

From: [Linsey Griffith](#)
To: [Cory Hoffman](#); [Drew Farrell](#); [Elaine McCloskey](#); [Lisa Keller](#); [Catiin Frazier](#); [Stephen Tackett](#)
Subject: Addison proposal - public Comment
Date: Thursday, January 20, 2022 9:09:13 PM

Caution! This message was sent from outside your organization.

Honored Council Members,

As residents of Shelbourne Forest we have major concerns about the Addison proposal.

1. The first- and most pressing concern- is the shade tree commission has tabled this proposal. How can we approve Addison when they have already, at the planning commission meeting, publicly stated that they plan on taking legal action about the city's tree language. I strongly recommend the city table this reading until our legal counsel has clarified our shade tree language to ensure constitutionality and it has been adopted by the STC and Council. That will prevent Addison from levying any legal action at the city in regards to tree removal. We should follow our current city ordinances and not move the reading to council until the tree plan has been approved by STC- and STC cannot ethically approve until our tree preservation language has been reviewed, clarified, and ratified. Selfishly, we don't understand the plan to remove hundreds of trees at the end of Taylor Ave to create a green space community park. An extension of the nature trail would make more sense, preserve trees, and be more cost effective.

2. We have fiscal concerns about the 7.5 mils tif tax credit, how it will be applied to high density housing, and how will that handicap the city's ability to maintain these additional streets in the future?

3. We are also seriously concerned about the removal and infill of small wetlands, the removal of acres of trees, and the potentially dangerous run off conditions that will create for Oakhurst, Shelbourne Forest, but most especially the Trailer Home Community on the east side of 23. There has been no consideration given that the residents have been privy to that will adequately address the already troubling issue we have with standing water and flooding basements. If the ground water and storm runoff is increased by even 1/4 due to lack of water sequestration from the trees and wetlands, a potentially deadly flooding issue could be created for 23/ Panhandle/ and the trailer home community.

4. We are also concerned about applying a PMU to multiple platts of land. We bought a home in a housing development with the understanding that Merrick was planned for a few hundred yards north of our development according to the city's through-fare plan, not abutting our neighborhood's back yards. We expected development eventually, and we are not even opposed to high or moderate density development. But the only true mixed use the developer has proposed is the two platts adjacent to 23. Since that is a commercial corridor, a pmu for those platts makes sense and we support the developer in having a PMU there. The platts on the northwest side of the development, currently unassigned, could be PMUs as well, as they could tie in to Hills Miller, Houk, and 203. There is already commercial development on 203, so it would make sense to extend a PMU in that direction. However, applying a PMU to the proposed residential platts abutting established neighborhoods is an affront to the current residents and tax payers. If any new development can come in and completely disregard our zoning ordinances are we not setting a wild wild west precedent? Why then can homeowners

adjacent to the PMU not encroach on easements, abut structures to the property line, and develop their own property in any way they see fit, regardless of encroachment? That is what the developer is asking for by the placement of Merrick directly behind Shelbourne Forest and with applying a PMU to the residential portions of the proposed development. We simply ask that the residential developments be approved according to our city's current zoning code (like by like with appropriate space between plots and appropriate easements for streets and thorough fares).

We appreciate your time and attention to your constituents concerns, especially to those issues of safety (Merrick placement, water sequestration, stub roads w/ no sidewalks in Oakhurst) with the Addison plan. We know you to be thoughtful and responsible members of council and encourage you to protect the best interest of the residents.

Thank you,

Linsey Griffith and Kenneth Doughman
419 Taylor Ave, Delaware, OH

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Linsey Griffith CD(DONA), HBCE, PE
937-205-3301

From: [Susan McGrail](#)
To: [Natalia Harris](#)
Cc: [Elaine McCloskey](#)
Subject: City Code 1168.11 - For Public Comment
Date: Friday, January 21, 2022 9:46:34 AM

As a member of the Shade Tree Commission and following 1168.11 as the Ordinance 04-92, dated 6-14-04, can the City Council Proceed on Voting on the Addison Property when the Shade Tree Commission did not approve the Addison Property Tree Plan? See Shade Tree Commission notes for meetings 10/26 & 11/30, 2021.

Respectfully Submitted,
Susan McGrail
268 Sylvan Drive
Delaware, Ohio 43015
740-815-5442

From: [John McGrail](#)
To: [Elaine McCloskey](#)
Subject: For public comment
Date: Friday, January 21, 2022 12:58:19 PM

Thank you Steven, however there was no miscommunication, according to the Lieutenant on Duty. Oakhurst is on Route 23 and even with Addison Development Plans they will not use interior roads because it is too dangerous. (this would include Merrick as explained to me) EMS & FIRE will avoid entering into a neighborhood, he stated they will be using 23 to HillsMiller Only, because this is our hub and our hub station will not back track losing valuable time for response.

We have never in my 22 years living in Oakhurst have we had an EMS or Fire delay.

Also if you recall it was added "it would help with Amazon delivery" ????? Yesterday Amazon was speeding on Sylvan Dr. 38 in a 25 MPH and using our stop signs as a yield sign. If they have access to a stub road & could skirt around the barrier they would increase their speed to get on with delivery and endanger our public.

We have no sidewalks on Alice where the bus lets children off at the right side of the road on Sylvan & the children cross the street with no crosswalk. The children do not look because they do not anticipate traffic & the bus has its lights on flashing. I live at the corner & watch the kids exit the bus daily. This is where the sidewalks are a must and City Council was put on notice last meeting that should an injury occur the City is liable.

1 stub road not 2 and only if we are forced to open a road. Please remember the 60 feet wide easement goes right through the heavily wooded acreage and not farm land. This allows Addison to not have to pay or replace trees and it is a huge amount of trees that will be taken affecting the stream run behind Sylvan Drive that floods the back yards already & on occasion comes dangerously close to the basement patio doors of a few homes. This stream is dependent upon the trees to reduce water flow and increase water absorption.

Respectfully submitted,
Susan E McGrail
268 Sylvan Dr
Delaware, Ohio 43015

From: [Tony Bonofiglio](#)
To: [Stephen Tackett](#)
Cc: [Stacy Chaney-Blankenship](#); [Jennifer Jenkins](#); [Linsey Griffith](#); [Elaine McCloskey](#); [John McGrail](#); [Lisa Bonofiglio](#)
Subject: Re: Stub roads
Date: Saturday, January 22, 2022 2:11:08 PM

Caution! This message was sent from outside your organization.

Mr. Tackett,

If I am not mistaken, the McGrails provided information in early December indicating residents of Oakhurst were not in favor of opening the stub roads. I do not believe that Lisa and I were referenced in that information. I would like to indicate that we too are not in favor of opening the stub roads.

Should there be an absolute need to open one stub road for emergency services we may be inclined to agree if the City's GIS technician determines that is the best route. In our opinion wouldn't the necessity to open any stub roads for EMS/Fire in Oakhurst be predicated on whether Merrick Boulevard and Merrick Parkway can be connected? If there is no chance that is taking place over the next 15 - 20 years it seems as though opening the stub roads to Oakhurst will simply serve as a by-pass/cut through our neighborhood. Clearly the City Planning Commission was put on notice as to the Oakhurst neighborhood's concern with children and pedestrian safety since two thirds of the neighborhood has no sidewalks.

Thanks,

Tony & Lisa Bonofiglio
321 Kensington Dr.
Delaware, OH 43015

On Fri, Jan 21, 2022 at 12:53 PM John McGrail <jmcgrail@mac.com> wrote:

Thank you Steven, however there was no miscommunication, according to the Lieutenant on Duty. Oakhurst is on Route 23 and even with Addison Development Plans they will not use interior roads because it is too dangerous. (this would include Merrick as explained to me) EMS & FIRE will avoid entering into a neighborhood, he stated they will be using 23 to HillsMiller Only, because this is our hub and our hub station will not back track loosing valuable time for response.

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is dependent upon the trees to reduce water flow and increase water absorption.

Respectfully submitted,
Susan E McGrail
268 Sylvan Dr
Delaware, Ohio 43015

> On Jan 21, 2022, at 10:20 AM, Stephen Tackett <stackett@delawareohio.net> wrote:

>

> Good morning,

>

> I apologize if there has been some kind of miscommunication. I very much stand with Oakhurst in not opening the stub roads.

>

> I've spoken with Fire Chief Donahue, he believes the statements about fire/EMS not using the may have been miscommunicated, and that any additional road openings would require being looked at by their GIS technician to decide the best routes for EMS and fire.

>

> If Oakhurst would like me to argue not opening the stubs at all, I certainly can and will argue for that, however based off the conversations I've had with the Fire Chief I believe we will have a much more winnable battle arguing for EMS only access.

>

> At this time I am still looking for answers for your sidewalk questions, and I will let you know when I find something out.

From: [Diane Mungovan](#)
To: [Stephen Tackett](#); [Cory Hoffman](#); [Carolyn Riggle](#); [Kent Shafer](#); [Lisa Keller](#); [Drew Farrell](#); [Catlin Frazier](#)
Cc: [Elaine McCloskey](#); [CMO](#); [R Thomas Homan](#); [PlanningAndDevelopment](#); [pwcs](#)
Subject: Major Concerns regarding Addison Development For Public Comment
Date: Sunday, January 23, 2022 3:36:36 PM

Caution! This message was sent from outside your organization.

January 23, 2021

To Delaware City Council Members and other City Leadership,

“Do unto those downstream as you would have those upstream do unto you.” - Wendell Berry

I've been told our city leaders feel inundated with emails regarding the proposed Addison Development and perceive many of the letters to be attacking development. This is not nor has it ever been my (or my neighbors) intention. We just long to be heard. To have our concerns for the Addison development and all future developments in the city to be taken seriously. We want to fully explain our thoughts and reasoning for many of the changes we wish to see occur. We want to know our concerns are being taken seriously and will be included in the conversations as you fully consider the Addison proposal.

Our requests are simple and straightforward - especially if addressed at the planning stage.

1. Move Merrick Parkway and the round-a-bout with Bruce Road further north of Shelbourne Forest. Preserve the wetlands, stream and tree canopy that lay between the homes on Executive Blvd. and Merrick. Make the area a conservation easement - which has tax benefits to the developer - or turn it into a natural park for all residents to benefit from. Insist on at least a 20 yard buffer (more preferred) of trees between the northern border of this part of the stream and the beginning of the mounds with native evergreen trees, then the walking path and the road.

2. As past developers have done successfully in Shelbourne Forest, preserve the watershed and the tree canopy. (Addison has done this to an extent in sub-area C & D). Build with nature. Take advantage of properties being adjacent to mature trees not only for increased property values, but for the sake of improved air and noise pollution control. Note the Shelbourne Forrest nature path as well as the land preserved between Rutherford and Federal Circle. Look at the proposed Wickham Development that successfully integrated preserving the streams and trees while still building homes in sub-area E (as well as F & G)

Developments across the city need to fully consider future environmental impact. The days of clear cutting and forcing the land to do what developers wants versus working with the land should be behind us. We don't have 20-50 years for the tree canopy to mature. We need the old growth canopy now to help capture carbon emissions - especially as the city grows - adding more people and more cars. Do not allow the clear cutting that happened at Coughlin Crossing to happen at the Addison property. Do not allow tree removal of trees until all studies are completed and the actual building process with confirmed builders are in place.

3. In the area directly south of Oakhurst place single family homes and/or owner occupied free standing condo units - not high density or rental units. (sub-area E) Consider larger treed lots for single family homes (1/2 to 5 acres) - they go for a premium!

The 52 acres of rental units to be built by Redwood that Addison is proposing for that location should be moved to the 52 acres along the western portion of the property (subarea A & B)—away from existing homes and in an area that is primarily farm fields so no clear cutting of trees would be required. THIS WAS ALSO A STAFF RECOMMENDATION.

4. In the area next to Route 23 (sub-area G and F), instead of an unneeded gas station and retail, Addison can place offices and more high density housing. We understand the city has stated it would like higher density housing to be located closer to 23. Higher density here could be exchanged for more tree preservation in the form of conservation easements or natural parks that the high density units would be built around.

“May we speak in all human councils on behalf of the animals, plants, and landscapes of the earth.” - John Seed

Please do not dismiss us or our concerns. We are doing our best to stay informed and to follow the process set in place by our city government. The Addison Development - if left as is (as of 12/1021) - would adversely impact so many of our lives and the lives of others in Delaware.

So in summary - please . . .

1. Move Merrick Parkway further north
2. Preserve the watershed corridors with mature tree canopy borders of at least 10 yards on each side to help filter the water and to prevent erosion and flooding. Build around and with the current landscape. Form conservancy easements or natural parks.
3. Place like housing next to existing housing
4. Place high density housing away from existing homes - place along route 23 (G) and the western portion of the development (A & B)

Thank you for reading this and taking my and my neighbors concerns seriously. We do appreciate all that you do for our city.

Sincerely,

Diane Mungovan
937 Executive Blvd.
Delaware, Ohio 43015

Dear Delaware City Council Members,

We write with concerns about the Addison Farms development. We ask that you carefully and thoughtfully consider all the phases of this development for the good of the City of Delaware. The natural resources on this land, once they're removed can never be replaced. Addison Farms will forever alter the City of Delaware as we now know it.

Please ask yourselves, will our city be better with this development? Can the infrastructure of the Delaware support a development of this size? Will the lives of Delaware's citizens be improved with this development? Traffic in our city is already tremendously strained. Will this development decrease or increase this strain?

Delaware does not have the industry that is in neighboring cities. We have effectively become a bedroom community. Residents are traveling to Columbus and neighboring communities for work that affords them a living wage. From that wage, many are paying taxes to two or more cities. Delaware is relying more and more on residents' tax dollars to foot the bill for police, fire protection, parks, road maintenance, and many other necessities, not just amenities. Will the existing city infrastructure be able to support a project this large?

And what about the different sections of Addison Farms itself? Why build another gas station where there are already three? Why allow retail development to be placed between two older, well-established neighborhoods? Why place an apartment community back-to-back with an established neighborhood of single residential homes? Why does Merrick Parkway have to be placed in the backyards of another established neighborhood? Would you want to live in one of those homes that will have a major roadway right off their back yards?

We've been residents of Delaware for more than 32 years and we have lived in the Oakhurst neighborhood for 20 years since moving from an area close to downtown Delaware. We knew that when we moved to Kensington Drive that there was a possibility of development in our area. We are not opposed to development. We support wise development that enhances the lives of our city's residents. Since we moved to Delaware, we watched as the city more than doubled in size. We considered Delaware a great place to raise our children and that was despite the challenges we had with overcrowded schools. Our concern with the proposed development is that will it add to the problem of school crowding.

We are concerned about opening both Kensington Drive and Sylvan Drive to Heritage Boulevard. We and our neighbors walk in the street to get around the neighborhood since most of the older properties do not have sidewalks. Opening the Oakhurst neighborhood to other roads will allow more traffic to flow through our neighborhood. Sidewalks will need to be added due to the increased traffic, who will pay for them?

This development is a large and complex issue. Please take the time to consider all of the different facets involved. Please do right by all of Delaware's citizens – the friends and neighbors you were elected to represent. We acknowledge that Mr. Friedman, developer of Addison Farms, has worked with the Delaware City planning commission, city planning staff and city residents to make changes to his original plan. Please remember, in the end, Mr. Friedman is ultimately a salesman. He is attempting to sell his vision of how this development should be. When all is said and done, he will no longer be here. All of us

and future Delaware residents will be here and it will be all of us who will contend with the outcome and the effects Addison Farms will have on our home, the City of Delaware, Ohio.

Thank you for considering this important matter.

Respectfully submitted,

Linda and Eddie England
184 Kensington Drive
Delaware, Ohio

From: [Lisa Bonofiglio](#)
To: [Elaine McCloskey](#)
Subject: For public comment
Date: Sunday, January 23, 2022 9:36:06 PM

Caution! This message was sent from outside your organization.

Representatives of Delaware City Council,

My name is Lisa Bonofiglio and I reside at 321 Kensington Dr., Delaware, Ohio.

I would like to address the proposed opening of the stub roads on Kensington Dr. and Sylvan Dr. As you may be aware, there is, and always has been, one way in and out of the Oakhurst subdivision. This has never been a problem for our neighborhood in the sixteen years we've lived in our home. The opening of the stub roads is very concerning to us, as we would have increased traffic due to people using our neighborhood as a cut through. There are no sidewalks on Kensington Dr. and only part of Sylvan Dr. has sidewalks. We have many children in our neighborhood and many adults who walk in the neighborhood daily. The increased traffic and absence of sidewalks would create a dangerous situation for our residents. The majority of our neighbors, if not all, do not want the stub roads open, as it would create unsafe conditions in our neighborhood.

We have been told that opening the stub roads is necessary for emergency services, but the GIS technician has not made any determinations as to best routes for EMS and fire in this case. If the GIS technician does determine that the stub road is the best route for emergency services, then only one of the stub roads should be open, there's no need to open both of them. Furthermore, it seems the necessity to open any stub roads for EMS/fire in Oakhurst would be predicated on whether Merrick Blvd. and Merrick Pkwy. can be connected. If there's no chance of that taking place over the next 15-20 years, it seems that opening the stub roads will simply serve as a short-cut through our neighborhood, which is unnecessary and unacceptable. Please help us preserve and protect our neighborhood.
Thank you for your time and consideration.

From: [Tony Bonofiglio](#)
To: [Carolyn Riggle](#); [Kent Shafer](#); [Catlin Frazier](#); [Stephen Tackett](#); [Lisa Keller](#); [Cory Hoffman](#); [Drew Farrell](#)
Cc: [Elaine McCloskey](#); [Lisa Bonofiglio](#)
Subject: Addison Development Plan Public Hearing - for Public Comment
Date: Sunday, January 23, 2022 10:00:40 PM
Attachments: [City Council - Exhibits - 2022-01-24.docx](#)

Caution! This message was sent from outside your organization.

Representatives of Delaware City Council

My name is Tony Bonofiglio and I reside at 321 Kensington Dr., Delaware, OH.

The following email message contains references to several exhibits. All the exhibits are contained in the attached Word document.

The Addison Farms infill/suburban edge development plan seems to escape many of the tenants outlined in the city's recently adopted Delaware Together Comprehensive Plan (The Plan).

When we purchased our home in December 2005, we were under the impression, based on the City of Delaware Comprehensive Plan from 2003 – 2008, that the adjacent property would be subject to "Downzoning". Please see Exhibit 1. Meaning this area would be considered for downzoning from R-3 to ER-1 and R-3.

In reviewing The Plan, we noticed for example, on page 42 (Exhibit 2) in the Development Context section, it indicates that an Infill development "requires sensitive design guidance to ensure compatibility in character with surrounding buildings". Further on page 44 (Exhibit 3) of The Plan in the suburban edge development section it indicates the following two guidelines:

"When development occurs adjacent to existing development an appropriate transition is needed and adjacent lots should be consistent in use and size. Smaller lots or more intense uses may be located in the interior of the development." and

"While accommodating development, preservation of (or mitigation of) impacts to significant environmental features, wetlands, streams, large stands of trees, and the like (where appropriate) is expected."

The Addison Farms development plan seems to have the carrot that the city is looking for and that is the installation of Merrick Parkway. Yet when it comes to housing and the preservation of natural resources, the Addison proposal does not seem to hit the mark.

On page 112 (Exhibit 4) of The Plan under Objective A.2 titled "Encourage quality, higher density development in selected locations" within this objective it states: "However, in order for higher density development to integrate into the existing environment, it will be critical that it is located so as to not adversely impact existing single-family only neighborhoods." As City Council has witnessed since the first announcement of the Addison Farms development in July 2021 the concerns of tax paying residents of Hayes Colony, Shelbourne Forest, Oakdale, and Oakhurst do not believe the Addison plan is hitting the mark.

I would like to further address Sub-Area-E specifically when it comes to Objective A.2. One of the actions listed under this objective is A.2.1 (Exhibit 5) and it states: "In addition, mixed-use Activity Centers (nodes within or adjacent to existing development) can be appropriate for higher density if edge development conditions provide a buffer with single-use residential areas and design is of a high quality." What is being proposed in "SUB-AREA E" is 53 acres/315 one-story multi-family units. An additional action listed under this objective in The Plan is A.2.2 (Exhibit 6) and it states: "Create guidelines to be applied to any locations where higher density is allowed that demonstrate how it can be integrated without adversely impacting existing lower-density areas." To date there has been no demonstration of how a 53 acre 315 one story multi-family development will not adversely impact the lower-density single-use Oakhurst area adjacent to SUB-AREA E.

I ask council how does the Addison Development Plan meet Objective D.4 (Exhibit 7) of The Plan? This objective states: "Maintain and protect housing values and character." It further goes on to say that "Current and potential future residents of Delaware desire to live in neighborhoods that retain high quality housing. This is important both to maintain housing values and to preserve existing character." One of the actions listed under this objective is D.4.2 (Exhibit 7) and it states: Discourage unsympathetic

changes to successful existing neighborhoods. The preservation of existing housing stock that contributes positively to neighborhoods, especially in areas with a high concentration of attractive housing like the Northwest Neighborhood, should be a priority. New construction that is vastly different in scale and/or character should be avoided.

I ask council how does the Addison Development Plan meet Objectives E.3 (Exhibit 8) and E.4 (Exhibit 9) of The Plan? These objectives state: "Preserve natural environments. Through a combination of managing new development and pursuing policies and programs, the City should seek to preserve natural environments and the habitats they support. This should be pursued while connecting and integrating them (where appropriate) to the larger community network."

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

Once a large portion of the existing tree canopy is removed it may take a century for it to recover.

I ask City Council, why do we have a Delaware Together Comprehensive Plan when the first development that comes along after the adoption of The Plan, we seem to have thrown The Plan out the window?

In closing I would like to say City Council is where we the people can express our concerns and have our voices be heard. To date, our voices have been muffled by the wants and needs of an out-of-town developer versus those of the tax paying residents of our community. I implore you to stand up for the current tax paying residents of the community and hold this developer accountable for a development that meets the guidelines of The Plan.

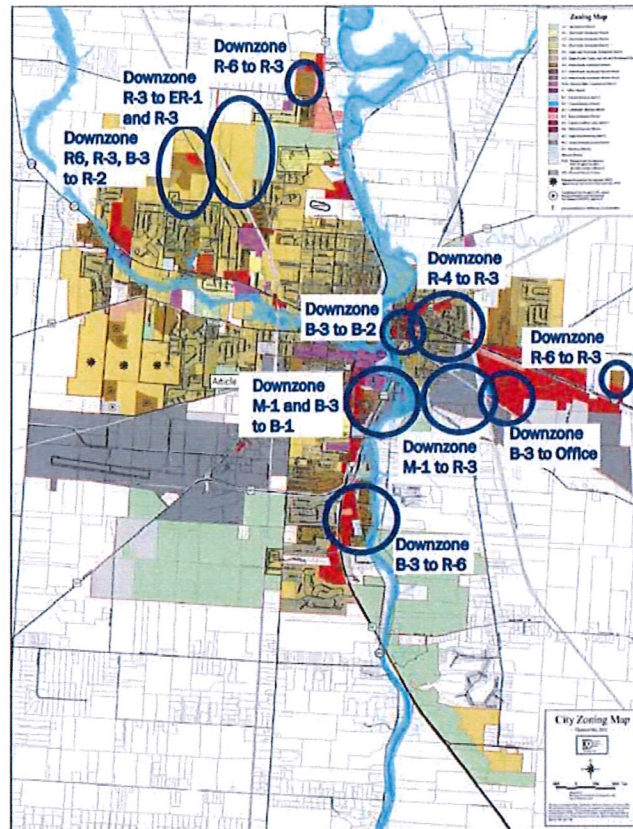
Thank you for your time and consideration.

Tony Bonofiglio

COMPREHENSIVE PLAN GROWTH MANAGEMENT

GM2.2 Adopt and Implement APFO | 2005 & Ongoing | City Council

City Council adopts the APFO and implementation begins with zoning, platting and building approvals. Success should be monitored and the ordinance amended, as appropriate.



○ Proposed Downzonings

These downzonings are proposed for future consideration by the Planning Commission and City Council, consistent with the policies of the Plan.

GM3. Consider Comprehensively Rezoning the City. The City has land that is over-zoned, in some cases with multi-family development that may not be appropriately located and in other cases with commercial zoning where office or light industrial is more appropriate. Likewise, the Comprehensive Plan in the Land Use Element recommends future land use in areas that are currently zoned A-1. And, there are properties where the zoning doesn't match the underlying land use. This objective seeks to rezone certain areas of the City to be consistent with the Comprehensive Plan in a fashion that is legally sound following adoption of the Plan. The accompanying *Proposed Downzonings Map* identifies some of the areas for consideration; others will be identified based on the adopted *Future Land Use Map*.

GM3.1 Prepare Proposal and Gather Input | 2004 | Planning

The initial recommendations of this objective are formalized in a comprehensive rezoning map and ordinance prepared by the Planning Department. The proposal is

INFILL

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

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

GUIDELINES

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



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

SUBURBAN EDGE DEVELOPMENT

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

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

GUIDELINES

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

OBJECTIVE A.2

Encourage quality, higher density development in selected locations.

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

Actions

A.2.1 Identify appropriate locations for quality, higher-density development.

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

A.2.2

Create design guidelines. Create guidelines to be applied to any locations where higher density is allowed that demonstrate how it can be integrated without adversely impacting existing lower-density areas.

The guidelines may consider the building envelope (including height and massing), streetscape elements, circulation, building services, parking, open space, buffering, connectivity and other elements.

OBJECTIVE D.4

Maintain and protect housing values and character.

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

Actions

D.4.1

Continue code enforcement. Violations of code should be addressed in order to require property owners to maintain housing stock to a high standard. This will involve property maintenance as well as Zoning Code issues.



Renovating older homes helps preserve the character of existing neighborhoods while advancing fiscal and economic sustainability goals.

D.4.2

Discourage unsympathetic changes to successful existing neighborhoods. The preservation of existing housing stock that contributes positively to neighborhoods, especially in areas with a high concentration of attractive housing like the Northwest Neighborhood, should be a priority. New construction that is vastly different in scale and/or character should be avoided.

OBJECTIVE E.3

Preserve natural environments.

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

Actions

E.3.1

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

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



Coordinated river clean-up efforts help to raise awareness, while building community pride and improving the condition of the river.

RIPARIAN AREA

"Riparian area" means the transition area between flowing water and terrestrial (land) ecosystems composed of trees, shrubs and surrounding vegetation that serve to stabilize erodible soil, improve both surface and ground water quality, increase stream shading and enhance wildlife habitat.

Source: Ohio Environmental Protection Agency

OBJECTIVE E.4

Enhance the urban tree canopy.

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

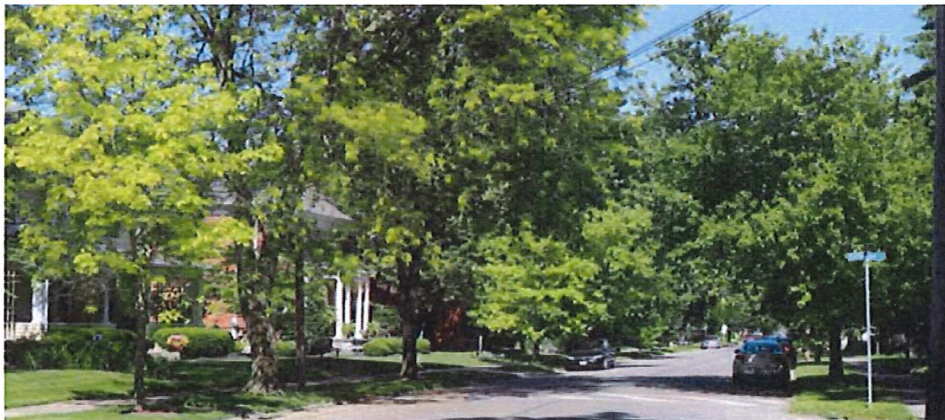
Actions

E.4.1

Maintain and adjust policies and standards for the City's tree canopy. The City has policies in place to help preserve, enhance and maintain its tree canopy.

However, specifications regarding ongoing maintenance, tree types and the number of trees in certain parts of the City should be revisited to determine if adjustments should be made. Methods of encouraging alternative site designs to reduce tree loss should also be developed and pursued.

Other adjustments may include accounting for new street trees and required on-site trees to count toward replacement trees for any new development. In addition, trees that must be removed due to specific and unavoidable City utility placement requirements could be potentially exempted from the replacement tree requirements.



From: [Jennifer Jenkins](#)
To: [Elaine McCloskey](#)
Subject: Public comment
Date: Monday, January 24, 2022 10:09:46 AM

Caution! This message was sent from outside your organization.

Hi Elaine,

I won't be able to attend tonight's meeting. I will try to call in if possible.

Thanks,

Jennifer

Dear Council,

Thank you for your time and consideration.

The Community currently has concerns with how tree preservation is being applied to PMUs. A PMU is a powerful negotiation tool which needs to be applied carefully. The City uses PMUs to require developers to build planned infrastructure, such as roads, multi-use paths, and sewer lines, and in exchange one of the benefits to the developer is they get to propose their own development text instead of following the typical rules. In this case, the developer is proposing that they remove over half of the trees on their property and not pay into the tree fund (which can only be used for trees). This does not follow the spirit of Delaware's no net loss tree preservation policy. Our city's tree canopy is rapidly depleting as development increases. We cannot continue to let developers destroy part of what makes Delaware so special. The developer just purchased this property for \$6M and wants to turn it into a \$300M development. If the city can require the developer provide \$40M worth of infrastructure, surely you can require them to work around the existing trees.

Time and time again the community approves preservation park levies and votes down infrastructure levies because natural resources are a high priority to our Community and accommodating rampant growth is not. We cannot allow the city to use our trees as a negotiation tool to build infrastructure.

Please stand up for our Community values and reject the developers tree preservation proposal.

Respectfully,

Jennifer Jenkins
544 Rutherford Ave

From: [Sue Chaney](#)
To: [Elaine McCloskey](#)
Subject: For the public record: Addison Properties
Date: Monday, January 24, 2022 10:19:23 AM

Caution! This message was sent from outside your organization.

Dear Members of City Council,

I will get right to the point. I have concerns about the Addison Properties proposed development, but am in favor of many of the items suggested by the city planners. I don't know the process involved in making sure a developer works those suggestions into the approved plan, but I am sure you do. These are the items I would like to see included:

1. Merrick should be arced further north through the woods between Executive and Oakhurst to allow more of a buffer between the thoroughfare and existing homes on Executive and Pinecrest.
2. The Woodhaul/Merrick roundabout likewise pushed at least 100 feet further north so that none of those homes have streets on three sides (Executive, Woodhaul, Merrick). Safety is a huge concern here along with noise, light, and air quality--not to mention devaluing the properties.
3. Multi-use path laid next to Merrick rather than in the farm lane.
4. Love the city's suggestion to have the developer plant evergreen trees planted in the farm lane to screen the homes on Executive from the noise, air, and light pollution.
5. The tree canopy is so important to the environment. Please save as much as possible and hold the developer accountable for all destruction of trees.
6. Lastly, I am really worried about flooding becoming a huge issue. This will need to be watched very closely.

Thank you for your attention to these details.

Sue Chaney
883 Executive Blvd.
Delaware OH 43015

January 24th, 2022

EMcCloskey@delawareohio.net
City of Delaware, Ohio

Dear Ms. McCloskey

RE: Public Comments Regarding the Addison Farms Development

As a representative of the Friends of the Lower Olentangy Watershed (FLOW), I wish to submit the following comments regarding the proposed Addison Farms residential Development (topo dated 8/31/2021 and concept dated 12/7/2021). Our concerns are related to the future health of the Olentangy Watershed and especially the subwatersheds that drain to the river that has been designated as Exceptional Warmwater Habitat (EWB) by Ohio EPA and Scenic River by Ohio Department of Natural Resources. Please consider when reading our comments that FLOW is neither for nor against development. We encourage smart development that has low impacts on the watershed.

FLOW has observed that stormwater runoff from high density impervious sites end up causing flashy flows downstream that scour the stream bed and banks, oversupplying the streams with sediment and nutrients and making the stream beds poor habitat for mussels and macroinvertebrates.

We are not sure about the development of Parcel #51942002002002 which is 23.795 acres. Since this parcel is part of Troy Township, will our comments apply to this parcel or should we submit our comments to Troy Township Trustees directly?

FLOW is advocating that you **preserve as much of the site (the 3 parcels involved with this development) with mature canopy trees as possible** and provide trees to provide native canopy trees for your streets, sidewalks and parking lots, to ensure that the Delaware portion of our watershed does not become a future Urban Heat Island like in the City of Columbus (which is the most quickly growing Urban Heat Island in the USA) and to intercept as much stormwater as possible.

As identified in the Lower Olentangy [Greenspace Plan](#), Delaware only has an average of 20% tree canopy. As Delaware continues to develop, we must continue to protect our existing tree canopy as well as plant new canopy trees. American Forests recommends a 40% tree canopy for a healthy human population. This can be accomplished by making Chapter 1168 of the Delaware City Code both environmentally responsible and legally defensible, and applying it *in all development zones*, including those with Planned Mixed Use overlays. Also additional metrics, as described in the petition, should be considered to allow for a more comprehensive accounting of development-imposed risks to our tree canopy and generally for more protection of our natural resources. Is a tree inventory available for this project? Of particular interest is if there are wetlands in these forested areas? Are they forested wetlands with vernal pools? If so, this is one of our most quickly disappearing habitats. Has wetland delineation been done? If so, FLOW is requesting a copy.

Delaware has had the designation as a “Tree City USA” for over 40 years, and must continue to do the important work of protecting our tree canopy and watershed.

Per the Delaware County Auditor’s Website, there are **three stream corridors** that transverse the proposed development from west to east. Portions of these corridors have steep slopes (per the contour layer of the Auditors Website). These ravine corridors if undeveloped will be able to provide refuges for plants and animals during high temperatures and river flooding and they allow animals to migrate up and down corridor and provide invaluable ecosystem services to the watershed. FLOW requests that setbacks be established and neighbors made aware that encroachment will be enforced. Based on the aerial imagery in the Auditor’s website, neighbors adjacent to this development have already encroached. Encroachment usually ends up in impacting the quality of the limited Greenspace we have. In the cases shown below, neighbors are mowing land and clearing trees, reducing the ecosystem services.



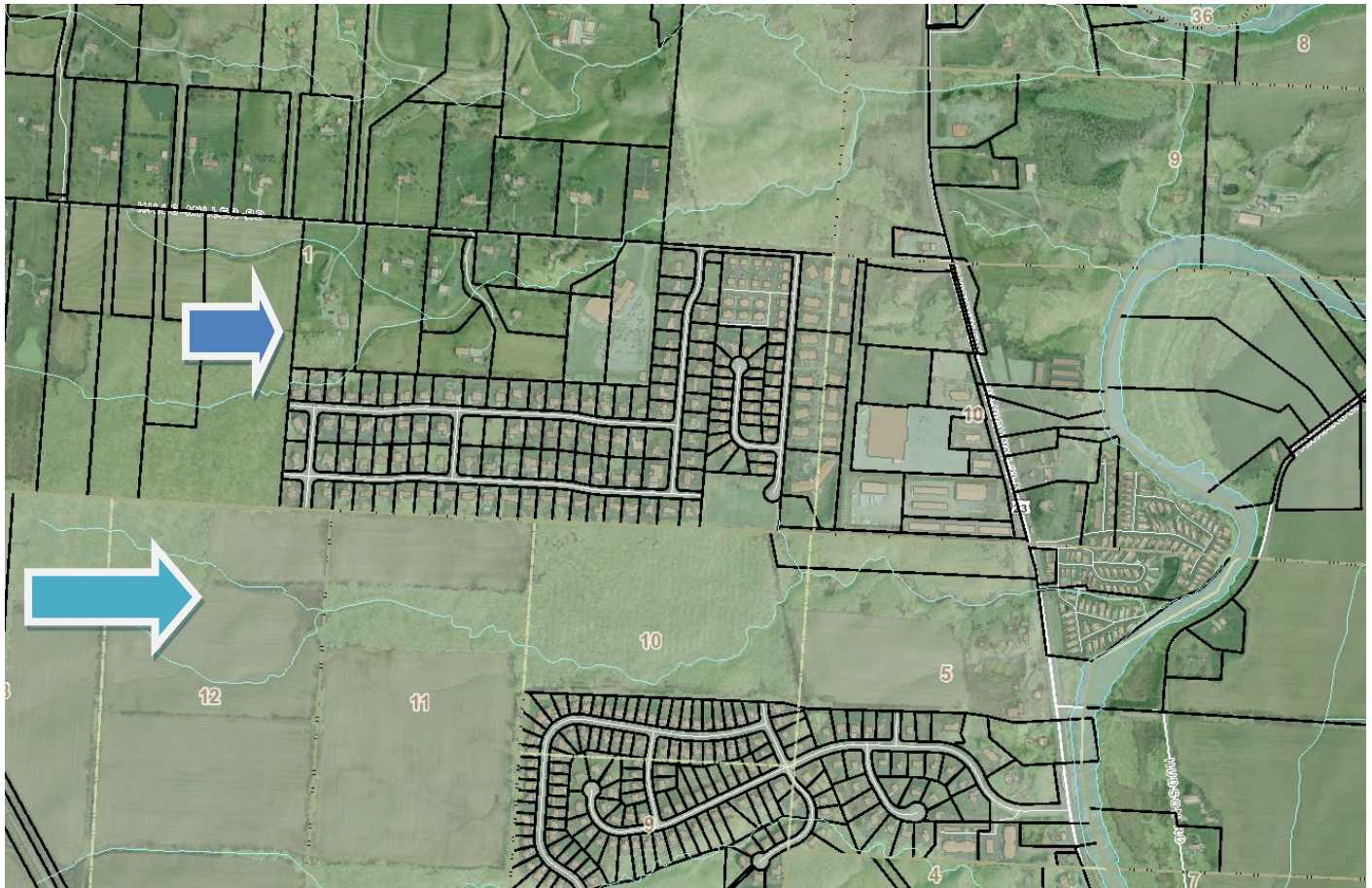




The proposed development will occur in portions of 4 subwatersheds to the Olentangy River 110, 111, 145 and River Corridor (see the Olentangy Greenspace Plan GIS data) that can impact the quality of the Exceptional Warmwater Habitat.



The intensive contours in this portion of the development indicates a ravine. Is this area going to be avoided in perpetuity? Is this a part of the permanent Greenspace? There are 4 areas on the Dec 7, 2021 schematic that appear to have no proposed development. Is this the case? FLOW would like to be kept informed of the additional details related to this project.



Showing 3 of the stream/ravine corridors through the proposed development site.

Regarding the **soils** on the proposed site, FLOW recommends that homes not be built on Hydric soils since we have heard from recent developments that residents complain about wet basement walls when homes are built on Hydric (water loving soils) like the Pewamo soils shown from the Web Soil Survey map below. Also these soils would be great to restore to wetland features to increase the ecological services provided to the watershed.

Per the Greenspace Plan, the Olentangy Watershed already has **40% turf grass**. Because turf grass is an exotic species and was not present in Ohio before settlement, it did not experience millennia of evolution with native insects and thus most insects are unable to recognize turfgrass as food. The shallow natural root depth of turfgrass (made even shallower by mowing) limits its value for erosion control, and sediment, pollutant, and nutrient absorption capabilities. Turfgrass roots reach depths of only 4-6 inches, in contrast to native herbaceous vegetation, whose roots can reach up to 16+ feet when the above-ground stems are untrimmed. The watershed will benefit if the development minimizes the amount of turfgrass and encourages native plantings in the landscaping.

The economic value of ecosystem services (improved air and water quality, flood reduction, etc) provided by Ohio's natural resources is estimated at over 5.8 billion dollars per year (Gioglio et. al

2019). Thus, the preservation of all existing habitat elements is essential as we bring more people to the watershed.

FLOW hopes that all future developments within the City of Delaware will adopt the recommendations above so that the high quality Exceptional Warmwater Habitat designation given the Olentangy River in Delaware County by the Ohio Environmental Protection Agency will be maintained.

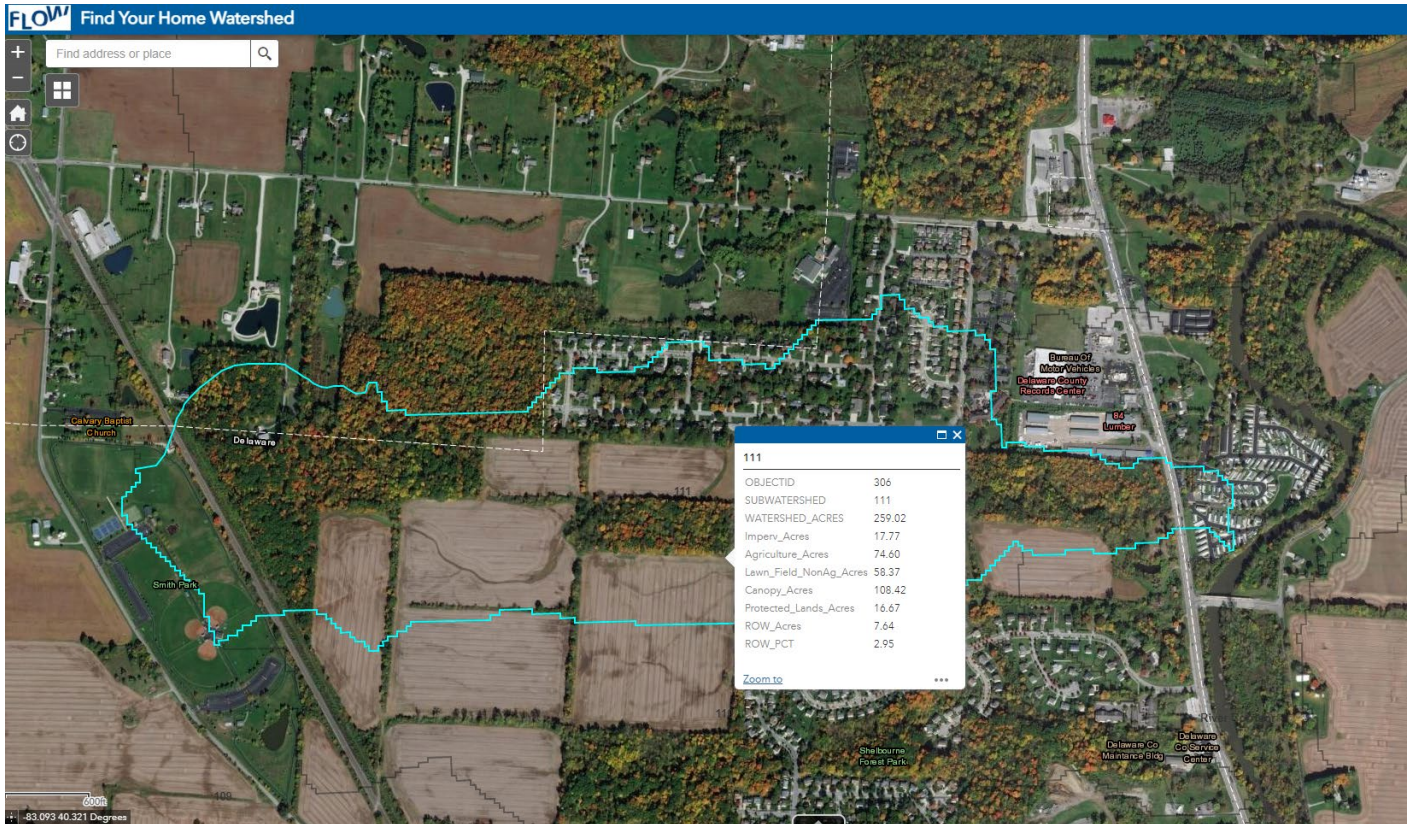
Sincerely

Laura Fay

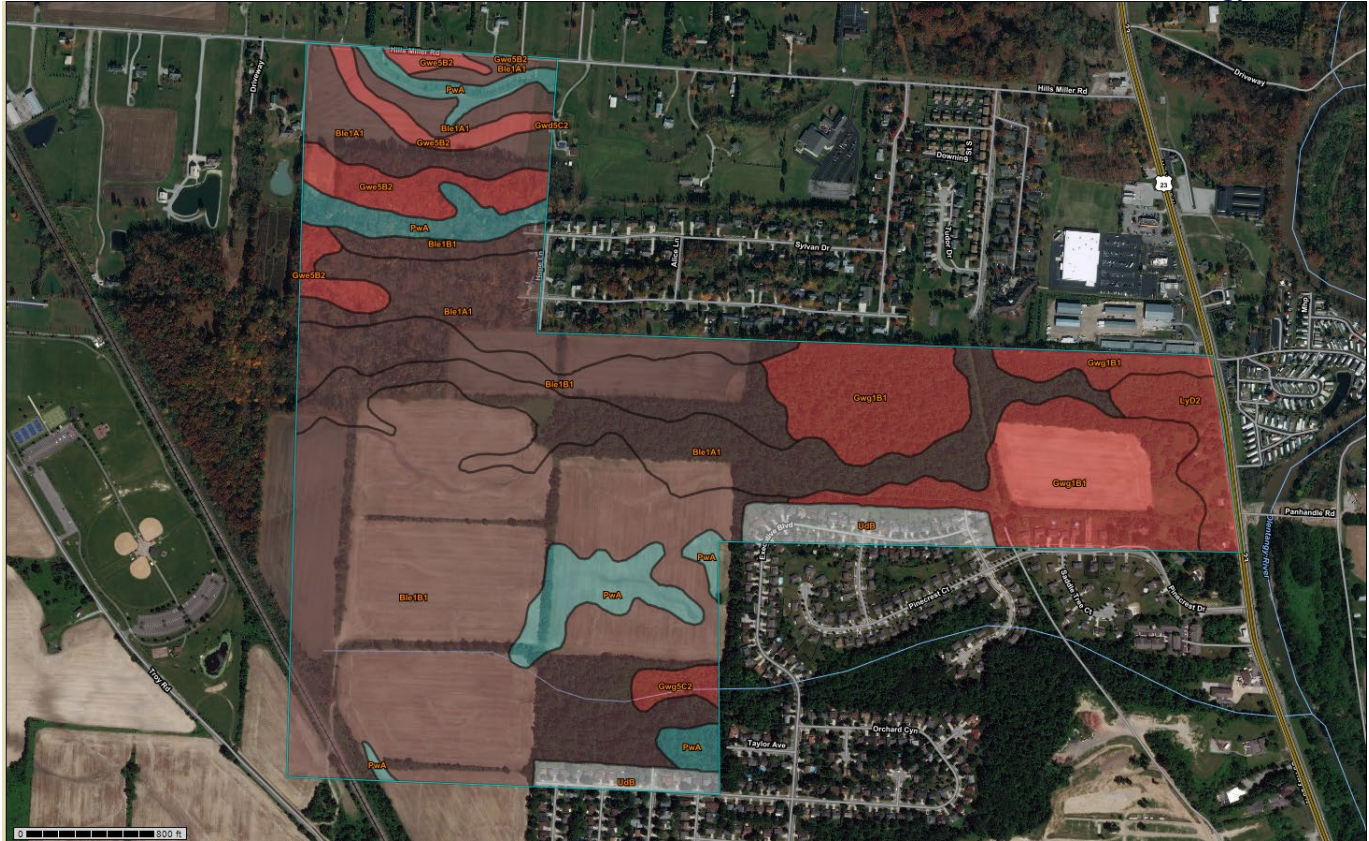
Laura Fay
FLOW Science Committee Chairwoman
info@olentangywatershed.org
lfay2311@gmail.com
614-267-3386 (office)
614-580-2656 (cell)

FLOW Greenspace Plan showing one of the developments' Subwatershed (#111)
Current Canopy 108.42 acres of 259.02 acres =41.65 % in Subwatershed (healthy target 40%)
Subwatershed # 111 already has 17.8 acres impervious=6.9% imperviousness (healthy target <12%).

For further information you can check out the FLOW Greenspace Plan [here](#)



Olentangy Subwatershed #111 Aerial, which is part of this proposed development.



Hydric Soils of the Addison Farms Area are shown in light blue (per the Web Soil Survey)

Delaware County, Ohio

Map unit symbol	Map unit name	Component name (percent)	Ecological site	Acres in AOI	Percent of AOI
Bl1A1	Blount silt loam, end moraine, 0 to 2 percent slopes	Blount, end moraine (85%)	F111BY502IN – Wet Till Ridge	69.8	21.4%
		Glynwood, end moraine (9%)	F111BY503IN – Till Ridge		
		Pewamo, end moraine (6%)	F111BY501IN – Till Depression		
Bl1B1	Blount silt loam, end moraine, 2 to 4 percent slopes	Blount, end moraine (85%)	F111BY502IN – Wet Till Ridge	141.3	43.3%
		Glynwood, end moraine (9%)	F111BY503IN – Till Ridge		
		Pewamo, end moraine (6%)	F111BY501IN – Till Depression		
Gw5C2	Glynwood clay loam, 6 to 12 percent slopes, eroded	Glynwood (85%)	F111BY503IN – Till Ridge	0.0	0.0%
		Blount (8%)	F111BY502IN – Wet Till Ridge		
		Morley (7%)	F111BY503IN – Till Ridge		
Gw5B2	Glynwood clay loam, end moraine, 2 to 6 percent slopes, eroded	Glynwood, end moraine (85%)	F111BY503IN – Till Ridge	17.3	5.3%
		Blount, end moraine (9%)	F111BY502IN – Wet Till Ridge		
		Pewamo (6%)	F111BY501IN – Till Depression		
Gwg1B1	Glynwood silt loam, ground moraine, 2 to 6 percent slopes	Glynwood, ground moraine (85%)	F111BY503IN – Till Ridge	51.2	15.7%
		Blount, ground moraine (9%)	F111BY502IN – Wet Till Ridge		
		Pewamo (6%)	F111BY501IN – Till Depression		
Gwg5C2	Glynwood clay loam, ground moraine, 6 to 12 percent slopes, eroded	Glynwood (85%)	F111BY503IN – Till Ridge	2.6	0.8%
		Blount (8%)	F111BY502IN – Wet Till Ridge		
		Pewamo (7%)	F111BY501IN – Till Depression		
LyD2	Lybrand silt loam, 12 to 18 percent slopes, eroded	Lybrand (90%)	F111BY503IN – Till Ridge	8.5	2.6%
		Milton (10%)	F111BY303IN – Dry Bedrock Forest		
		moderately well drained soils more clay in the surface layer			
PwA	Pewamo silty clay loam, 0 to 1 percent slopes	Pewamo (85%)	F111BY501IN – Till Depression	22.7	7.0%
		Blount (9%)	F111BY502IN – Wet Till Ridge		
		Minster (6%)	F111BY101IN – Lacustrine Flatwood		
UdB	Udorthents, clayey-Urban land complex, undulating	Udorthents (45%)		12.8	3.9%
		Urban land (40%)			
		Pewamo (5%)	F111BY501IN – Till Depression		
		Bennington (3%)			
		Cardington (3%)			
		Blount (2%)	F111BY502IN – Wet Till Ridge		
Glynwood (2%)	F111BY503IN – Till Ridge				
Totals for Area of Interest				326.4	100.0%

From: [Stacy B. Chaney](#)
To: [Stephen Tackett](#); [Elaine McCloskey](#)
Subject: summary of concerns for Addison Farms - 1/24/2022 public comment for the record
Date: Monday, January 24, 2022 12:44:05 PM
Attachments: [east sub area E and F excerpt with distance markings.pdf](#)

Caution! This message was sent from outside your organization.

Dear City Council members:

Thank you for your thoughtful consideration of the future of our city.

I wish to summarize my main concerns about the Addison Farms subdivision. Although I think there are other tweaks that could be made in this complex development plan, I will focus on the three I have the most concerns about. Thank you for taking the time to address them.

First, please know that I don't understand how close Merrick Parkway will be to our home in Shelbourne Forest. Merrick Parkway is planned just north of our home, in the woods behind our property. My children play in our backyard and in the 10' of woods we own behind our yard. My daughter built a fairy garden in our woods. In September, my spouse and I joined over 200 of our neighbors in signing a petition asking for Merrick Parkway to be moved at least a lot's distance away from our properties. Based on a map of the current Addison Farms plan, it appears that this has been done for our property. However, what I don't understand is the difference between the distance to the right-of-way and the roadway. The right-of-way line is 50' closer to my property than the pavement on these drawings. Does this mean the road could ultimately end up 50' closer to my house, as long as it stayed in that right-of-way? That would put the road 115' from my house, instead of 165'; that is really quite a big difference. It would also cause more harm to the stream buffer area if the roadway moved closer and used that part of the right-of-way. I know that Merrick Parkway will likely end up being an artery for the city, even though the thoroughfare plan that was released to the residents had it marked as a smaller "collector street". An arterial road will create more noise, light, and air pollution than a residential street. Can members of City Council please help me know whether that road will actually stay 165' from my house? And help my neighbors to the east who have it even closer, too? Can you add a condition to the legislation that would establish a minimum distance from existing properties to Merrick Parkway? Please. It is very important to me that you consider this.

I also don't understand why the multi-use path doesn't continuously stay up by Merrick Parkway between Heritage Blvd and Woodhaul Dr. The developer has said he's willing to move it up there. I think that makes more sense, too. Then the path could be lit by street lights. We have a lot of people who walk, run, and bike in our community, including year round and in the evening when it gets dark early in the winter. It's important to have this path in an area with good visibility. Putting the multi-use path along Merrick Parkway for the entire length of the road would also make it easier to access the proposed business district in Addison Farms for current and future residents of the area, allowing for a more walkable neighborhood. In short, I support moving the path by the road.

I have attached an excerpt from the developer's map that shows the area I am referencing, but please let me know if you have any questions. It shows where the multi-use path moves away from the thoroughfare; the path is marked in purple on the map. I also added scale markers

along existing measurement lines so you could see the difference between the measurement to the roadway and the right-of-way lines, which is approximately 50' less.

I'm glad the tree requirements for the Addison Farms PMU have improved, including the addition of two tree plantings per a dwelling unit plus street trees. I do wish some of the ponds would move out of the treed areas and that we would look for opportunities to establish tree bank sites in and around the development. Putting the ponds in the field and turning some of the fields into tree bank sites would result in better conservation and a more positive environmental impact overall. Please consider discussing this with the development team further.

In summary, I am asking City Council representatives to do the following:

1. Add a condition that establishes a minimum distance for Merrick Parkway next to existing properties in Shelbourne Forest. I would suggest 165-200', as that is what would meet the community's request in our petition. (It appears that the developer has done this already in most areas.)
2. Revise condition #18 to have the multi-use path moved up by the road, and evergreens planted on the farm lane south of Merrick Parkway.
3. Look for opportunities for tree bank sites and pond relocation to fields.

If you can only focus on two, please address the Merrick Parkway and multi-use path issues.

Thank you for your time.

Sincerely,
Stacy Chaney-Blankenship,
943 Executive Blvd, Delaware, Ohio 43015

City Council Representatives,

We have been steadfast in voicing our concerns for over 6 months with the Addison Development. We were reaching out to our previous councilman, Chris Jones, prior to him resigning and spoke with Stephen Tackett before he was our councilman regarding the property. We have remained consistent in our asks to council and the planning commission and find it extremely disheartening that our representatives have not taken our concerns into account but are more concerned with an outside developer who will provide the 'Great Merrick Parkway'. Addison will not be here while your residents deal with the ramifications of our council representatives bowing to a developer. We will have higher taxes, we will have our kids in overcrowded schools that will impact their education, we will have to deal with roads that will not be upkept, we will need to deal with congestion and overcrowded roads, we will need to deal with frustrated motorists cutting through our neighborhoods (most likely at a higher than posted speed limit) to get where they need to go because the roads/stop lights are a mess. All of this for something your residents do not even want.

Although several concessions were made to accommodate Shelbourne Forest, little has been done to accommodate the residents of Oakhurst, if anything it has gotten worse. Oakhurst has asked for easy fixes during the duration of the proposal.

1. **Oakhurst requested to not have the stub streets opened.** Oakhurst has been a single-entry neighborhood for 50+ years. We were told the roads should be open for emergency access. If this an honest true statement, then please install the flexible bollards that can be run over by emergency vehicles and bounce back. These have been installed at entrances of Abbey Knoll (off S Old State) and Stockdale Farms (off Braumiller) to single out a couple. If they are good enough for those developments, then Oakhurst should also receive them to not allow cut through traffic into the neighborhood and provide safety to our/your residents.

The image below is from the Stockdale Farms development.



2. **We request again to please have Addison move the apartments to another area of the 270+ acres.** This decision resides with YOU, our city representatives, not Addison saying that is where he wants them and won't change it. We have been consistent in our request to have like housing by like housing as approved in the Comprehensive Plan. Addison bought Seikmann's property knowing the zoning. If the city will change the zoning for Addison, then at least force him to put the apartments elsewhere and provide some consideration to your actual residents and constituents. We find it extremely disheartening and callous that council will allow apartments to be built between two existing single family residential neighborhoods, removing so many trees and decreasing the value of our homes.

To show what the residents of Kensington will lose, I took a couple of pictures over the weekend to emphasize that what is behind our homes is special and cannot be found in other neighborhoods in Delaware. To have all this gone and instead stare at apartments is unspeakable. This is a small group of the deer that live behind our homes. They have a routine that affords many of us a chance to look upon them and enjoy their presence. That may seem quirky and silly to some who are more concerned with 'progress', but it is a truth.

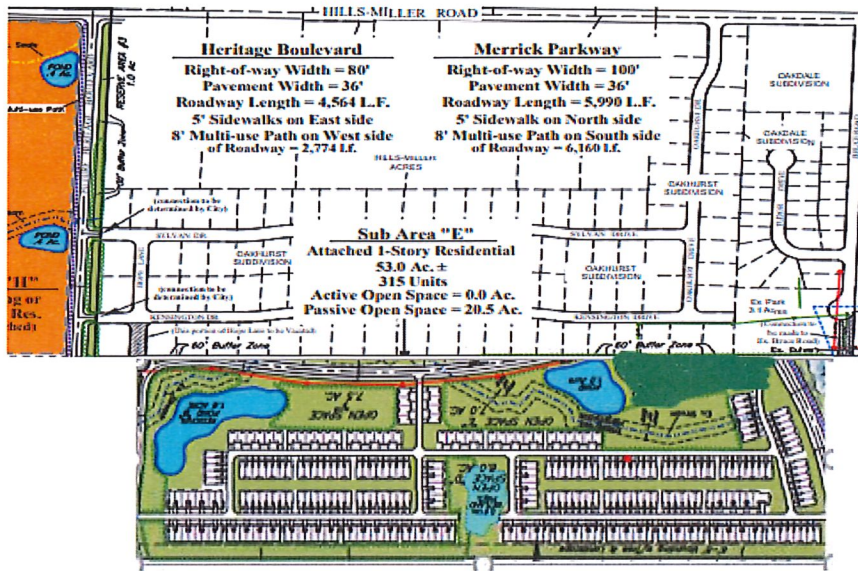


The green area of the picture - where there are two deer in the background - is where most of them rest in the brush. As you can see, this is behind the red line. It is devastating to me and my neighbors to realize that this will all be gone and could have been prevented by forcing Addison to provide more natural areas and to move the apartments to a different area. Several subdivisions have accommodated the woods into their developments, including Springer Woods, Stockdale Farms and Terra Alta. Oakhurst, Shelbourne Forest and whatever new subdivision - not apartments - that will be placed behind our homes, should also be required to accommodate the woods into their developments.

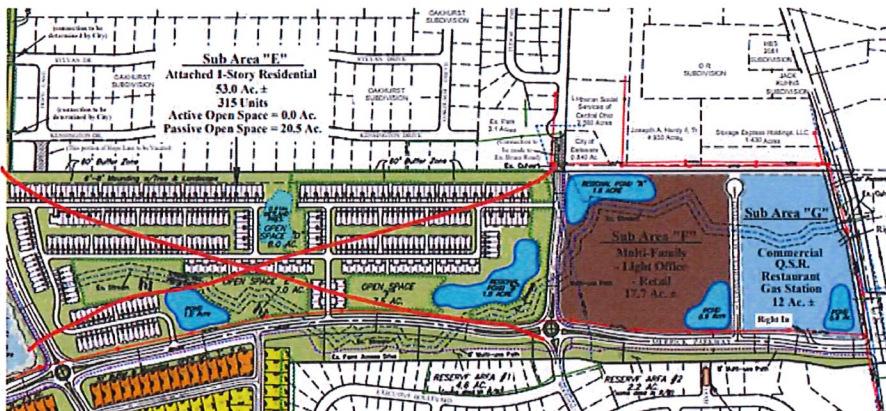


3. Addison should provide more of a buffer to the residents of Oakhurst/Kensington Drive. As currently planned, residents on Kensington Dr are being provided 60 ft, the residents of Shelbourne Forest are being provided 100 ft. Oakhurst deserves to have a 100 ft buffer as well and to have the apartments placed closer to Smith Park. Oakhurst should be provided with their existing trees and the acres of green space and ponds noted on the proposal – why provide these to Merrick Parkway?

If council will not have Addison move the apartments, at minimum the plan should be flipped to provide your residents with a decent transition space between the unlike housing as depicted in the picture below. This will also allow Oakhurst Park to provide additional green space for our kids and the residents of Oakdale.



NOT:



As stated previously, we are not opposed to development, but we ask you to fully consider all aspects of Addison's proposal and its impact on existing neighborhoods and the city as a whole - not simply to get a road built. **All of you can do what is right for your residents** as you vote on rezoning and what will be placed by your neighbors' homes. Again, we are asking for your to please put priority on the needs of your residents and not Addison.

Respectfully,

Maureen Molina
 185 Kensington Drive
 Delaware, OH 43015

- As submitted in email 1/23/2022

From: [Ingrid Janse-Wood](#)
To: [Elaine McCloskey](#)
Cc: [Terry Hermsen](#); [Jeff Dickinson](#); [Jennifer Jenkins](#); [John McGrail](#); [Rayna Patton](#); [Timi Singley](#); [Mark Slaiman](#); [Stefanie Vogley-Hauck](#); [Susan McGrail](#); [Amy Tovar](#)
Subject: Public Comment
Date: Monday, January 24, 2022 1:53:55 PM
Attachments: [e14ae969.png](#)

Caution! This message was sent from outside your organization.

Dear Members of City Council,

We are writing to ask you to make the natural resources within the Addison Property a high priority and incorporate more sustainable principles into this development. This area is critical to the Oletangy Watershed which is home to six state-listed endangered, threatened or special concern aquatic species and also provides water resources for agricultural production, industry, recreation, and drinking water for many people. Delaware County's rapid development is a leading threat to the quality of the watershed and the trees are a tool to mitigate the effects of land-use changes.

The forested areas within the Addison Property have been identified as high priority Tier 1, Tier 2, and Tier 3 areas in the 2020 Lower Oletangy Watershed's Greenspace Plan based on 22 ecological factors. This means that these are some of the most important trees in the City of Delaware. Unless you take action, the city will give the developer a 50% tree preservation discount. This is not appropriate for this location, every tree needs to be accounted for. The placement of city roads and utilities should also be placed to minimize the impact on natural resources. More existing trees need to be preserved so that they can continue to grow to protect our watershed by filtering pollutants, improving water quality, stabilizing soil, reducing the effects of runoff/pollution from impervious areas (roads, turfgrass, parking lots, driveways, buildings, etc.), improving air quality, reducing energy usage, and providing habitat.

Please recognize the environmental needs of our community and require more existing trees to remain.

Respectfully and on behalf of the Board of Directors of the Delaware County Land Conservancy,

Ingrid Wood

--

Ingrid Wood, PDC

ingrid@marketlocalfood.com

+1-719-428-9812

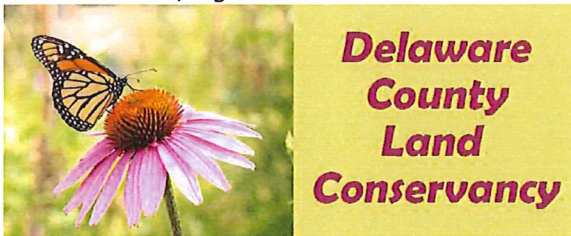
~ Executive Director, Delaware County Land Conservancy

~ Secretary, [Sustainable Delaware Ohio](#)

~ Digital Marketing Manager, [Heritage Landscape Supply Group](#)

[linkedin.com/in/ingrid-wood-88160010](https://www.linkedin.com/in/ingrid-wood-88160010)

[facebook.com/ingrid.wood.12](https://www.facebook.com/ingrid.wood.12)



**Sustainable
Delaware
Ohio**



From: [Diane Mungovan](#)
To: [Stephen Tackett](#); [Cory Hoffman](#); [Carolyn Riggle](#); [Kent Shafer](#); [Lisa Keller](#); [Drew Farrell](#); [Catlin Frazier](#)
Cc: [Elaine McCloskey](#); [CMO](#); [R Thomas Homan](#); [PlanningAndDevelopment](#); [pwcs](#)
Subject: My three minutes for public comment in case I run over or unable to attend because of weather on January 24, 2022 regarding Addison
Date: Monday, January 24, 2022 2:32:15 PM

Caution! This message was sent from outside your organization.

Below is what I hope to say during my allotted three minutes (six if my husband is allowed to bequeath me his three minutes) at the January 24 Delaware City Council Meeting in regards to the Addison Development. I am sending this email - my statement in written form - so that it may be included in the public records and in case I run out of time or I am unable to make it due to the weather conditions.

January 24, 2022

Dear Members of City Council and Delaware City Staff,

First of all thank you for your service to our city. Second, if you haven't already I hope you will read the emails myself and my neighbors have sent over the past six months as well as note the petitions with hundreds of signatures in regards to the changes we hope you will enact in regards to the Addison development. It is a development that will not only greatly impact the quality of life for the neighborhoods it borders, but for all of Delaware in regards to how it addresses preserving our vital natural resources from here on out.

Now, since I lack the technical skills and the proper materials to provide adequate illustration of the message I'm trying to convey in regards to what is one of the most pressing issues for me and my neighbors in regards to the Addison development I've decided my best option is to try and illustrate my points using this white board.

I've outlined the area to be developed that lies between the long established neighborhoods of Shelbourne Forest (almost 30 years) and Oakhurst (over 50). The green represents where there is currently heavily wooded areas, the blue line is the stream that flows to the Olentangy as part of it's watershed, and the brown areas are the former farm fields.

The major point I am trying to impress upon the leaders of the city I have been proud to call home for 30 years - the city where my three children attended Delaware City Schools, where my husband and I run a business, where we have supported other businesses and non-profits with both our time and money - is that Merrick Parkway - which I know has been a big wish for Delaware for a long time - in it's current depiction - is being built far to close to the homes on Executive Blvd. and Pinecrest.

Many of us purchased our homes with the understanding that one day the farm land behind us would be developed, but - and this is a big BUT - we trusted our city's plans for Merrick that placed the connector road closer to 1/3 + of the way from the southern border and would require the road to only cross the stream twice. It still started at Panhandle, but it curved to the north so that it would not infringe on the 30 homes in Shelbourne Forest. Infringe on our quality of life, our privacy, our safety and our property values.

NOTE: I bookmarked this drawing of Merrick Parkway's placement by Delaware, but it is no

longer on the Delaware Website.

Addison will state they originally wanted to place the road directly behind our homes - 20 feet - and that they have listened and moved it northwards. Barely. If you look at the revised map Merrick's placement is still practically in our backyards. It also encroaches on the stream and will require Merrick to now cross the stream in three - not two.

The measurements Addison has provided are misleading in that they inflate the distance between our homes and Merrick by providing measurements from the backs of our homes to the actual road. Not from the edge of our properties to the right of way.

I get that Addison, as the developer, wants Merrick pushed as far south as you will allow them to because it provides them with a larger tract of land to develop and to make a profit. But there is plenty of room and plenty of land to develop if Merrick is placed farther north - closer to where Delaware originally had it marked on the maps when we purchased our homes.

By placing it at least 100 yards from our backyards you will also fully preserve the lower stream corridor, wetland A, and this area - while not marked as a wetland - may be a vernal pool as it stays wet far longer than the surrounding area. Merrick moved further north, with the roundabout moved a bit to the east in the old field - also means that Merrick will once again only have to cross the stream twice, versus three times.

When finished it should go - our homes, woods and stream fully preserved (make it a conservation area or a natural park) then mounding with native evergreen trees, the lighted walk/bike way, and then Merrick parkway.

Addison has also proposed placing the walking path directly behind our homes so the road won't infringe on their plans - but as staff has recommended the path needs to be up next to the road for continuity's sake and so it can be lighted for safety.

The stream - which I have observed for over 20 years - at least in the area behind my home - ranges from 3 feet to 6 feet. When it rains it always overflows. A normal rain my double it's size, but a heavy rain, which we seem to be getting more often, will often triple or quadruple the size of the stream. Mother Nature has a great natural flood control system here. While the area behind us may stay swampy, it has never flooded our yards.

That is another reason why it's important to not only fully preserve this area of the stream, but as much of the full stream as possible. The city must insist that along the entire stream corridor at least 10 yards of tree canopies be retained on each side - preferably 20 yards. The mature trees will help filter the runoff and prevent erosion of the streams and help mitigate the loss of permeable land with the impermeable surfaces Addison will be putting in. The farmers who farmed this land knew enough to not mess with the watershed - we need to honor it as well.

NOTE: This was done in Shelbourne Forest when it was developed, why can Delaware not insist it be done for the Addison property?

We've seen what happens when a stream is mitigated through pipes with the flooding of the Delaware Run. It is a fact that Ohio is one of the states that is seeing more rainfall, often more in shorter bursts. We need to be mindful of that.

The layout of the formerly proposed Wickham property illustrates how the land between Shelbourne Forest and Oakhurst can be developed responsibly and in harmony with the existing landscape. It can be done.

This area is also better suited to single family homes on treed lots, or owner occupied free standing condo units that build around the trees, versus the rental community Addison has proposed. City code states like housing be placed by existing housing. Staff early on recommended that the Redwood apartment development be moved to area A and B - it provides the same 52 acres, and it is away from existing family homes with most of it on already cleared farm land. Why does Addison continue to refuse to move it? Wouldn't it be easier for Redwood to build on the already cleared land?

Also, so there is not a repeat of Coughlin crossing - where a development "dream" is approved, the area quickly clearcut, and then the land sits stripped and barren for nearly five years until a car wash and later a gas station move in. Now there is a strip mall with two occupants - are they new business or did they just relocate leaving an older spot now vacant.

Since Addison isn't able to tell us what will go in the other areas - can we not insist that trees not be cut until all relevant studies are completed and plans for each area approved. I just keep envisioning them going in and cutting these woods that have stood for hundreds of years, and the land laying barren until development is finalized.

After removing only those trees necessary for constructing Merrick further north of Shelbourne Forest, then build first on the open farmland away from the existing homes on Area A and B. On the land between Shelbourne and Oakhurst find a better fit to be built between these long existing neighborhoods. Single family on larger treed lots, plus smaller owner occupied starter homes or condos possibly. This is even a prime spot for another Willowbrook. Having the senior housing may even make the spot attractive for medical and office facilities in F and G versus the retail and gas station which nobody wants and which Delaware does not need. There are so many vacant retail spots already existing all over the city. And we definitely don't need another gas station with three already in this short corridor.

Please, hear us. Our requests have not changed since Addison first proposed this development, and you may feel like we keep repeating ourselves, heck, we're tired of having to repeat ourselves, but the changes we have asked for - and coincide with some that staff has also asked for - are either ignored or barely acted upon by Addison. Addison stated early on - before anything was official - that they like to work with their neighbors. We have not experienced that.

Please move Merrick, move the rental units to Area A&B, and please please preserve the watershed and the mature tree canopy, thus also preserving all the plants and wildlife that live there.

Thank you.

Diane Mungovan
937 Executive Blvd.
Delaware, Ohio

From: [Debora Fuchs](#)
To: [Elaine McCloskey](#)
Subject: For Public Comment 1/24/22 Addison development
Date: Monday, January 24, 2022 2:47:37 PM

Caution! This message was sent from outside your organization.

Dear Council Members,

There are many serious concerns with the Addison development plan and the PMU Mr. Friedman is asking for. Just because the Planning Commission gave approval this should NOT be a green light for Council to do the same. This has been called the biggest development request for the City. As elected officials (by the City's residents- not developers) we expect you to complete your due diligence, gathering and inspecting all the necessary information before making any decisions concerning this. Ultimately this development will impact EVERYONE in Delaware, not just my neighborhood.

I'm very concerned about this PMU and it allowing the developer to do whatever he wants to do. If granted, this tells us, the tax paying residents, that codes- City, Zoning, Tree, Watershed, etc, are irrelevant.

There are financial concerns: how do we pay for upkeep of necessary increase in infrastructure when the City is already on thin financial ice?

Impacts on our already over crowded and stressed school system are huge. Increased traffic- Pennsylvania Ave can't handle the load now before & after school. Merrick Parkway crossing the RR tracks any time soon is a pipe dream so that puts significantly more traffic through Shelbourne Forest/Hayes Colony/Pennsylvania Ave.

Safety concerns on so many levels and not enough fire or police, etc to handle it.

Flooding- the creek that cuts across Executive Blvd already is problematic and I haven't seen anything yet to suggest this is even in the conversation. Watershed quality, decreasing pavement not increasing is what is needed for quality water, trees, people. We need to have the Environment and Climate Crisis at the forefront--NOT the back burner!!

PLEASE listen to your very concerned residents, make this a responsible, sustainable development. It can be accomplished. Let's all work together.

Sincerely Submitted,

Deb Fuchs
788 Executive Blvd
Delaware

From: [Julie K Weller](#)
To: [Elaine McCloskey](#); [Carolyn Riggle](#); [Kent Shafer](#); [Catlin Frazier](#); [Stephen Tackett](#); [Lisa Keller](#); [Cory Hoffman](#); [Drew Farrell](#)
Subject: For Public Comment - Addison Farms Development
Date: Monday, January 24, 2022 2:56:11 PM

Caution! This message was sent from outside your organization.

Delaware City Council -

We are writing to you today, to ask you to **deny** the Planned mixed use overlay district for the Addison Farms Development. We believe that the rationale provided for abandoning the existing zoning codes are speculative and may not come to pass. While we understand that this tract of land will be developed at some point, we believe that “like-housing” should be required for this parcel as in other parts of the city. As stated in the City’s development plan:

- “When development occurs adjacent to existing development an appropriate transition is needed and adjacent lots **should be consistent in use and size**. Smaller lots or more intense uses may be located in the interior of the development. “
- “While accommodating development, preservation of (or mitigation of) impacts to significant environmental features, wetlands, streams, large stands of trees, and the like (where appropriate) is expected.”

There is no reason to go against the City plan. There is no reason why similar housing cannot be placed next to the Oakhurst Subdivision. The Oakhurst Subdivision is unique to Delaware - large custom homes on large lots. Houses do not stay on the market when they go up for sale. Our neighborhood is unique in that we do not have sidewalks at all houses, we have wooded lots with lots of wildlife (deer, fox, owls) and creeks running through many yards.

The current proposal adds approximately 1000 new housing units to Delaware. This is on top of the development already planned for Coughlin’s Crossing and the development taking place near Smith Park. Traffic is already an issue in Delaware, grocery stores cannot keep up with the demand. How soon after this development is started will the City come back to voters for Police and Fire money? For money for new/improved roads?

The overabundance of apartments, senior housing, and other “rental” type housing in the proposed development is concerning. Those who do not own their homes are typically more transient, make lower wages, and their taxes do not pay for the City/School services they use. Senior housing is concerning as those 65 years and older can use the Homestead Exemption to not pay property taxes, therefore putting a greater burden on the City Schools. What Delaware is lacking is more move-up housing, similar to the houses in the Oakhurst subdivision.

Change is not easy and we are not naive to think this property will not be developed. We are not anti-development. We are for thoughtful, impactful development that will be good to its neighbors and will benefit the City in a positive way.

Matt and Julie Weller
328 Sylvan Dr.
Delaware, OH 43015

From: [Michael Metzger](#)
To: [Elaine McCloskey](#)
Subject: Re: Addison Development
Date: Monday, January 24, 2022 3:01:31 PM

Caution! This message was sent from outside your organization.

FOR PUBLIC COMMENT ADDISON DEVELOPMENT

On Mon, Sep 27, 2021 at 4:12 PM Michael Metzger <mmetzger7260@gmail.com> wrote:

Mr. Tackett,

My name is Michael Metzger and I live at 297 Kensington Drive. Due to work and family, it is very hard for me to make it to public meetings. I would like you to read this email and do your best to represent my voice. I am very concerned with the planned Addison development for several reasons beyond the obvious high-density lower income homes planned to be built in our large lot/median income backyards.

1. The City of Delaware along with the Delaware County, Troy Township, Radnor Township, and the State of Ohio are investing money in re-paving Hills-Miller Road this year. In order to get the funds from the state you must prove the work being performed is a 20-year solution. The proposed development and access points to Hills-Miller will seriously jeopardize this work and the investment these public organizations are making. I'm not sure why the residents are paying to re-pave Hills-Miller Road when the developer has these planned access points in their plan which at the very least should require turn lanes?? Hills-Miller is nearly impassable by two large trucks currently. The number one asset to any government agency is its infrastructure with the average cost of one million dollars per mile to rebuild. I would insist that any developer be required to build Merrick Pkwy from 23 to Troy Road before any building permits are released. With insistence that construction entrances only be allowed at those two points. State routes and County roads are typically built to withstand heavier loads and higher traffic counts. Furthermore, there are planned connections to our subdivision road (Oakhurst). Our roads have not been touched besides street sweeping in over 6 years. This summer I saw a city crack seal crew drive by the house, but they never touched the cracks large enough to stick your hand in? In fact, sometimes it takes 5-6 days after a snowfall to get them plowed. I understand these roads are not thoroughfares but adding traffic to under maintained roadways is a terrible idea and extremely unsafe.

2. I have been in the construction industry for over 20 years and have worked with every major developer in central Ohio on countless projects. Every single concession or request must be in writing before the plans are signed or nothing will be followed through. That being said, I believe it is once again crucial for construction traffic to only be allowed to access the site via 23 or Troy Road due to the lack of maintenance to Oakhurst subdivision streets. "No construction traffic" orange signs are not enforceable by law so it must be noted in the plans where traffic may enter the property and strictly enforced.

3. My next concern is dust and noise. Construction will obviously be done in the summer. A project of this magnitude will require all topsoil to be stripped and clay to be moved. This will create dust clouds that will cut visibility down to mere feet which will make spending anytime outside unbearable. It also leaves a thick coat of dust on homes, vehicles, and anything else close to the project. Strict enforceable guidelines must be put in writing with clear consequences for the developer. Likewise, when the earth work is over the on slot of builders will take place. Most of these crews work 7 days a week which will turn our quiet and peaceful neighborhood into what will sound like a war zone while 300 units are being framed and built. The sound of frogs and crickets will be replaced by nail guns, back up alarms, and car horns.

4. While I understand that development is crucial for a City to continue to develop and improve, a viable plan needs to be put into place on how all this new infrastructure will be taken care of. Throughout my career I've worked with all different types of government agencies throughout Ohio, Michigan, and West Virginia. Delaware County provides great examples of different road technologies and techniques. On the other hand, I often find myself using pictures of the City of Delaware roads that are improperly treated with wrong products at the wrong times. One major roadway that sticks in my mind is Glenn Pkwy. That road was built and never maintained which will end up costing the city residents significantly more money than maintenance would have. It's like buying a new car, never changing the oil, and just allowing the motor to blow up. Merrick pkwy will be another large road section that the city will have the luxury of someone else paying for. Please do not let someone buy you a new car and not have a plan to change the oil. Insist that the City create a comprehensive plan to maintain our streets. A few years back the City tried to pass a road tax with talks of building this project and that project. Until we can change the oil in our own car, we must stop buying new ones!

5. My final concern would be property values. The addition of 3.5 dwellings per 1 dwelling (existing Oakhurst subdivision) will drastically

decrease our property values and chances of resale. If the current Addison plan is approved the City of Delaware should immediately approve a tax deduction to the existing homeowners.

I know you are new to the role and I'm sorry that you are being thrust into this position. I implore you to remind your colleagues on council that your first responsibility is to enact laws that promote the safety of its residents and traveling public. All elected officials that are in office represent the interests of we the people. Please be our voice.

Thank you,

Michael Metzger