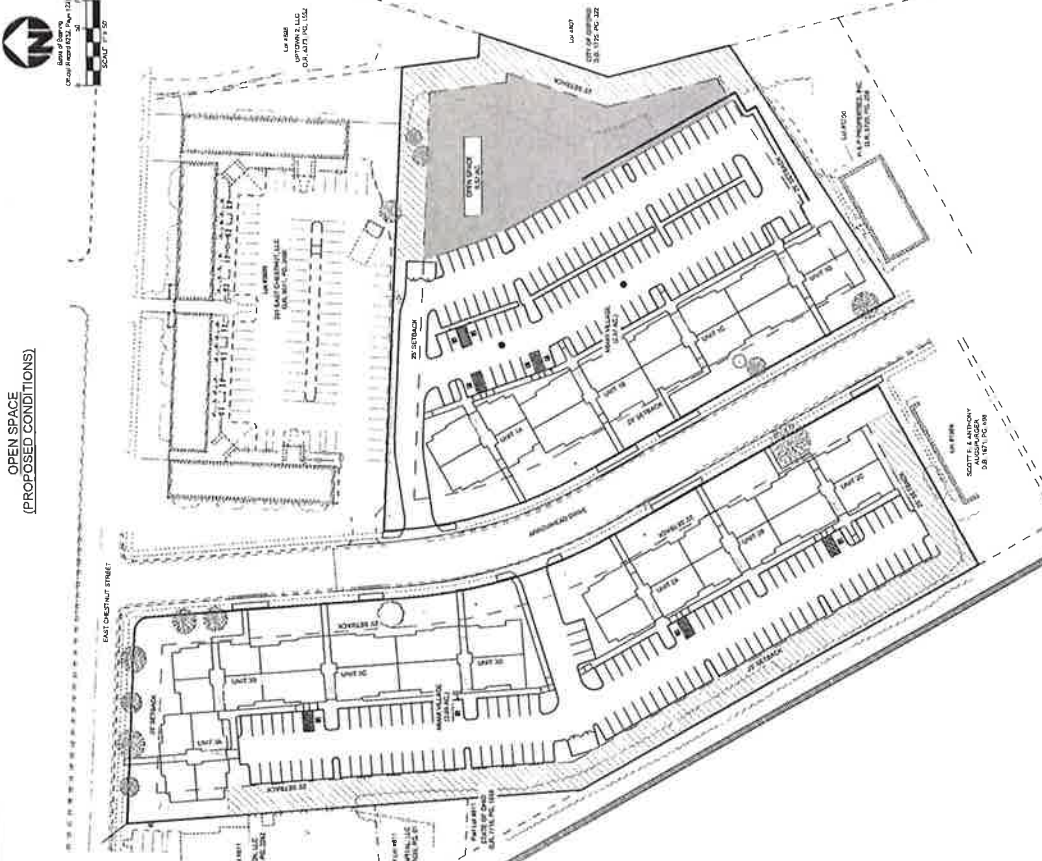
Brooke Lindholm, PE



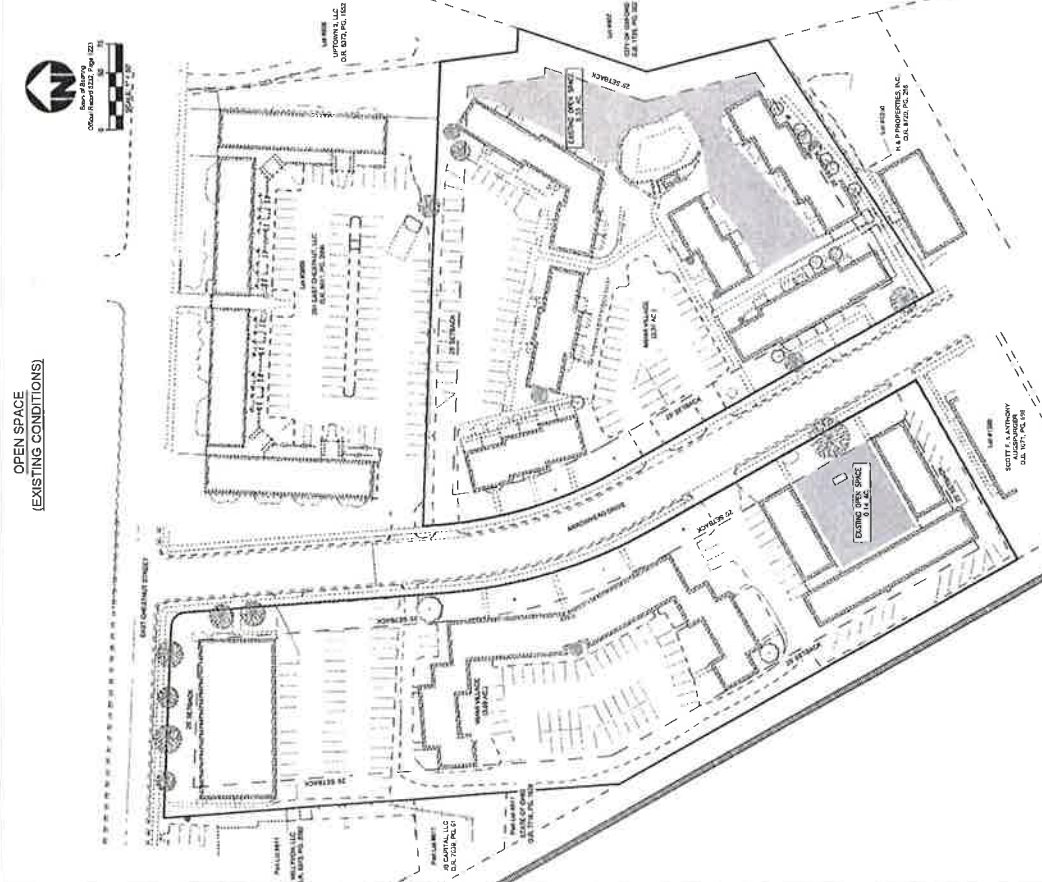
CHESTNUT ROW
ARROWHEAD DRIVE
CITY OF OXFORD
BUTLER COUNTY, OHIO

OPEN SPACE PLAN

Project Name	ARROWHEAD DRIVE
Client	ARROWHEAD DRIVE
Design Team	ARROWHEAD DRIVE
Scale	AS SHOWN
Date	11/22/2016



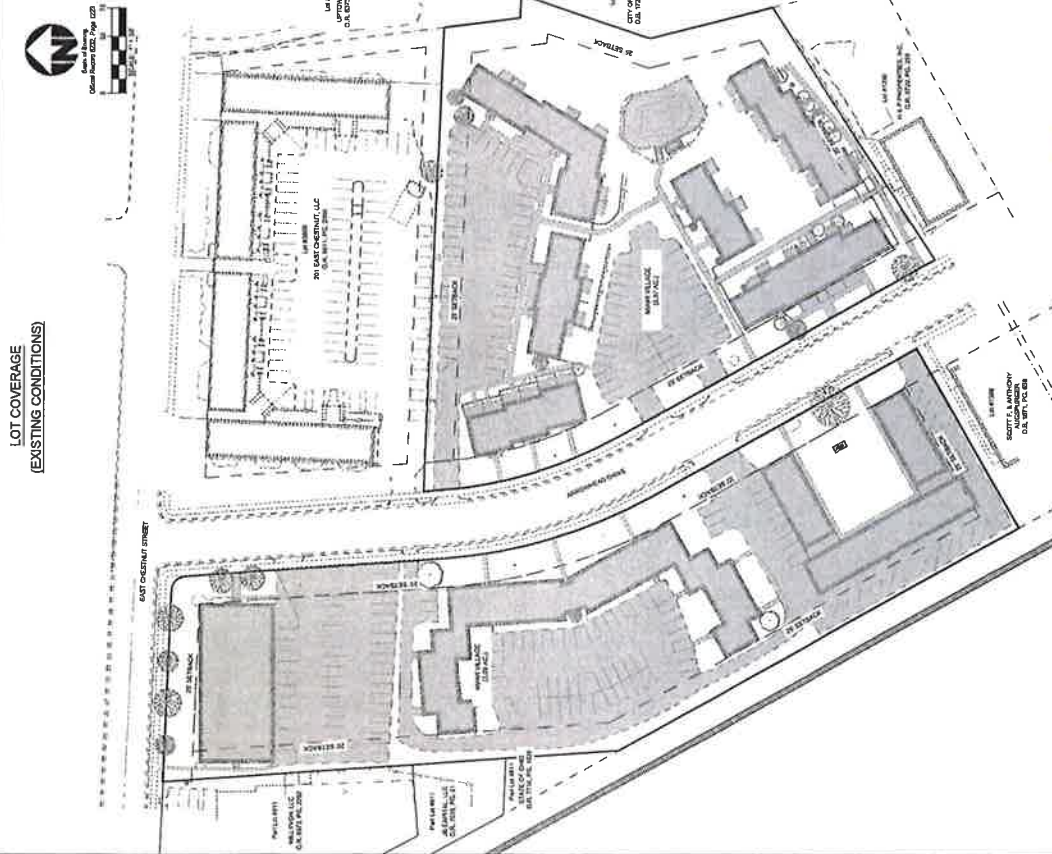
OPEN SPACE
(PROPOSED CONDITIONS)



OPEN SPACE
(EXISTING CONDITIONS)

OPEN SPACE			
TOTAL LOT ACRES =	6.01 AC	LOT AREA	OPEN SPACE
EXISTING OPEN SPACE =	1.27 AC (21.13%)	EXISTING CONDITIONS	0.47 AC (7.75%)
PROPOSED CONDITIONS	6.01 AC	PROPOSED CONDITIONS	0.52 AC (8.59%)
NET INCREASE IN OPEN SPACE =	0.05 AC (0.84%)	NET INCREASE IN OPEN SPACE =	0.05 AC (0.84%)

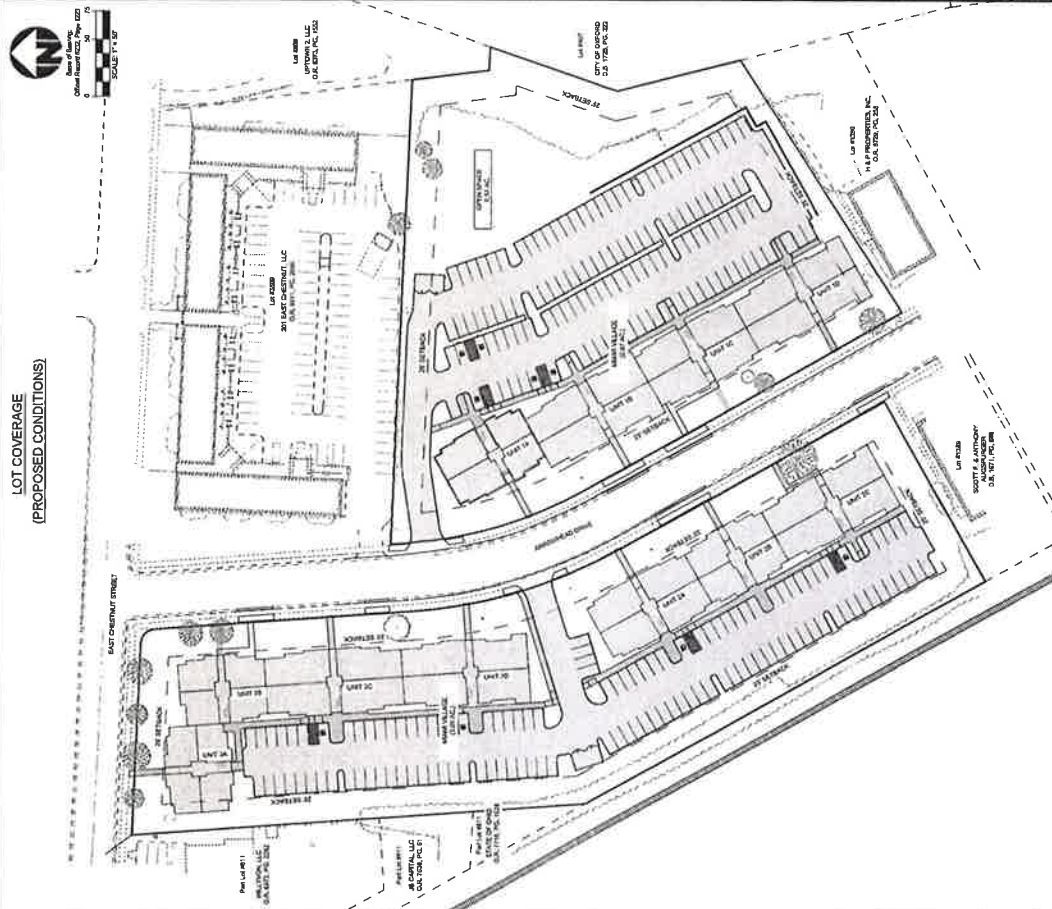
LOT COVERAGE
(EXISTING CONDITIONS)



LOT COVERAGE

LOT COVERAGE	LOT AREA	LOT COVERAGE
EXISTING CONDITIONS	6.081 AC	5.24 AC (86.45%)
PROPOSED CONDITIONS	6.081 AC	3.50 AC (57.79%)
NET REDUCED IN IMPERVIOUS AREA		1.74 AC (28.7%)

LOT COVERAGE
(PROPOSED CONDITIONS)



LEGEND



Date: November 17, 2016
Description: Entire Lots #1730 & #1731
Location: City of Oxford
Butler County, Ohio



Situated in the State of Ohio, Section 26, Town 5, Range 1, Oxford Township, Congress Lands West of the Miami River, City of Oxford, Butler County and being entire Lot #1730 and #1731 of the Re-Plat of Part of Indian Hills Estates Subdivision #1 as recorded in Plat Envelope 519, Page "B" and being part of the lands of Brookside at Chestnut, LLC, as recorded in Official Record 6389, Page 1328 of the Butler County, Ohio Recorder's Office and being further described as follows;

Beginning at the southwest corner of Lot #3809 of the Re-Plat of Indian Hills Estates #1 as recorded in Official Record 8851, Page 1830 of the Butler County, Ohio Recorder's Office and being on the easterly right of way of Arrowhead Drive and being the **True Point of Beginning**;

- thence, leaving the easterly right of way of said Arrowhead Drive and with the southerly boundary of said Lot #3809, South 87° 28' 18" East, 406.13 feet to the westerly boundary of Lot #808 and being the lands of Uptown 2, LLC as recorded in Official Record 8373, Page 1532 of the Butler County, Ohio Recorder's Office;
- thence, leaving the southerly boundary of said Lot #3809 and with boundary of said Lot #808, South 07° 11' 18" East, 67.45 feet;
- thence, South 87° 28' 18" East, 20.46 feet to the westerly boundary of Lot #807 and being the lands of the City of Oxford as recorded in Deed Book 1725, Page 322 of the Butler County, Ohio Recorder's Office;
- thence, leaving the boundary of said Lot #808 and with the westerly boundary of said Lot #807, South 18° 42' 42" West, 119.23 feet;
- thence, South 14° 17' 18" East, 110.00 feet to the northeast corner of Lot #1390 of Indian Hills Estates Subdivision #1 as recorded in Plat Envelope 506, Page "B" and being the lands of H & P Properties, Inc. as recorded in Official Record 8729, Page 258 of the Butler County, Ohio Recorder's Office;
- thence, leaving the boundary of said Lot #807 and with the northerly boundary of said Lot #1390, South 57° 03' 42" West, 262.82 feet to the easterly right of way of said Arrowhead Drive;
- thence, leaving the northerly boundary of said Lot #1390 and with the easterly right of way of said Arrowhead Drive for the following three courses:
- 1) North 29° 15' 18" West, 316.08 feet;
 - 2) with a curve to the right, having a central angle of 25° 14' 00", a radius of 380.00 feet, an arc length of 167.35 feet, and a chord bearing and distance of, North 16° 38' 18" West, 166.00 feet;

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- 3) North 04° 01' 18" West, 13.38 feet to the **True Point of Beginning**, containing 129,249 square feet or 2.967 acres of land, more or less and being subject to all easements, legal highways, restrictions and rights-of-way of record.

Date: November 17, 2016
Description: Entire Lots #1382, #1383, #1384
#1385, #1386, #1387 & #1388
Location: City of Oxford
Butler County, Ohio



Situated in the State of Ohio, Section 26 and 27, Town 5, Range 1, Oxford Township, Congress Lands West of the Miami River, City of Oxford, Butler County and being entire Lots #1382, Lot #1383, Lot #1384, Lot #1385, Lot #1386, Lot #1387 and Lot #1388 of Indian Hills Estates Subdivision #1 as recorded in Plat Envelope 506, Page "B" and being part of the lands of Brookside at Chestnut, LLC, as recorded in Official Record 6389, Page 1328 of the Butler County, Ohio Recorder's Office and being further described as follows;

Beginning at the northeast corner of Lot #1389 of said Indian Hills Estates #1 and being the lands of Scott and Anthony Augspurger as recorded in Deed Book 1671, Page 698 of the Butler County, Ohio Recorder's office and being on the westerly right of way of Arrowhead Drive and being the **True Point of Beginning**;

thence, leaving the westerly right of way of said Arrowhead Drive and with the northerly boundary of said Lot #1389, South 60° 44' 42" West, 179.92 feet to the easterly right of way of CSX Railroad;

thence, leaving the northerly boundary of said Lot #1389 and with the easterly right of way of CSX Railroad, North 29° 15' 18" West, 400.77 feet to the southerly corner of part of Lot #811 and being the lands of the State of Ohio as recorded in Official Record 7716, Page 1928 of the Butler County, Ohio Recorder's Office;

thence, leaving the easterly right of way of said CSX Railroad and with the easterly boundary of said part of Lot #811, North 04° 01' 18" West, 397.18 feet to the northeast corner of part of Lot #811 and being the northeast corner of the lands of Willyon, LLC as recorded in Official Record 6973, Page 2282 of the Butler County, Ohio Recorder's Office and being on the southerly right of way of Chestnut Street;

thence, leaving the easterly boundary of said part of Lot #811 and with the southerly right of way of said Chestnut Street, South 87° 28' 18" East, 168.85 feet to the westerly right of way of said Arrowhead Drive;

thence, leaving the southerly right of way of said Chestnut Street and with the westerly right of way of said Arrowhead Drive for the following four courses:

- 1) with a curve to the right, having a central angle of 83° 27' 00", a radius of 12.50 feet, an arc length of 18.21 feet, and a chord bearing and distance of South 45° 44' 48" East, 16.64 feet;
- 2) South 04° 01' 18" East, 224.42 feet;
- 3) with a curve to the left, having a central angle of 25° 14' 00", a radius of 440.00 feet, an arc length of 193.78 feet, and a chord bearing and distance of South 16° 38' 18" East, 192.22 feet;

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- 4) South 29° 15' 18" East, 264.58 feet to the **True Point of Beginning**, containing 134,773 square feet or 3.094 acres of land, more or less and being subject to all easements, legal highways, restrictions and rights-of-way of record.



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November 23, 2016

Mr. Victor Popescu, P.E.
City of Oxford
101 East High Street
Oxford, Ohio 45056

Re: Miami Village Residential Development Traffic Evaluation – Existing vs Proposed Redevelopment Impact

Dear Mr. Popescu,

Bayer Becker has completed the following Traffic Evaluation relative to the vehicular impact of the Miami Village Residential Development, a proposed residential redevelopment consisting of approximately 128 dwelling units and located on the east and west sides of Arrowhead Drive, in the City of Oxford, Butler County, Ohio. Miami Village is an existing development consisting of 189 dwelling units that will be raised and rebuilt on the same plot of land. Access to the redeveloped Miami Village Residential Development will be maintained at an existing driveway location approximately 280 feet on the east side and a new/relocated driveway location approximately 370 feet on the west side of Arrowhead Drive; south of East Chestnut Street (centerline to centerline).

Trip generation calculation comparison for the existing development and the proposed redevelopment were determined for the weekday average daily traffic (ADT) and for the AM and PM peak hours of adjacent street traffic using the procedures outlined in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition*. The site generated trips are presented in the following table and the precise ITE trip generation excerpts are provided by attachment.

Land Use	ITE Code	Size	Units	ADT	AM Peak Hour			PM Peak Hour		
				Total	Enter	Exit	Total	Enter	Exit	Total
Miami Village Residential Development – Existing	230	189	DU	1,269	19	77	96	79	43	122
Miami Village Residential Development – Proposed	230	128	DU	899	13	53	66	57	31	88
Difference	-	-61	DU	-370	-6	-24	-30	-22	-12	-34

As shown in the above table, there is a reduction in estimated ADT, AM and PM peak hour trips between the existing and redeveloped Miami Village Residential Development.

East Chestnut Street is classified as an urban minor arterial per the City of Oxford Roadway Alternatives and Classifications Map. Based on the Ohio Department of Transportation (ODOT) traffic counts, the Average Annual Daily Traffic (AADT) for East Chestnut Street east of Arrowhead Drive is 7,652 vehicles per day. Based on the data contained in the ***U.S. Department of Transportation Federal Highway Administration – Highway Functional Classification Concepts, Criteria and Procedures, 2013 Edition***, the traffic volume of an urban minor arterial ranges between 3,000 – 14,000 AADT. Considering the existing mid-range traffic volumes on East Chestnut Street and the impact of the reduction in existing trips generated by the Miami Village Residential Development, the overall traffic impact of the redevelopment project will be minimal.

The ODOT traffic count and the U.S. Department of Transportation data sources are attached.

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513-523-4270

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513-834-6151

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Based upon engineering judgment and the reduction in existing vehicular traffic to be generated by the proposed Miami Village Residential Development, the proposed redevelopment will have a negligible impact on the operations of Arrowhead Drive and the East Chestnut Street/Arrowhead Drive intersection.

Should you have any questions or need anything further, please do not hesitate to contact us.

Sincerely,

A handwritten signature in blue ink, appearing to read "Etta M Reed", is written over the word "Sincerely,".

Etta M Reed, P.E.

cc: Guy Totino, Newbrook Partners

cc: Downtown Village Traffic Evaluation - 161101.docx

Apartment (220)

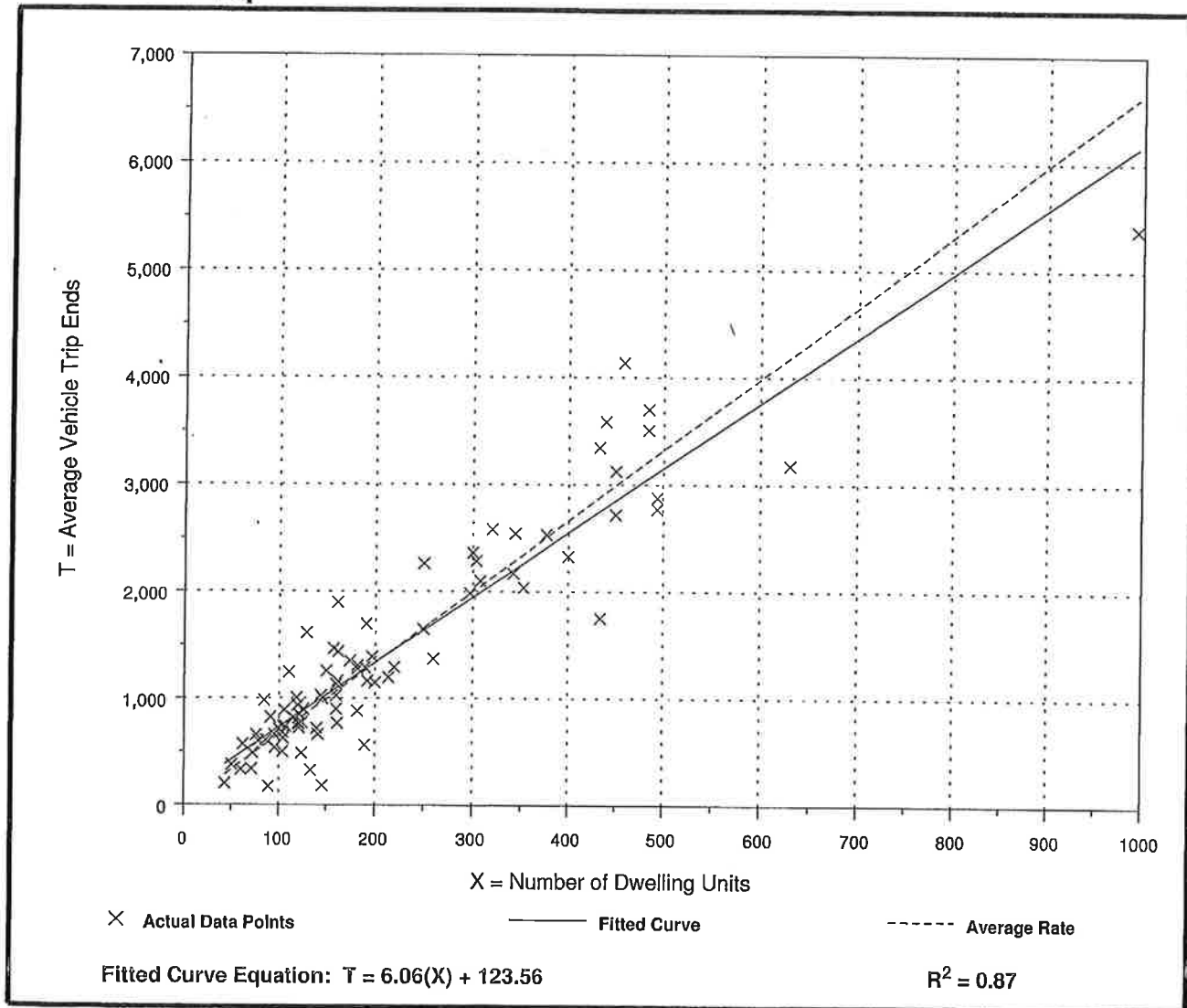
Average Vehicle Trip Ends vs: Dwelling Units On a: Weekday

Number of Studies: 88
Avg. Number of Dwelling Units: 210
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.65	1.27 - 12.50	3.07

Data Plot and Equation



Apartment (220)

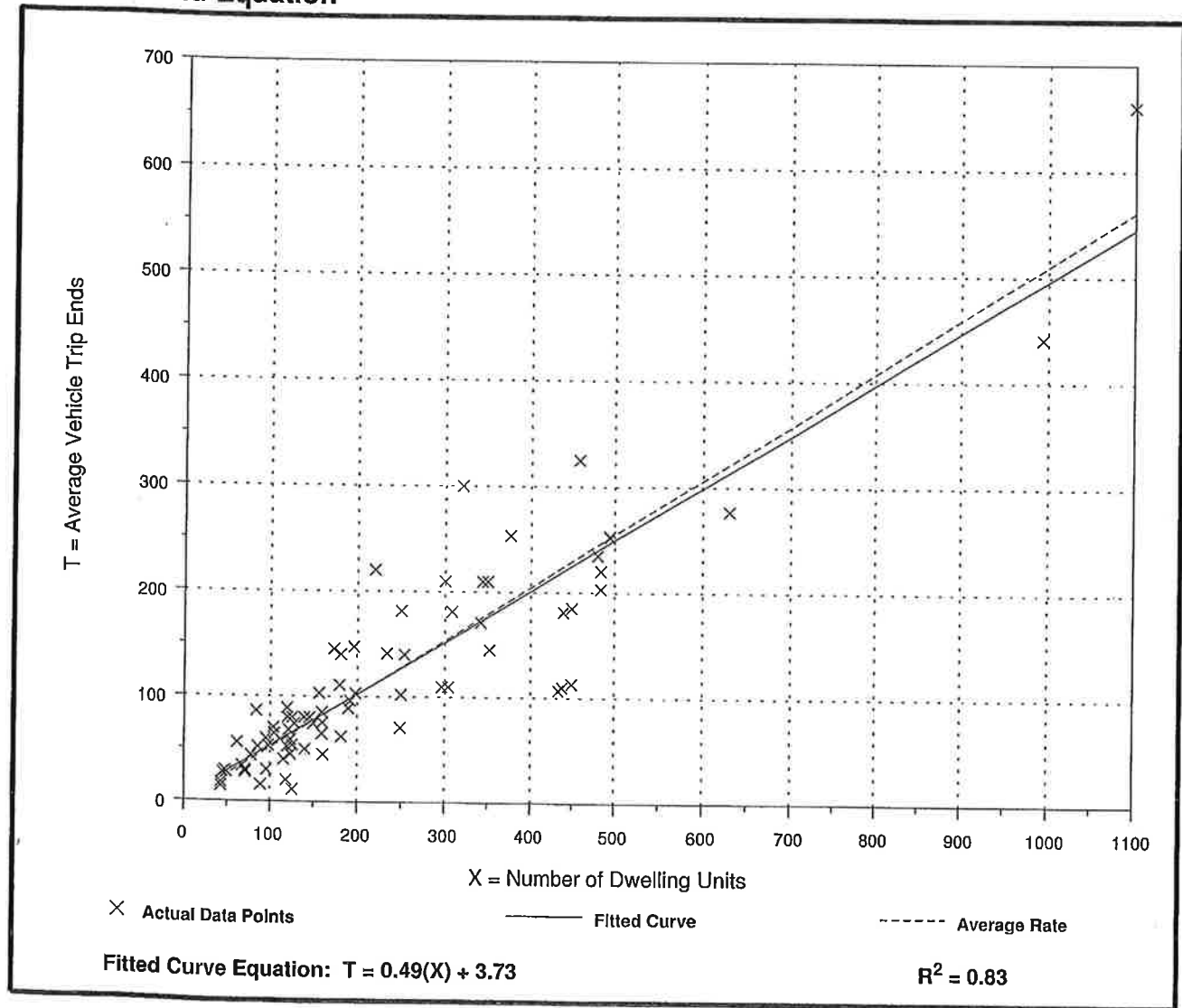
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 78
Avg. Number of Dwelling Units: 235
Directional Distribution: 20% entering, 80% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.10 - 1.02	0.73

Data Plot and Equation



Apartment (220)

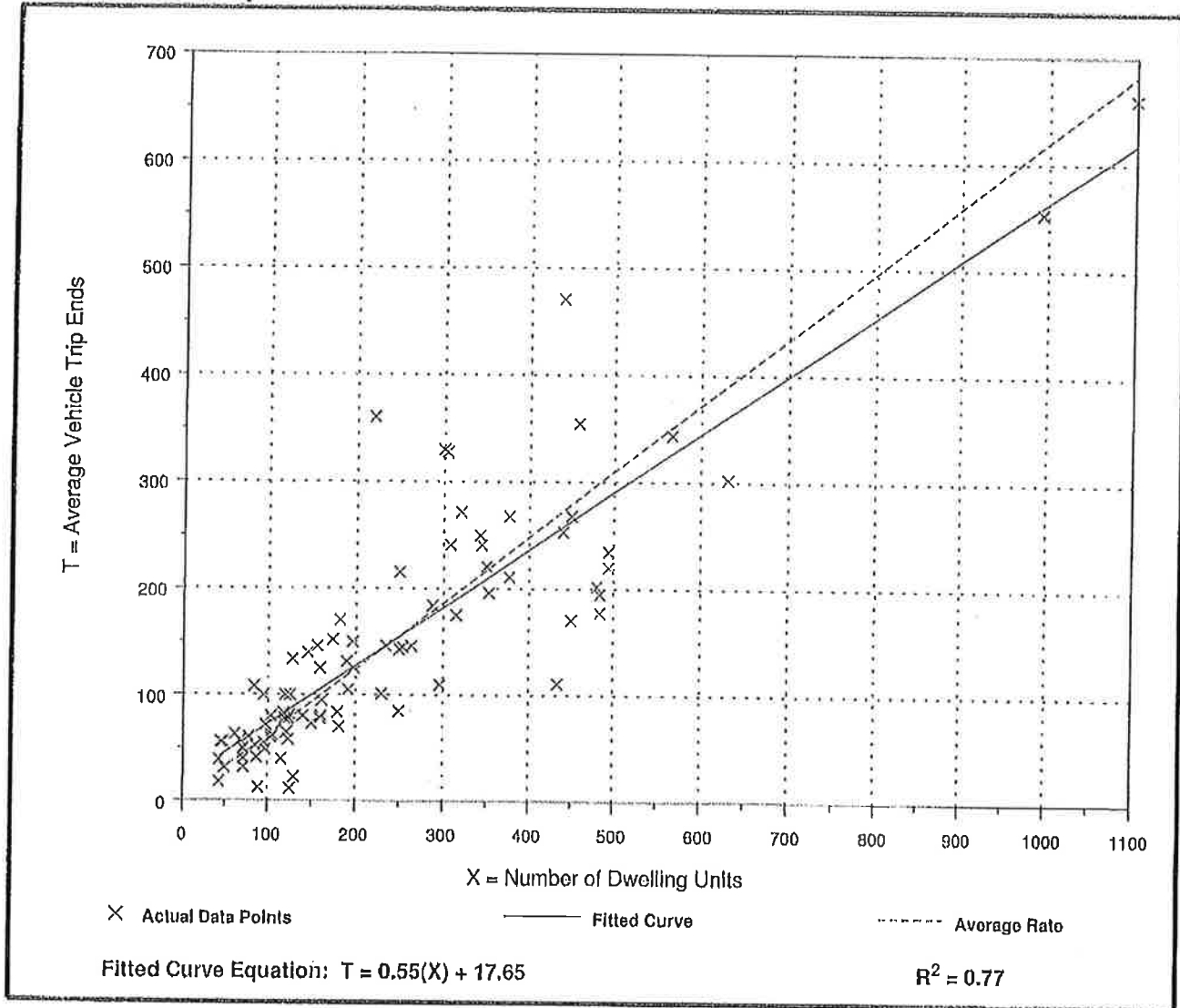
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 90
Avg. Number of Dwelling Units: 233
Directional Distribution: 65% entering, 35% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.62	0.10 - 1.64	0.82

Data Plot and Equation





Transportation Data Management System

List View All DIRs

Record 1 of 1 Goto Record go

Location ID	60998	MPO ID	
Type	SPOT	HPMS ID	
On NHS		On HPMS	
LRS ID	CBUTCR00035**C	LRS Loc Pt.	4.305
SF Group	Urban Minor Arterial (4),Collector(5-6),Local(7)	Route Type	CR
AF Group	URBAN_MINOR_ARTERIAL	Route	00035
GF Group	URBAN_MINOR_ARTERIAL		
Class Dist Grp			
WIM Group			
QC Group	Default		
Funct'l Class	Minor Arterial	Milepost	
Located On	CHESTNUT ST		
Loc On Alias			
More Detail			
STATION DATA			

Directions: 2-WAY

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2015	7,734 ³						Grown from 2014
2014	7,652 ³						Grown from 2013
2013	7,848						
2006	8,381						

Travel Demand Model										
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV	

VOLUME COUNT			
Date	Int	Total	
No Data			

VOLUME TREND	
Year	Annual Growth
2015	1%
2014	-2%
2013	-1%

SPEED				
Date	Int	Pace	85th	Total
No Data				

CLASSIFICATION			
Date	Int	Total	
No Data			

WEIGH-IN-MOTION			
Date	Axles	Avg GVW	Total
No Data			

PER VEHICLE				
Date	Axles	85th	Total	
No Data				

GAP			
Date	Int	Total	
No Data			

PARTIAL COUNT

Date Int 24-Hr Total

NOTES/FILES			
Note	38	Date	

Table 3-5: VMT and Mileage Guidelines by Functional Classifications - Arterials

Typical Characteristics	Interstate				Other Freeways & Expressway				Arterials				Minor Arterial			
	12 feet				11 - 12 feet				11 - 12 feet				10 feet - 12 feet			
Lane Width	4 feet - 12 feet				0 feet - 6 feet				0 feet				0 feet			
Inside Shoulder Width	10 feet - 12 feet				8 feet - 12 feet				8 feet - 12 feet				4 feet - 8 feet			
Outside Shoulder Width	12,000 - 34,000				4,000 - 18,500 ¹				2,000 - 8,500 ²				1,500 - 6,000			
AADT ¹ (Rural)	35,000 - 129,000				13,000 - 55,000 ²				7,000 - 27,000 ²				3,000 - 14,000			
AADT ¹ (Urban)	Divided				Undivided/Divided				Undivided/Divided				Undivided			
Divided/Undivided	Fully Controlled				Partially/Fully Controlled				Partially/Uncontrolled				Uncontrolled			
Access																
Mileage/VMT Extent (Percentage Ranges) ^{1,3}																
Rural System																
Mileage Extent for Rural States ²	1% - 3%				0% - 2%				2% - 6%				2% - 6%			
Mileage Extent for Urban States	1% - 2%				0% - 2%				2% - 5%				3% - 7%			
Mileage Extent for All States	1% - 2%				0% - 2%				2% - 6%				3% - 7%			
VMT Extent for Rural States ²	18% - 38%				0% - 7%				15% - 31%				9% - 20%			
VMT Extent for Urban States	18% - 34%				0% - 8%				12% - 29%				12% - 19%			
VMT Extent for All States	20% - 38%				0% - 8%				14% - 30%				11% - 20%			
Urban System																
Mileage Extent for Rural States ²	1% - 3%				0% - 2%				4% - 9%				7% - 14%			
Mileage Extent for Urban States	1% - 2%				0% - 2%				4% - 5%				7% - 12%			
Mileage Extent for All States	1% - 3%				0% - 2%				4% - 5%				7% - 14%			
VMT Extent for Rural States ²	17% - 31%				0% - 12%				16% - 33%				14% - 27%			
VMT Extent for Urban States	17% - 30%				3% - 18%				17% - 29%				15% - 22%			
VMT Extent for All States	17% - 31%				0% - 17%				16% - 31%				14% - 25%			
Qualitative Description (Urban)	- Serve major activity centers, highest traffic volume corridors, and longest trip demands - Carry high proportion of total urban travel on minimum of mileage - Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area - Serve demand for intra-area travel between the central business district and outlying residential areas				- Interconnect with and augment the principal arterials - Serve trips of moderate length at a somewhat lower level of travel mobility than principal arterials - Distribute traffic to smaller geographic areas than those served by principal arterials - Provide more land access than principal arterials without penetrating identifiable neighborhoods - Provide urban connections for rural collectors - Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service - Spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an arterial roadway - Provide service to corridors with trip lengths and travel density greater than those served by rural collectors and local roads and with relatively high travel speeds and minimum interference to through movement											
Qualitative Description (Rural)	- Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel - Serve all or nearly all urbanized areas and a large majority of urban clusters areas with 25,000 and over population - Provide an integrated network of continuous routes without stub connections (dead ends)															

1- Ranges in this table are derived from 2011 HPMS data.

2- For this table, Rural States are defined as those with a maximum of 75 percent of their population in urban centers.

Storm Sewer Design
10 yr. Storm
Project: Chestnut Row
Job No.: 16-0235

Bayer Becker

Formulas Used:

$Q_r = ACI$
 $V_p = 1.486 R^{1/2} S^{1/2} n$
 $Q_p = A_p V_p$

Designed By: DGB Date: 11/22/2016
Reviewed By: BL Date:
Revisions: Date:

n = 0.011 unless otherwise shown

LOCATION		TOPOGRAPHY					TIME			DESIGN			CAPACITY		INLET DESIGN										
From	To	Impervious C=0.90	Pervious C=0.40	Total Area (acres)	Weighted C*	A/C (acres)	T _{o-inlet} (min.)	T _{p-pipe} (min.)	T _{c-conc.} (min.)	Intensity (in./hr.)	Q _r (c.f.s.)	Pipe Size (inches)	"n"	Distance (ft.)	Velocity (ft./sec)	Q _p (c.f.s.)	Q _r (c.f.s.)	Q _r -Q _p =P _{excess}	%Provided	T _{o-inlet} (min.)	Inlet Invert	Outlet Invert	Outlet Height(ft)	Orifice Flow(cfs)	
12	11	0.25	0.12	0.37	0.74	0.27	5.00	0.35	5.00	6.79	1.85	12	0.011	112	1.00	4.21	1.85	0.00	227	875.58	872.35	871.23	2.73	6.48	
11	10	0.34	0.13	0.47	0.76	0.36	5.00	0.48	5.00	6.79	4.28	15	0.011	150	0.70	6.39	4.28	0.00	149	875.71	870.88	869.63	4.11	12.37	
10	7	0.31	0.12	0.43	0.76	0.33	5.00	0.22	5.48	6.82	6.34	15	0.011	77	0.91	5.83	7.28	6.34	0.00	115	876.34	869.93	869.23	5.78	14.69
9	8	0.71	0.21	0.92	0.79	0.72	5.00	0.18	5.00	6.79	4.91	12	0.011	93	2.51	6.67	4.91	0.00	136	877.90	874.00	871.68	3.40	7.21	
8	7	0.26	0.10	0.36	0.76	0.27	5.00	0.13	5.00	6.79	6.77	12	0.011	74	2.68	7.27	6.77	0.00	107	877.74	871.43	869.23	5.81	9.42	
7	6	0.00	0.00	0.00	0.45	0.00	5.00	0.09	5.70	6.55	12.80	18	0.011	53	1.85	9.56	16.89	12.80	0.00	132	877.54	868.98	868.00	7.81	24.57
6	5	0.15	0.00	0.15	0.90	0.14	5.00	0.10	5.79	6.52	13.62	18	0.011	75	3.35	12.85	22.70	13.62	0.00	167	876.46	868.00	865.50	7.71	24.42
5	4	0.00	0.00	0.00	0.90	0.00	5.00	0.19	5.89	6.49	13.55	24	0.011	69	6.04	18.96	13.55	0.00	140	877.88	865.00	864.65	11.88	53.88	
16	4	0.00	0.07	0.07	0.40	0.03	5.00	0.11	5.00	6.79	0.19	12	0.011	81	5.00	11.99	9.42	0.19	0.00	4954	875.83	869.70	865.65	5.63	9.27
4	3	0.00	0.05	0.05	0.40	0.02	5.00	0.21	6.08	6.42	13.73	24	0.011	75	6.01	18.87	13.73	0.00	137	877.75	864.65	864.28	12.10	54.38	
3	2	0.11	0.00	0.11	0.90	0.10	5.00	0.54	6.28	6.36	14.22	24	0.011	195	6.02	18.90	14.22	0.00	133	875.53	864.28	863.30	10.25	50.05	
2	1	0.43	0.00	0.43	0.90	0.39	5.00	0.14	6.42	6.32	16.57	24	0.011	50	6.02	18.90	16.57	0.00	114	869.86	862.25	862.00	8.61	40.19	
15	14	0.54	0.00	0.54	0.90	0.49	5.00	0.10	5.00	6.79	3.30	12	0.011	70	5.00	11.99	9.42	3.30	0.00	285	865.81	860.55	857.05	4.76	8.53
14	13	0.66	0.00	0.66	0.90	0.59	5.00	0.05	5.10	6.75	7.29	15	0.011	21	1.51	7.84	9.38	7.29	0.00	129	861.22	852.31	852.00	8.29	17.57

give to Victor



CONCEPT RENDERING:
CORNER OF ARROWHEAD & CHESTNUT
 THE VERGE (CHESTNUT ROW)
 OXFORD, OHIO
 12.23.2016



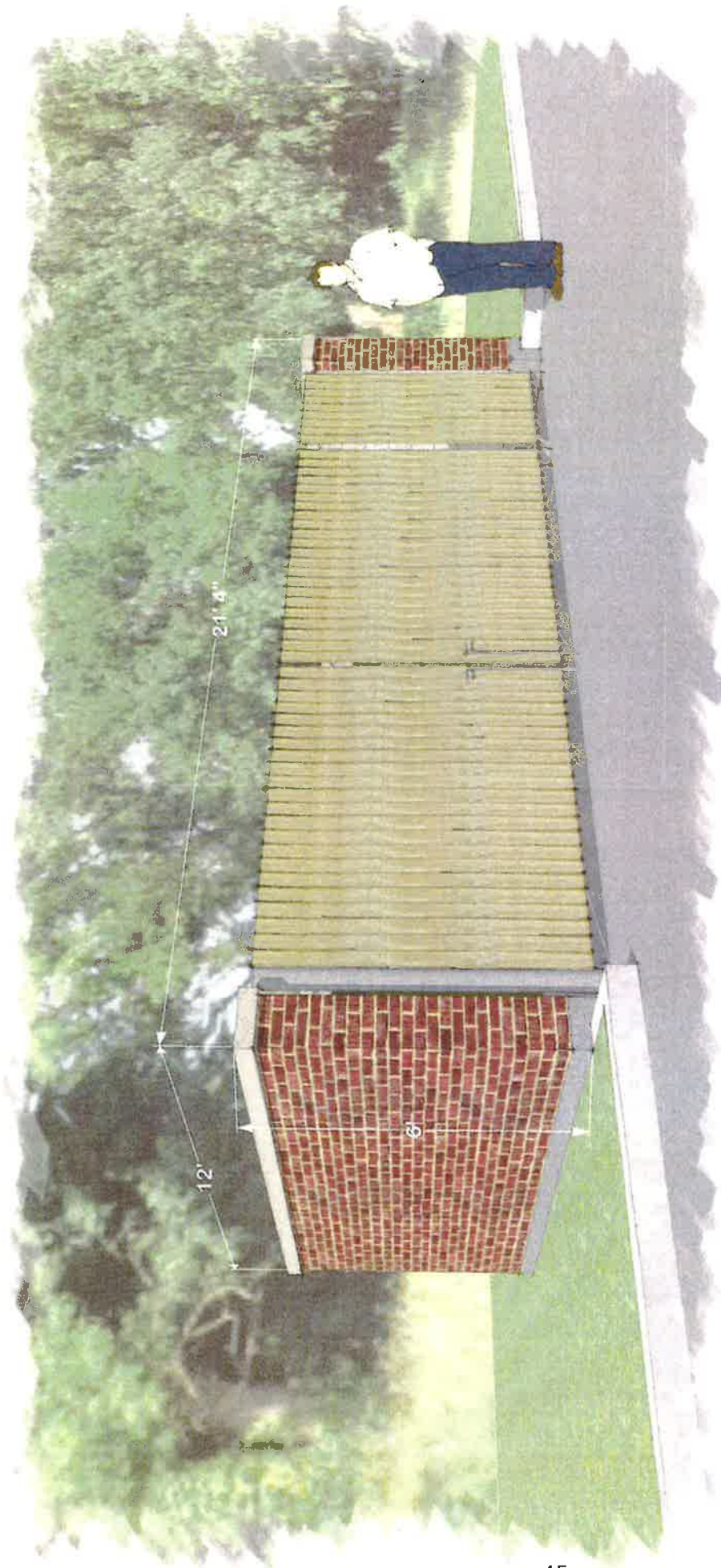
**CONCEPT RENDERING:
FRONT (STREET) ELEVATION**
CHESTNUT ROW APARTMENTS
OXFORD, OHIO
11.22.2016



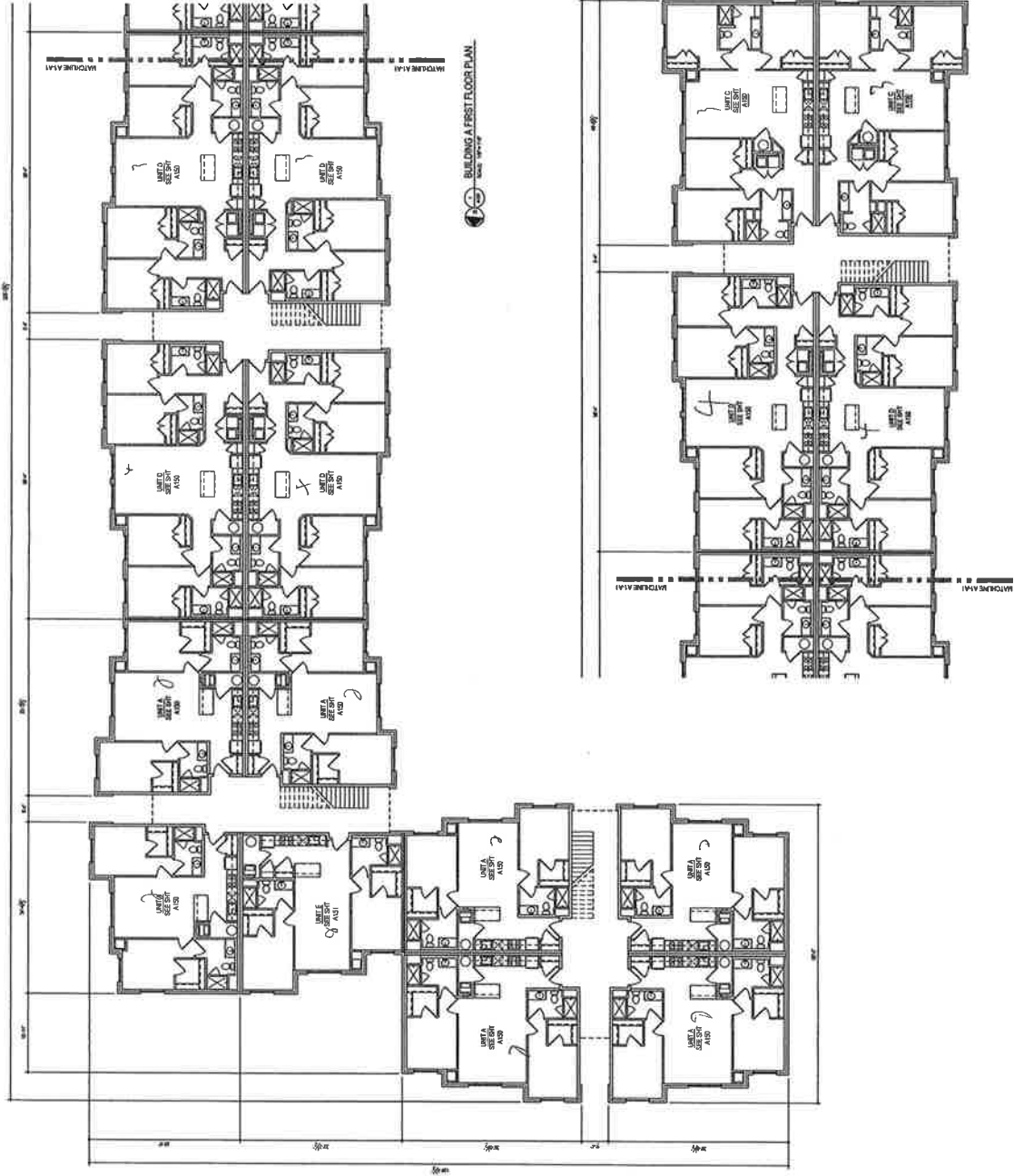
**CONCEPT RENDERING:
REAR (PARKING) ELEVATION**
CHESTNUT ROW APARTMENTS
OXFORD, OHIO
11.22.2016

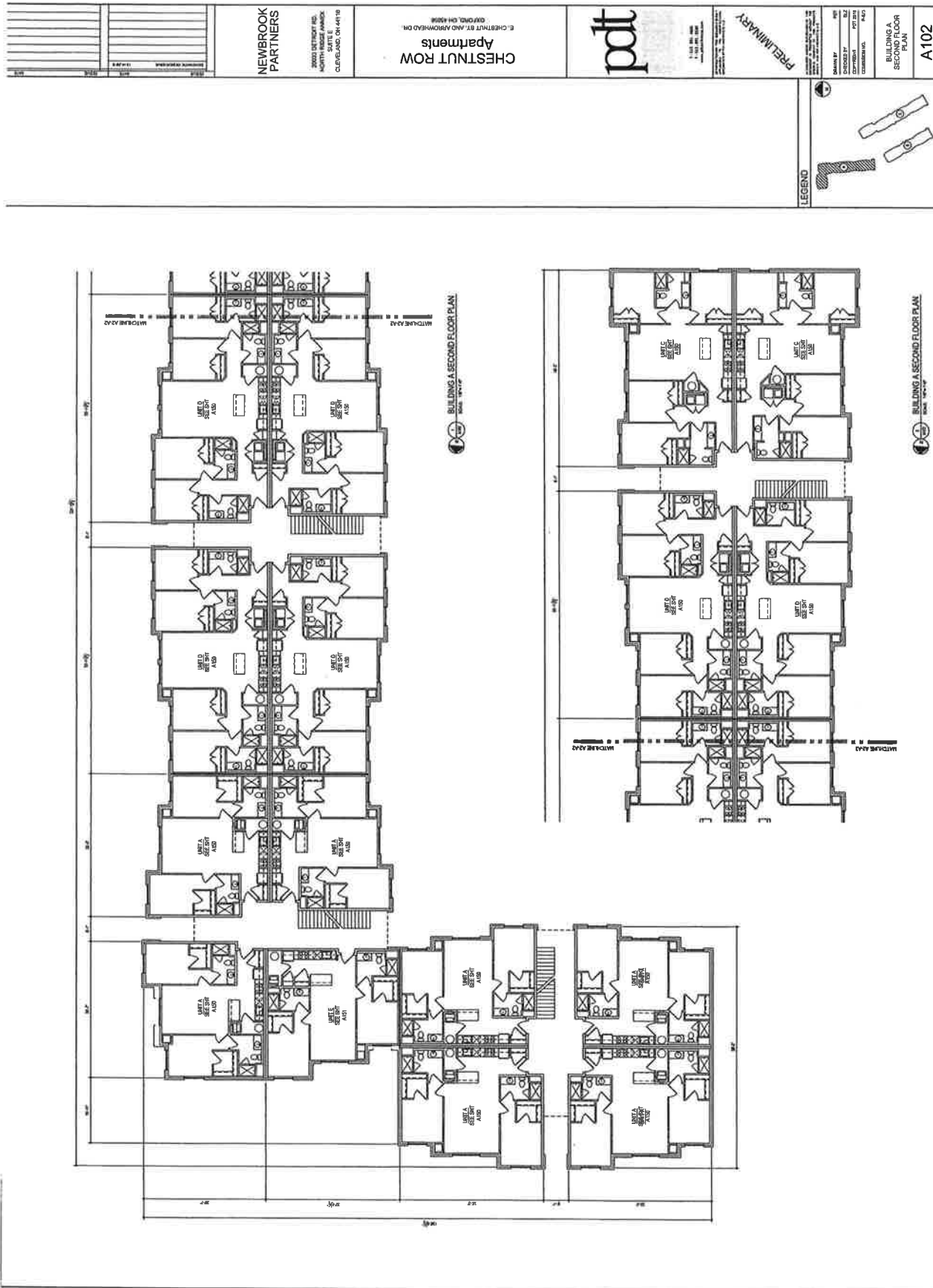


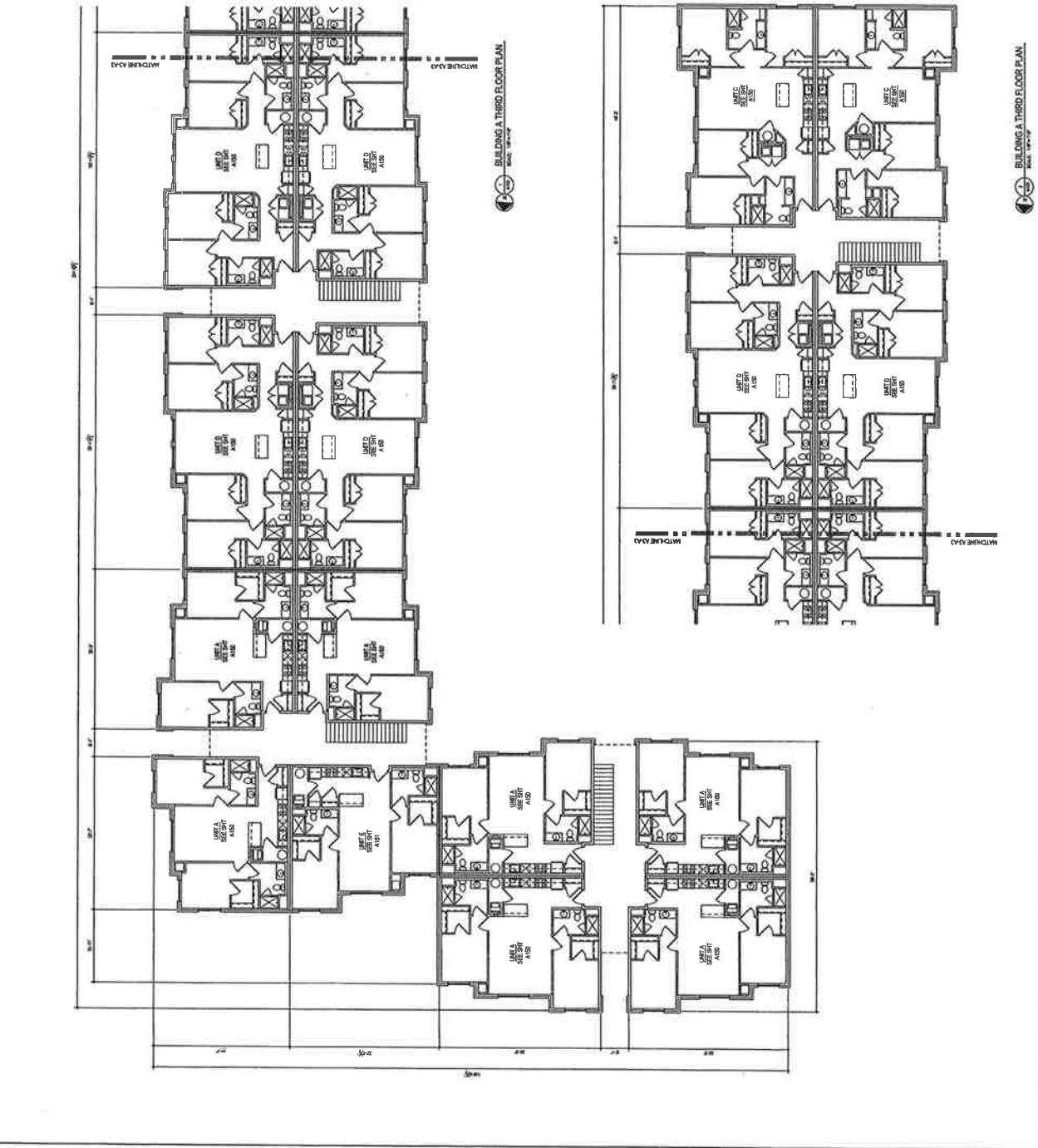
**CONCEPT RENDERING:
FREESTANDING SIGN**
CHESTNUT ROW
OXFORD, OHIO
11.22.2016

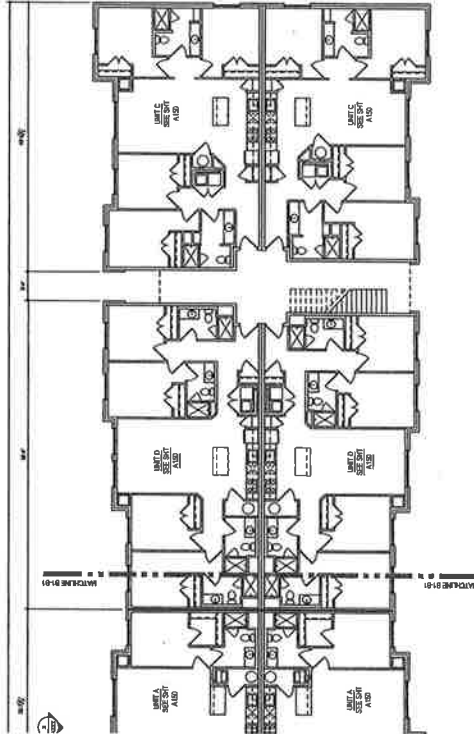
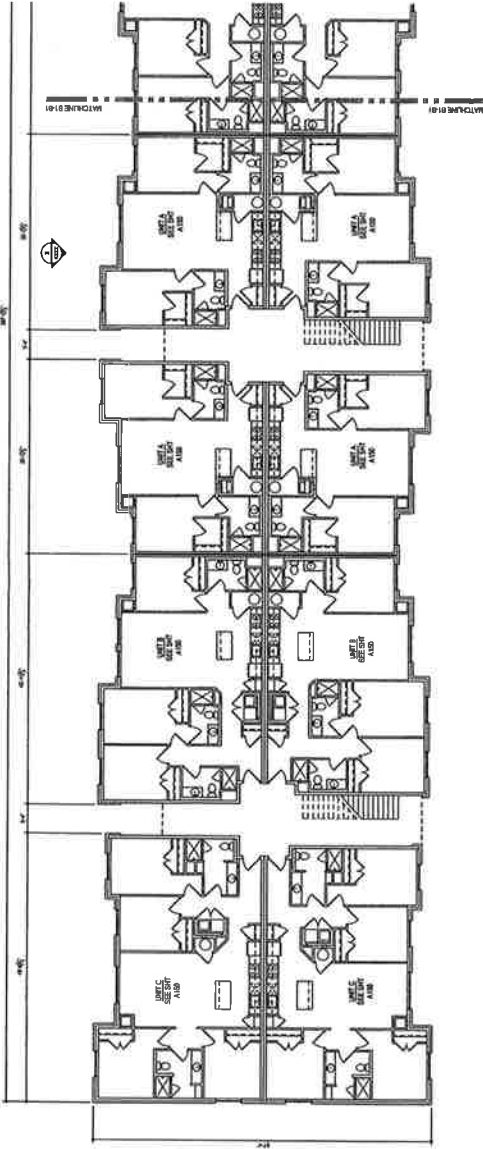


**CONCEPT RENDERING:
TRASH ENCLOSURE**
CHESTNUT ROW APARTMENTS
OXFORD, OHIO
11.22.2016

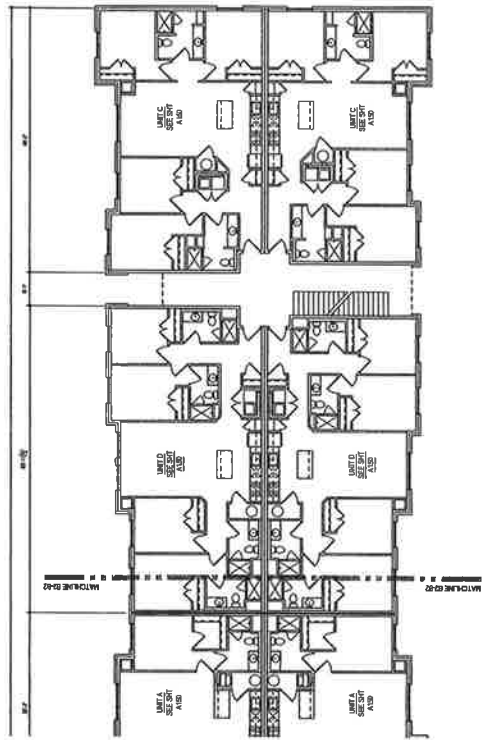
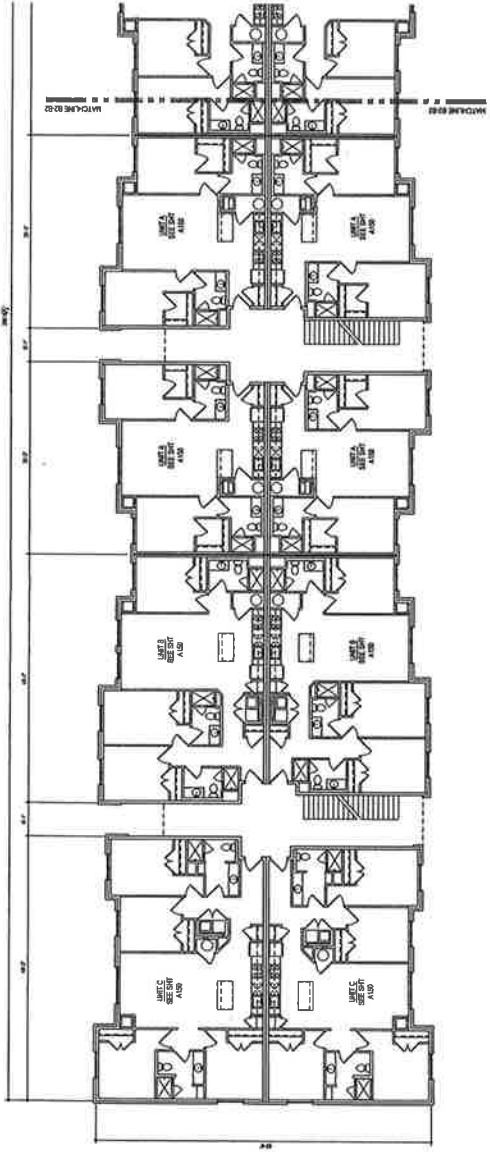




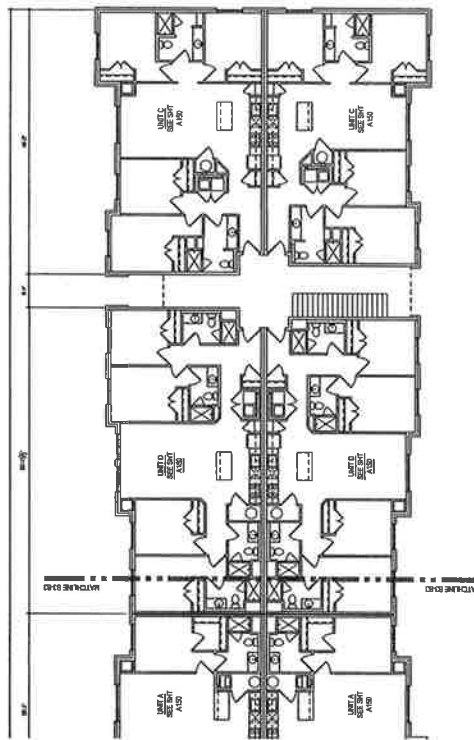
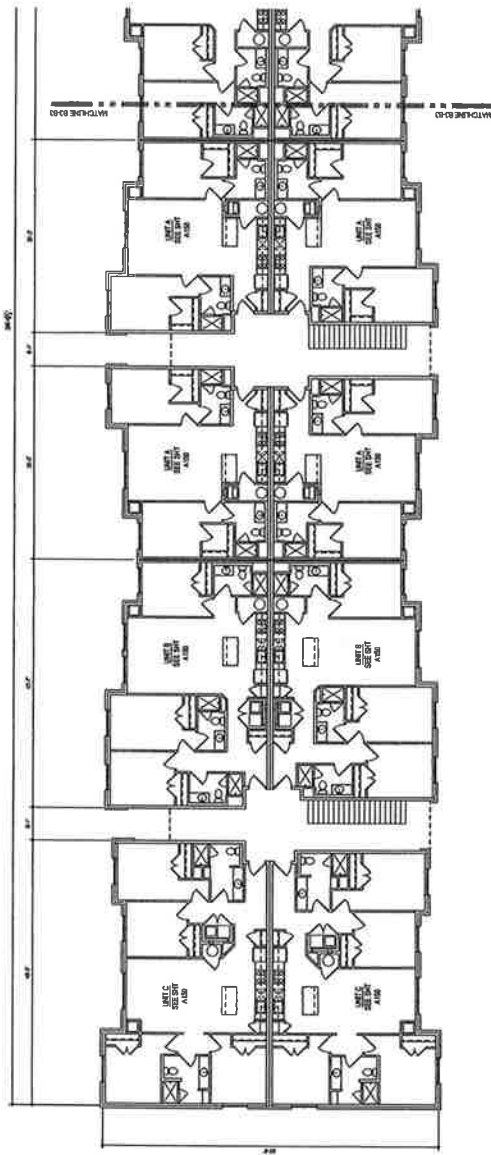


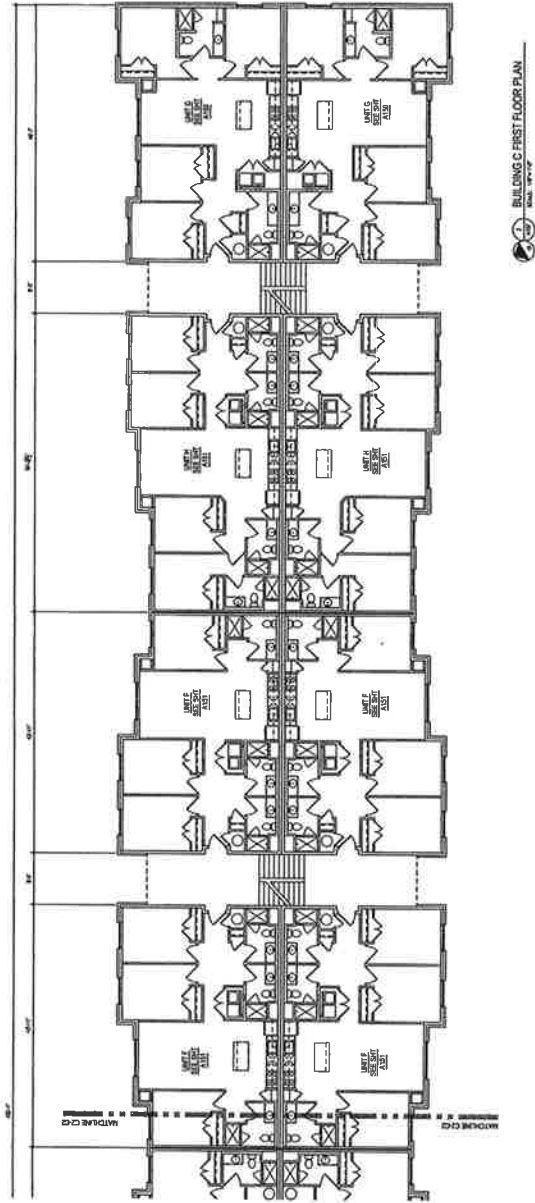
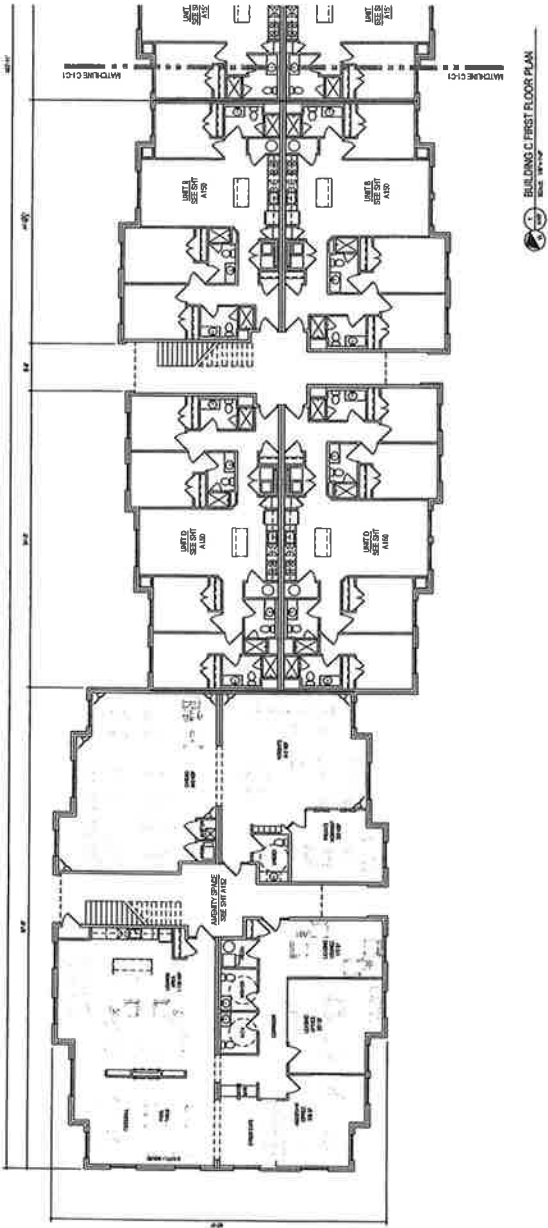


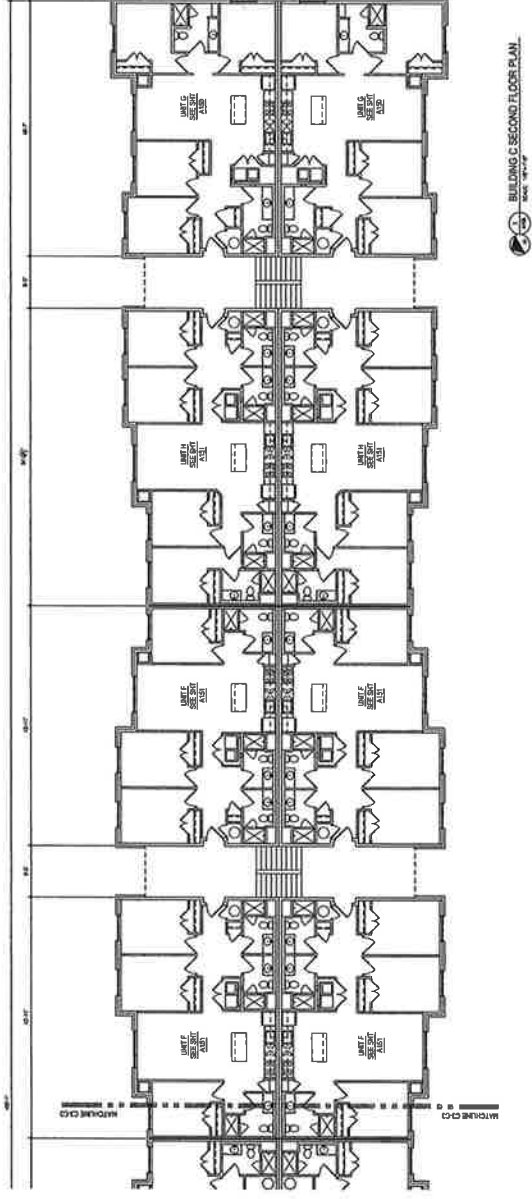
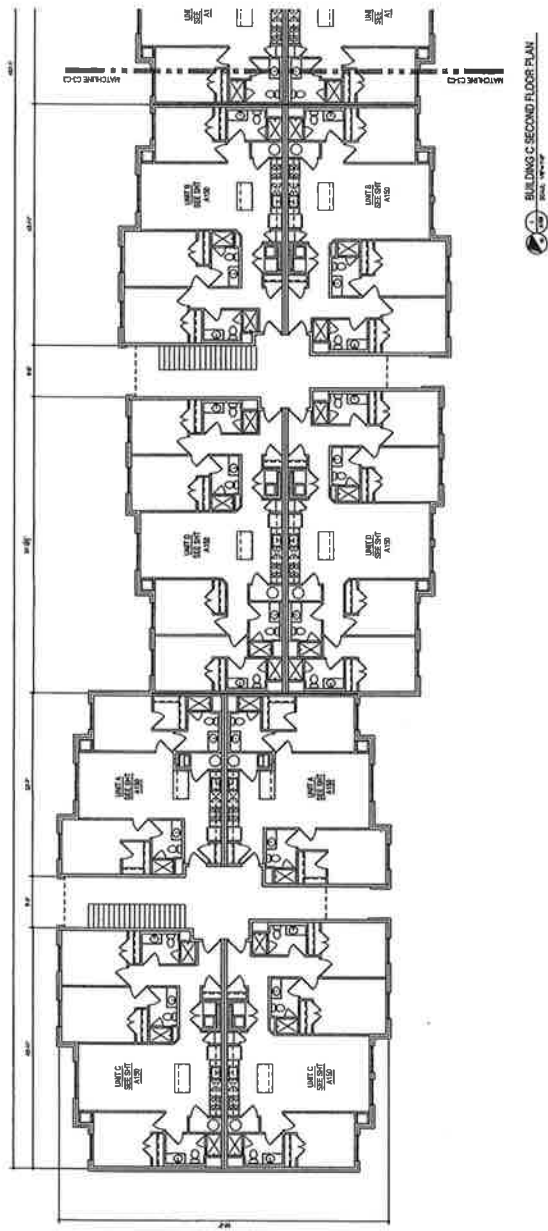
	NEWBROOK PARTNERS 3000 DETROIT RD. NORTH CLEVELAND, OH 44134 (216) 291-1000	CHESTNUT ROW Apartments E CHESTNUT ST. AND ARLINGHEAD DR. CLEVELAND, OH 44106		PRELIMINARY 1-11-10 1-11-10	DRAWN BY: [Name] CHECKED BY: [Name] DATE: [Date]	BUILDING B SECOND FLOOR PLAN	A105
					LEGEND 		

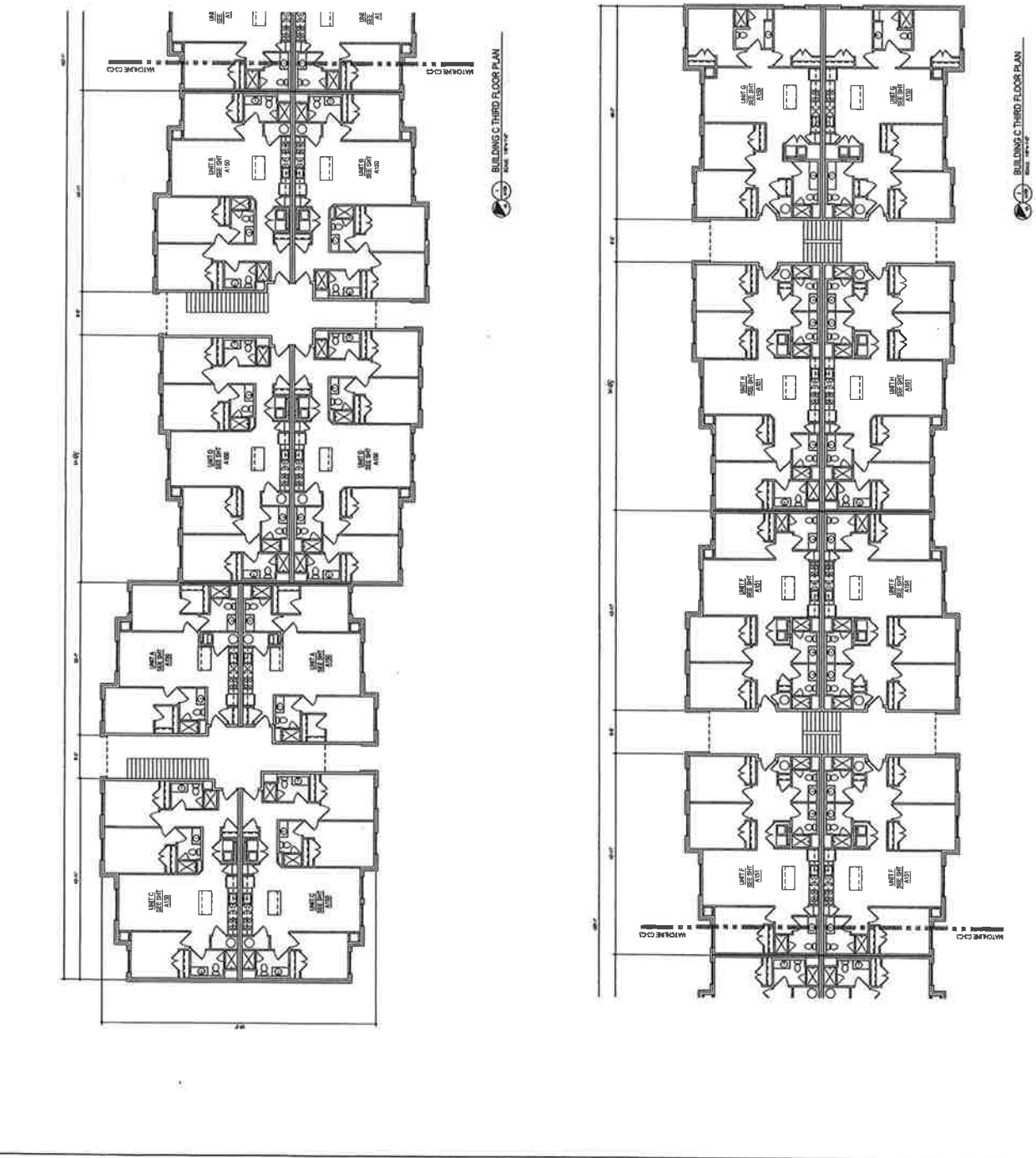


NEWBROOK PARTNERS 2000 DETROIT RD. NORTH RIDGE AVENUE CLEVELAND, OH 44119	CHESTNUT ROW Apartments E. CHESTNUT ST. AND ARLINGROAD DR. CLEVELAND, OH 44104	pdt 11000 W. 130th St. Cleveland, OH 44130 Tel: 216.481.1100 Fax: 216.481.1101 www.pdt.com	PRELIMINARY	DESIGNED BY: PVT CHECKED BY: A2 DATE: 01/11/11	PROJECT NO: 11000 DATE: 01/11/11	BUILDING 8 THIRD FLOOR PLAN	A106
				LEGEND			











View from the northwest property corner facing south along the west property line of existing building #1



View from the northwest property corner facing southeast towards existing building #1



View from the northwest property corner facing east along the walk of Chestnut St. and existing building #1



View from the corner of Chestnut St. and Arrowhead Dr. facing west along the walk of Chestnut St. and existing building #1



View from the corner of Chestnut St. and Arrowhead Dr. facing southwest towards existing building #1



View from the corner of Chestnut St. and Arrowhead Dr. facing southwest towards existing building #1



View from the center of Arrowhead Dr. facing south.



View from the center of Arrowhead Dr. facing southwest.



View from the center of Arrowhead Dr. facing southeast.



View from the center of Arrowhead Dr. at the south property line
facing southwest along existing building #4



View from the center of Arrowhead Dr. at the south property line
facing northeast along existing building #6



View from the southwest property corner facing north along the
west property line and existing building #4



View from the southwest property corner facing northeast along the south property line along existing building #4



View from the southeast property corner facing southwest along the south property line and building #6



View from the southeast property corner facing north
along the east property line and building #6



View from the east property line facing west towards building #6



View from the east property line facing north.



View from the northeast property corner facing south along the east property line.



View from the northeast property corner facing west along the north property line.



View from the the north property and entrance of building #5 facing east.

Memorandum

TO: David Prytherch, Chair
Members of the Oxford Planning Commission

FROM: Jung-Han Chen
Community Development Director

SUBJECT: Livable Streets (Complete Streets) Policy

DATE: January 4, 2017

Please find the revised Draft Livable Streets Policy for the Planning Commission to consider.

The Planning Commission has had discussions on this topic on-and-off for about a year. Staff provided the draft language in May for your input. Subsequently, the Commission also had a work session on this on August 9, 2016 with the Service Director, Mike Dreisbach sharing his comments with the Commission.

The Commission made some comments related to certain portions of the draft policy, particularly with respect to the general purpose statement. Additionally, some modifications to the general policy have also been made to provide general guidelines, so there is some flexibility built into this policy. It will be the City Manager to make the final determination to exempt roadway projects from this policy.

Staff also met with Councilor Southard to provide her the background information as well as the intent/purpose of this policy on December 20, 2016, since she was not involved in the formulation/development of this policy.



Livable Streets (Complete Streets) Policy

Vision

The surface transportation network will become better connected, safer, more attractive, and accessible for all users of the public right-of-way, regardless of their mode of transportation, age or abilities, as transportation projects throughout the City are designed, constructed, reconstructed by using complete street principals. All users will experience a visually attractive and functional environment while traveling safely and conveniently on and across all surface roadways within the City of Oxford. This vision is to make the network more complete when necessary roadway resurfacing, reconstruction, and/or expansion is planned. Complete Streets are defined as streets that are designed for all users of the public right-of-way who can safely and conveniently reach their designations along and across a street or road, regardless of their chosen mode of transportation, age or physical condition. All users include: pedestrians, cyclists, transit and school bus riders, people with disabilities, motorists, freight haulers, service personnel, and emergency responders.

Purpose

Streets are an integral component of the City. They play a vital role in the social and economic health of the community by providing the primary physical link between citizens, businesses, and institutions of the City. The purposes of this policy are as follows:

1. To recognize that alternative modes of surface transportation play a pivotal role in moving people and goods.
2. To further articulate the Oxford Comprehensive Plan in creating a quality, accessible transportation with alternative forms of transportation for a diverse population.
3. To encourage improvement to the surface transportation networks to balance the needs of all users; and
4. To incorporate the community values and quality of environmental stewardship, safety, security, mobility and individual freedom.

The implementation of this policy shall also follow the recommendations articulated in the Bike and Pedestrian Safety Plan, as adopted by City Council, to provide optimal network connections for all users of the Oxford Community.

Goals

- A. Ensure that the needs of all users are balanced throughout the surface transportation network to the greatest reasonable measure.
- B. Incorporate the vision, purpose, and goals of this policy into all aspects of the project development process for surface transportation projects.
- C. Create a balanced, comprehensive, integrated, fully interconnected, functional and visually attractive surface transportation network.

- D. Promote the use of the latest and best “complete streets” design standards, principals, policies, and guidelines within the context of the community.

Benefits of Livable Streets (Complete Streets)

By providing, when appropriate, features such as accessible sidewalks, designated bike facilities and accessible transit stops, livable streets encourage walking, transit uses and biking, all of which have important health benefits. By shifting a share of automobile traffic to walking, biking and transit, livable streets (complete streets) help reduce the demand for fossil fuels ease automobile congestion, reduce wear on roadways, improve air quality and make streets more attractive for businesses and customers, and increases economic activity at the neighborhood level.

Policies

The City of Oxford surface transportation network shall balance the need for all current and future users. Project identification, planning, scoping, and design for new construction, reconstruction, resurfacing, rehabilitation within the public right-of-way shall adhere, where applicable, to the following:

- 1) There is no one design standard that achieves the complete streets outcome. Design of particular projects will be context-sensitive, consideration of adjacent land uses and local needs and incorporating the most up-to-date, widely-accepted design standards for the particular setting, traffic volume and speed, and current and projected demand. Each project must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for the street to be complete. Additional principals, policies and guidelines, best practices may be found under the additional resources.
- 2) Exemption under one (1) or more of the following conditions as determined by the City Manager:
 - a. Where bicyclists and pedestrians are prohibited by law from using the roadway, or
 - b. Where the cost of providing such accommodations would be disproportionate given the need or probability of use, or
 - c. Where severe topographic or natural resource constraints prohibit such accommodations, or
 - d. Where conditions or restrictions outside the purview of the City of Oxford prohibit such actions.
 - e. Where the project consists primarily of the installation of traffic control or safety devices.
 - f. Where roadway safety standards or bicycle and pedestrian safety standards cannot be met.
- 2) Where accommodations for all users cannot be made, reasonable efforts shall be made to identify adjacent alternative routes and/or methods of travel to provide a safe, reliable, integrated, and interconnected surface transportation network.
- 3) Roadways, sidewalks, shared-use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated,

and maintained so that all users of the surface transportation network can travel safely, reliably, and independently.

- 4) The implementation of this policy shall reflect the context and character of the surrounding built and natural environment, and enhance the appearance of such.
- 5) The design and development of surface transportation infrastructure shall be in accordance with all City of Oxford ordinances, codes, plans, policies, and guidelines where appropriate.
- 6) A system of performance measurements shall be established to gauge the success of this Policy with regards to the stated Goals above.

Performance Measurement:

The success of this policy will be measured in the following quantitative ways:

1. Lane-mile of on-street bike routes.
2. Percentage of resurfacing, reconstruction and expansion projects that are exempted from adhering to this policy.
3. Conformance to the Bike and Pedestrian Safety Improvement Plan.
4. Percentage of roadways that do not have sidewalks, crossings.

Additional Resources:

- 1) AASHTO Design Publications: Guide for the Development of Bicycle Facilities, 4th Edition.
- 2) American Planning Association Publication: "Complete Streets: Best Policy and Implementation Practices.
- 3) National Association of City Transportation Officials- Urban Street Design Guide: <http://nacto.org/publication/urban-street-design-guide/>
- 4) National Complete Streets Coalition: Smart Growth America The best Complete Street Policies of 2015 and a web link <http://www.smartgrowthamerica.org/complete-streets/changing-policy/policy-elements>
- 5) Design Walkable Urban Thoroughfares: <http://www.ite.org/css/>
- 6) OHIO Department of Transportation Bike and Pedestrian Program (<http://www.dot.state.oh.us/Divisions/Planning/SPR/bicycle/Pages/Resources.aspx>)
- 7) ODOT Transportation Alternatives Program Guidance <http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/TAP/2016%20Transportation%20Alternatives%20Program%20Guidance.pdf>
- 8) US DOT Policy Statement: "Design Guidance Accommodating Bicycle and Pedestrian Travel: A Recommended Approach": <http://www.dot.fhwa.dot.gov/environment/bikeped/design.htm>
- 9) US DOT Bicycle and Pedestrian Program: Bicycle Facilities and the Manual on Uniform Traffic Control Device. http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/mutcd/