Planning & Zoning Commission Meeting
Tuesday, January 25, 2022 - 6:30 PM
AGENDA

1. Call to Order
2. Swear In New Members
3. Roll Call
4. Pledge of Allegiance
5. Chair and Co-Chair elections
6. Public Comment
7. Approval of Minutes
   a. December 1, 2021
   b. December 13, 2021 Special meeting
8. Tabled Applications
   a. Application Z-21-203 COA, ACE Hardware; TABLED December 1, 2021 (Nothing new submitted)
9. Variance; 350 Fondriest Road
   a. Application # Z-21-223
10. Concord Crossing East Preliminary Plat Application
    a. Application # Z-22-13
    b. Traffic Report
11. Zoning Inspector
    a. December 2021 Report
    b. 2021 Permit Summary
12. Review 2021 Goals and begin writing 2022 Goals
    a. 2021 Goals
13. Other Business
14. Adjourn

Planning & Zoning Commission
Wednesday, December 1, 2021 - 6:30 PM
MINUTES

1. Call to Order

   Chairman Ryan Green called to order the Planning and Zoning Commission meeting for Wednesday, December 1, 2021 at 6:30 p.m.

2. Roll Call

   Present - Chairman Ryan Green, Ron Danne, Jon Merriman, Ben Lee
   Absent - Jesse Coppel

   Staff present - Bailey Klimchak - Village Planner, Jim Blair - Zoning Inspector, Teresa Monroe - Clerk of Council

   Public present - Warren Butt, Walter and Rita Raub, Logan and Meghan Malone, Dave Pontia, Ben Vause, David Cool, Mike Dwyer

3. Pledge of Allegiance

4. Public Comment

   No comments from the public.

5. Application Z-21-204

   a. Conditional Use; 276 S. Main

   Planner Bailey Klimchak reviewed the application; the property is five parcels, three parcels along South Main Street and two parcels in the back. Addresses are 276-292, on the website the applicant can only apply for one address but would like to hold the use through the three front properties. Applicant would like to use the church and foundation hall for event space and the home for supporting space. Currently, all five properties are owned by Church of Youth for Christ. The applicant has an agreement with the owner that if the Conditional Use is approved, he would take control over the five properties but would let Youth For Christ continue to use for gathering.

   Applicant Logan Malone was present for the application and talked about his plans for use as a wedding and event venue.

   Ben Lee said taking the business consideration, a GCC type application, he would not support including the residential aspect because you can operate business out of accessory units but that accessory unit cannot be a dwelling; he would not include the residence until it ceases to be a dwelling. If it were to be incorporated into an overall plan, it should come back to the board for review. Said when reviewing the Conditional Use criteria, there is a lot in there that are true statements that would be in favor of what is being asked for but he is hung up on its proximately to residential and the precedence this

would set moving forward. He would like to hear what the neighbors have to say about it.

Added that it is a unique property, zoning is residential, request is for a condition that is not applicable; preservation is important.

1. If approved would not support outside events
2. Would want to talk through sign design
3. Asked about the residence. Mr. Malone said he does not plan to use that structure. Ben does not support using the residential unit as a part of application. Mr. Malone said if it ceases to be used as a residence, he would raze the house and return to green space.
4. Hung up on proximity to residential

Ron Danne said he loves the idea of reusing the old church, an old building and for a similar use as it historically was. Inquired on the parcels to the rear and that his concern with an event space is that we would not have enough parking without including them. Discussion on assigned addresses and not having separate water meters. Mr. Danne said he would like to put a condition on this if it goes forward; that the back properties cannot be separated from the front properties because then they would never have the needed parking. (Would apply to all four properties)

Mr. Malone walked through his plan to blacktop the balance of the lot behind the buildings, leaving one rear lot as green space and graveling the other.

Ryan Green said he was happy to see something being used there, however,something needs to be done with the addresses, would say the house needs split off and the other two properties joined. Glad to see they would get rid of the garage, would add a condition for a timeline on paving rear lot or turning to green space. Wants to have a concrete plan for the house as a rental, whether it will be torn down within a period of time; would be fine if it were 6-12 months out. Signage is not adequate, needs to be upgraded, possibly on the building, not glowing at night. Look at parking lot lighting appropriate for residential. Occupancy of church is 125, fellowship hall is 250 so there would need to be adequate parking and plan for traffic, would like to see traffic go out onto SR37 to limit traffic onto Kasson.

Mr. Malone said residents in the area use the rear lots for parking for overflow, blocking off would affect them. Discussion on traffic flow.

Mr. Lee asked for consideration, when coming off of Kasson, making that an entrance only and said he is a proponent of green space so keeping the one parking surface grass is a good idea, the other overflow lot would likely need a variance, would like to see a semi-permeable surface.

Public Comments:

1. Warren Butt, 269 S. Kasson

- Their property abuts this property, gave some history of the church property, parsonage and fellowship hall.
- Historically parking has been a problem for the church, overflow was on the streets;

questions whether the parking is sufficient for the capacity. Ben Lee said it is a valid callout on the parking.

- Concern about a commercial for-profit business in a residential district
- Read through the zoning ordinances, did not see anything compelling to approve this application
- Other groups have used this space before and trash was an issue
- Urges a no vote on this application
- Concern for residence in other residential neighborhoods

2. Walter Robb, 320 S. Main

- Agrees parking is inadequate
- Would like to see it remain a church building but appreciates that things change
- Would not like to have a business in a residential area
- 1131.01 purpose, would not be consistent; 1131.02
- Concern for lighting as he is a neighboring property
- Concern for the timeframe on how long events could last, noise, alcohol etc.
- Would like to see the building stay and be used but does not think this is the best use for the property
- Urges a no vote

3. Neda Robb, 320 S. Main

- Her property is a few feet from this
- Concern for letter received that said this would allow parties
- Criteria for approval, sees several that are not ok
- Area is residential, approval would be a slippery slope
- Traffic will be a problem, will bring down surrounding house values
- Strongly recommends voting no

Chairman Green closed public comments.

Discussion on current use of a church relative to how it could be used if Conditional Use were approved.

Ben Lee said this would be a deviation from a church to a business and neighbors are not in favor, he cannot see supporting it. Mr. Danne said there is a difference too when a church gets used and is busy, typically Sunday morning/afternoon whereas a wedding reception would be weekend evenings late. Mr. Green listed other church uses and said this could be used just as many hours and that is why it is complicated. Jon Merriman discussed other businesses in the area and what could be done at the properties. Mr. Lee said the letters are sent out to neighbors for a reason and many are not wanting this intense use in the area, where the request is a deviation from what is currently zoned and what is on the future land use map; he cannot see supporting this. Mr. Green noted that only two houses out of all surrounding properties came in, the others either didn't feel the

need that it was important, they didn't pay attention or they are in favor of it, we won't know.

Chairman Green opened back up for public comments.

1. Walter Robb, 320 S. Main

- Received his notice letter on Friday
- Wants use of the property to be consistant
- Concern for people using his driveway and yard as turn around

Logan Malone addressed the statement that this would bring down property values; they have improved the property, argues they are making the property better and bringing value up, noted they would also like to fence.

Exploration of non-conforming use. Ryan Green said the tradeoff is improvement of property. Discussion, some further comments on history.

2. Neda Robb, 320 S. Main Street

- Discussed the letter sent again, said events include parties and that is concerning.
- Regarding property value, no one would buy a house near a place that has loud bands.
- Allowing a UR-1 property to be used as GCC-1 opens a dangerous door
- Asked if they would pay taxes

3. Walter Robb, 320 S. Main

- Said taxes are paid on the house

4. Warren Butt, 269 S. Kasson

- Provided some more history
- Would like to see the property have some good use

Ben Lee said he appreciates it but cannot support, if approved he would suggest conditions. Logan Malone asked what happens if denied, that he is using this as close to the original use as possible. Mr. Lee said it is not so much this specific situation, it is relevant to the code, the map, the incorporation therein, the application of it, how they go about making decisions based on historical application; the fact that event center or something to that effect is not listed under UR-1 as a conditional use, and treating the Planning and Zoning document as an exclusionary document is a tilting factor in his view.

Chairman Green said if the applicant is in favor, in light of being down a member tonight and to have an adequate vote on this he would suggest tabling. Mr. Malone was in favor.

ACTION:	Ryan Green moved to table the application; Jon Merriman seconded and the vote was as follows:
AYES:	Ron Danne, Ryan Green, Jon Merriman
NOES:	Ben Lee
ABSTAIN:	None

Passed 3 - 1

6. Application Z-21-203

   a. Certificate of Appropriateness (COA); 921 W. Coshocton St.

   Application for property on US62 and the proposed building for ACE Hardware, currently in GCC-2 zoning district. Proposed to be an approximately 18,000 square foot building with 63 off street parking spaces which is the number required. Architect Dave Pontia was present for the application and reviewed the site plan provided in the packet. Reviewed exterior colors and materials.

   Ron Danne noted a Marathon oil pipeline in the back south corner of the property, he thinks there is a one hundred foot easement. Mr. Pontia was aware, it was shown on the survey.

   Ryan Green said many items do not fall within the Design Review Standards, setback and parking for example, so not sure a decision will be made tonight.

   Ben Lee said looking at the design itself, several areas within the Design Review Districts and Standards note harmony with surroundings and other buildings; said this has a flat roof but other new buildings recently approved in the area have a pitch. Mr. Pontia said he could make a similar argument for flat roofs; discussion on other buildings in the area and design text, added that they started the design process prior to passage of the design document. Ben Lee said page twelve, Corridor District notes there should be no blank walls or planes. Discussion on street trees, sidewalk and lighting. Noted page sixty in the design review code, that parking lots are to be oriented to the side and rear. Mr. Pontia said that is possible but it would not be desirable to walk around a giant building to enter through the front, plus the mix of semis. Mr. Lee said he continues to use this guiding document as his baseline and that there are several considerations with what is submitted and with the design character that do not fit within what is being represented in the document, how it fits in the character of surrounding buildings, the colors work but massings don't.

   Ron Danne said he had concerns about the roof, newer buildings have pitch. Concern also for window percentage, seems short.

   Ryan Green noted the setback was too far back, Corridor District standard he thought was ten to twenty-five. There is a lack of windows, need people to be able to walk by and see in the building. Noticed an issue with the fence in the back, would like to see more than a wooden fence, would like some buffering, trees etc. In favor of tabling to allow for more review and a full board vote.

Public Hearing

Allowance of time for Mr. Pontia to have discussion with applicant.

1. Marvin Block inquired on parking - Mr. Block was not at a mic, not heard on the record.

Mr. Pontia said that the owner requested to table the application. Chairman Green said to reference current design standards.

ACTION:	Ryan Green moved to table; Benjamin Lee seconded and the vote was as follows:
AYES:	Ron Danne, Chairman Green, Jon Merriman, Ben Lee
NOES:	None
ABSTAIN:	None

Passed 4 – 0 TABLED

7. Other Business

1. Jim Blair provided updates:

- The application for the 45,000 square foot expansion to the Curaleaf building scheduled for the January 25, 2022 meeting.
- New business going in downtown that sells dog treats, 28 S. Main
- Work beginning on the remodel of a liquor bar

2. Additional Special Planning Commission meeting called for Monday, December 13th at 6:30 pm

8. Adjourn

ACTION:	Ryan Green moved to Adjourn; Benjamin Lee seconded and all were in favor.
AYES:	Ryan Green, Ron Danne, Ben Lee, Jon Merriman
NOES:	None
ABSTAIN:	None

Passed 4 - 0

Meeting adjourned at 8:31 pm

Planning & Zoning Commission
Monday, December 13, 2021 - 6:30 PM
MINUTES

1. Call to Order

   Chairman Ryan Green called to order the Planning and Zoning Commission meeting for December 13, 2021 at 6:31 p.m.

2. Roll Call

   Present - Ryan Green, Ron Danne, Jesse Coppel, Benjamin Lee, Jon Merriman
   Absent - None

   Staff present - Bailey Klimchak - Village Planner, Jim Blair - Zoning Inspector, Teresa Monroe - Clerk of Council

   Public present - Warren Butt, Logan, Meghan & Brando Malone, Sue Overholt

3. Pledge of Allegiance

4. Public Comment

   No comments

5. Approval of Minutes

   a. November 23, 2021

   ACTION: Ryan Green moved to Approve as written; Ron Danne seconded and all were in favor.
   AYES: Ryan Green, Ron Danne, Jesse Coppel, Ben Lee, Jon Merriman
   NOES: None
   ABSTAIN: None

   Passed 5 - 0

6. Application Z-21-204; Tabled 12/1/2021

   a. Conditional Use; 276 S. Main Street
   Application tabled December 1, 2021.

   ACTION: Ben Lee moved to take Application Z-21-204 off the table; Ryan Green seconded and all were in favor.
   AYES: Ryan Green, Ron Danne, Jesse Coppel, Ben Lee, Jon Merriman
   NOES:
   ABSTAIN: None

   Passed 5 - 0

Chairman Green said there was quite a bit of testimony on this application last meeting, asked if there was anything to add from the applicant or staff. Planner Bailey Klimchak said staff had no updates; Chairman Green opened to the Board.

Ben Lee said he had not seen any new information or any additional arguments and he continues to maintain that with this request, be it well intentioned for the specific parcels with respect to development, with the zoning being exclusionary and this particular use not listed, it falls outside of what is listed as conditional for UR-1, that it does not meet the requirement for a conditional use request and it should be denied on that basis. Added that it looks to put a commercial business in a residential area which is a slippery slope for UR-1 or UR-2. He continued to say the comments from the public here before support denial but does not want to sell short the vision of the applicant and what is being requested for that space because he appreciates what is being brought forth and the vision for the area but with how the zoning is set up, how it is listed and defined, it isn't something he can support and he has not seen any new information that would change his mind.

Bailey Klimchak called attention to an email she sent noting a misprint on the last staff report, 1131.06 was not relevant to the consideration, should have been 1131.03; Mr. Lee read the correct criteria last meeting.

Chairman Green opened the floor to the public.

Public Hearing

1. Warren Butt, Johnstown resident, lives adjacent to the property

- Remains opposed to allowing the existing church and fellowship hall to be used for the express purpose of a commercial for-profit activity, it goes against his interpretation of the zoning code.
- He is extremely opposed to any kind of event that could possibly spill over from the buildings into the green space; would not want to see a wedding, reception or family reunion because it would be a nuisance to him and his property.
- Thinks the proposed events would bring an immense amount of traffic on roads not designed for it.
- Would be noise, confusion and litter
- No reason to put a for-profit, commercial activity in their neighborhood; would they put this in Kyber Run or Concord Crossing? Does not want commercial activity for a new neighbor.

2. Sue Overholt, 280 S. Kasson

- Very opposed to this going commercial, is fine with a church but commercial would bring more traffic to South Kasson Street which is not equipped for it.

Chairman Green closed public comment

Ryan Green said although he likes the idea, however something that is not in the conditional uses of UR-1 is a problem and he does not know if there is a way forward with this; possibly a non-conforming use or rezoning of the property, but not through this mechanism. As said before, going completely commercial on that property, he does not think they are headed that way; they don't want to see that, people around there don't want to see that. He knows it can be used as a church, as total event space, he thinks it has to be more of a church than an event space to qualify as a church; said this one is tough, they want to see the property fixed up and to see good things happen there, said they want the best for businesses and residents in Johnstown but conditional use is not the best mechanism for this.

ACTION:	Ryan Green moved to Approve as written; Ben Lee seconded and the vote was as follows:
AYES:	None
NOES:	Jesse Coppel, Ben Lee, Ron Danne, Chairman Green, Jon Merriman
ABSTAIN:	None

Failed 0 - 5

Chairman Green thanked everyone for coming out and that they look forward to getting the best out of the property either way.

Ben Lee said for the applicant, he personally wants to reiterate his appreciation of the vision for that space, he did not think there were any comments that this was not a positive vision and desire to bring that space up to a better condition than what it is and to see it used and maintain its historical identity but with respect to the zoning code, this just did not fit within that space. Does not want to discourage the entrepreneurial aspect the applicant brings, just encourages him to seek other places where it could fit in more appropriately.

7. Zoning Inspector

a. November 2021
Zoning Inspector Jim Blair reviewed his November 2021 report summary.

8. Other Business

1. Bailey Klimchak noted that the other tabled COA application will not be heard until January at the applicants' request; this will be the last Certificate of Appropriateness the Planning Commission will see, future ones will be considered by the Design Review Board.

2. Discussion on timing of application materials sent to the Planning Commission for review; they would like more time, especially on larger projects. Staff to research effect on deadlines for applications.

9. Adjourn

ACTION:	Ryan Green moved to Adjourn; Ben Lee seconded and all were in favor.
AYES:	Ryan Green, Ron Danne, Jesse Coppel, Ben Lee, Jon Merriman
NOES:	None
ABSTAIN:	None

Passed 5 - 0

Meeting adjourned at 6:57 pm

City of Johnstown Ohio
Administrative Offices
www.villageofjohnstown.org

CITY OF JOHNSTOWN, OHIO

599 S. Main Street
Johnstown, Ohio 43031
Telephone: 740-967-3177

Public Notice

The City of Johnstown Ohio Planning and Zoning Commission will consider a Variance request to allow a reduced side yard corner lot setback for a newly constructed SFD. The Variance will be heard Tuesday January 25, 2022 at 6:30 p.m. at 599 S. Main Street. The property is located at 350 Fondriest Rd. Johnstown, Ohio 43031. (Auditor Pin# 053-173502-00.123)

For more information contact:
Jim Blair
Zoning Inspector
740.967.3177
jblair@johnstownohio.org

Zoning Use Permit · Add to a project

Expiration Date | Active

Z-21-223

Details
Submitted on Dec 23, 2021 at 12:46 pm

Attachments
2 files

Activity Feed
Latest activity on Dec 23, 2021

Applicant
Cris Geiser

0

Location
350 FONDRIEST RD, JOHNSTOWN, OH 43031

Timeline

Add New

Internal Review
In Progress

Application Fee
Payment

Planning and Zoning Approval
Review

Permit Issuance
Document

Document Signatures

Jim Blair Signature

☐

Ryan Green Signature

☐

Bailey Klimchak Signature

☐

Project Information

Application for:

Conditional Use

☐

Non-Conforming Use

☐

Variance

☑

Home Occupation

☐

Ordinances(s) the application applies to:

Description and nature of request *

request for adjusted setback requirement

List of Contiguous Property Owners

Please refer to the auditor's webpage for a list of property owners here. (https://www.lickingcountyohio.us/)

Name

Schlabach Builders

Address

6678 state route 241 Millersburg Ohio 44654

Name

johnstown land holdings

Address

PO Box 312 lewis center Ohio 43035

Authorization

I certify the information contained in this application and attachments are true and accurate. *

Cris Geiser
Dec 23, 2021

- Question A — Whether the property in question will yield a reasonable return or whether there can be any use of the property without the variance.
- Response A — granting this variance will make so that we are able to do a extra bay on the side of the garage, as requested by by our clients, Rich and Beth Green. It would be usable without the bay(and Variance), but this is what they are wanting to add.
- Question B — Whether the Variance is substantial
- Response B — our setback to the side of the garage now is 18'8". The required setback currently is 20'. So requesting that the side setback be reduced to allow this bump out to be added .
- Question C — Wether the essential character or the neighborhood would be substantially altered or whether adjoining properties would suffer a substantial detriment as a result of the variance.
- Response C — No this would not affect substantially adjoining properties.
- Question D — Whether the Variance would substantially affect the delivery of government services.
- Response D — No it would not.
- Question E — Whether the Property owner purchased the property with knowledge of the zoning restriction.
- Response E — We, Schalabach Builders, knew the zoning requirement. Requesting variance due to client requesting a bump out on garage that would encroach on required setback.
- Question F — Whether the property owners predicament feasibly can be obviated through some method other that a variance.
- Response F — No, variance is the only way the can be accomplished.
- Question G — Whether the Spirit and intent of the code would be observed and substantial justice done by granting the variance.
- Response G — We will abide by variance setback assigned. As shown on attached plans, the bump out is all that we will be adding.

RICH & BETH GREEN #3142

CANNONDALE AVE. LOT 177
JOHNSTOWN, OH 43031 C.C.E.

FRONT ELEVATION
SCALE: 1/8" = 1'-0"

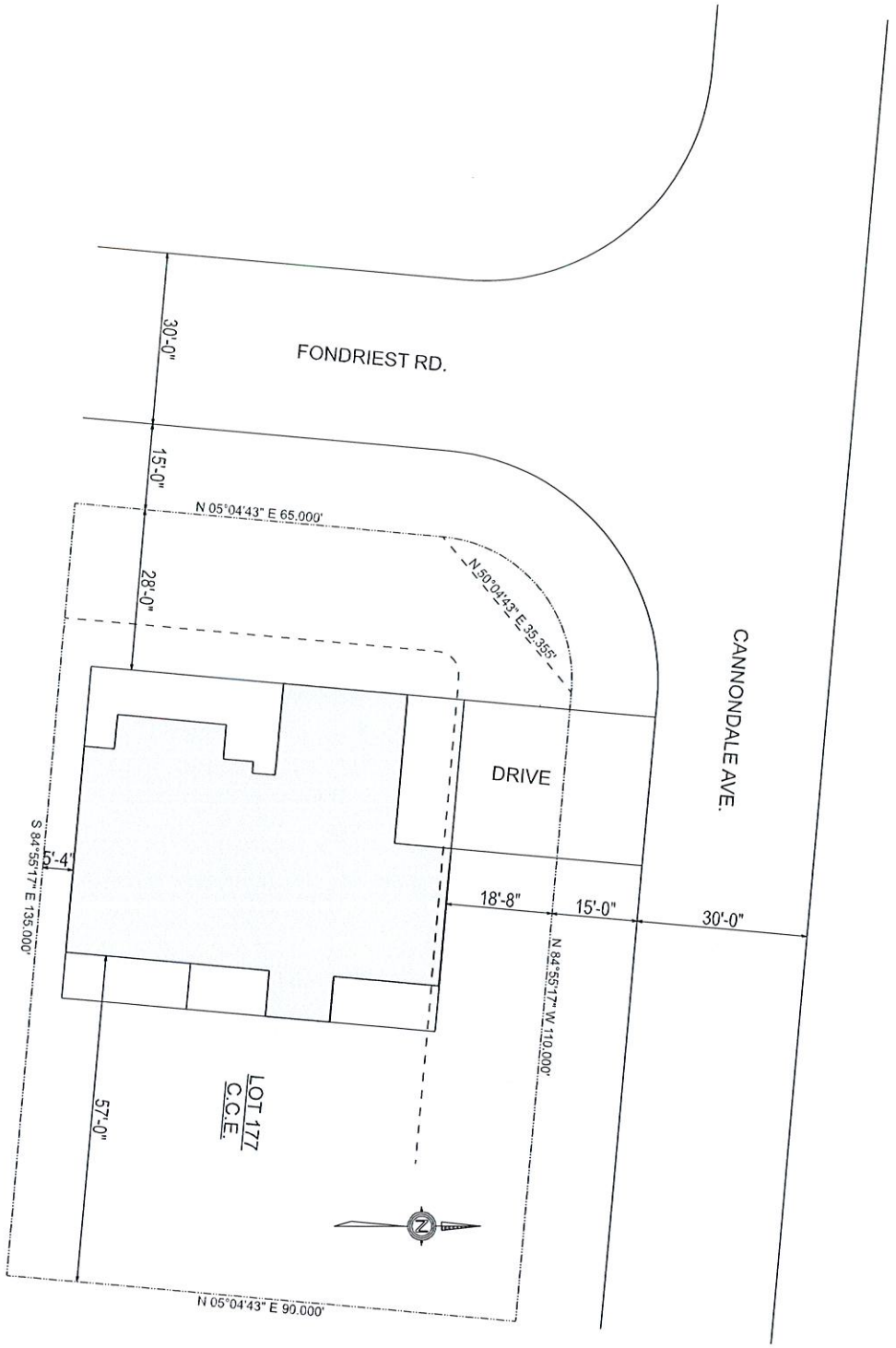
AREA SCHEDULE	
NAME	AREA
MAIN FLOOR	1881 sq ft.
2-CAR GARAGE	525 sq ft.
1-CAR GARAGE	240 sq ft.
PORCH	116 sq ft.
PATIO	196 sq ft.

PAGE: 1/6
DRAWN BY: PAUL M.
SCALE: 1/8" = 1'-0"
DATE: Monday, December 20, 2021
PLAN #: 285
SUPERVISOR:

SOFTPLAN ARCHITECTURAL DESIGN SOFTWARE

6678 ST RT 241
MILLERSBURG
OH 44654
330.674.9386

Schlabach BUILDERS



SITE PLAN
SCALE: 1" = 20'-0"

Schlabach BUILDERS 6678 ST RT 241 MILLERSBURG OH 44654 330-674-9386	RICH & BETH GREEN #3142 CANNONDALE AVE. JOHNSTOWN, OH 43031	DRAWN BY: PAUL M. SCALE: 1" = 20'-0" DATE: Monday, December 20, 2021	PAGE: 6/6
	SUPERVISOR:	PLAN #: 285	

JOHNSTOWN STAFF REPORT

Variance Application Number: Z-21-223
Property Address: 350 Fondreist RD.
Auditor Pin# 053-173502-00.123
Subdivision: Concord Crossing East

Applicant: Schlabach Builders
Schlabach representative: Chris Geiser
Zoning District: PUD
Commission Date: January 25, 2022

Background: The applicant Schlabach Builders is requesting a side set back reduction on a corner lot at 350 Fondreist Rd and Cannondale Ave. The required set back for the PUD Zoned lot is 35' from the backside of the curb. To allow for a third car garage a reduction of 1.2' feet is necessary. This house will have a sideload garage with the driveway entrance from Cannondale. The additional 3rd car garage is a bump out on the side facing Cannondale and requires turning left from the driveway to enter the garage. This reduction should not impact or obstruct motorists' vision when turning right from Fondreist onto Cannondale.

Planning Considerations:
The Commission shall not grant a variance unless it finds that all of the following conditions apply to the case in question:

1. Whether the property in question will yield a reasonable return or whether there can be any beneficial use of the property without the variance;
2. Whether the variance is substantial;
3. Whether the essential character of the neighborhood would be substantially altered or whether adjoining properties would suffer a substantial detriment as a result of the variance;
4. Whether the variance would adversely affect the delivery of government services (e.g., water, sewer, garbage)
5. Whether the property owner purchased the property with knowledge of the zoning restriction;
6. Whether the property owner's predicament feasibly can be obviated through some method other than a variance;
7. Whether the spirit and intent of the Code would be observed and substantial justice done by granting the variance.
   "No single factor controls a determination of the practical difficulties test."

Staff Recommendation: Granting the Variance.

City of Johnstown, OH

$17,200.00 Paid

via Check #1577

Thanks for using the Online Service Center

Jomar an Ohio General Partnership
Plat/Lot Split Application #Z-22-13
January 11, 2022

Total Paid	**$17,200.00**

Powered by the ViewPoint Cloud platform
Receipt number #237

Plat/Lot Split Application · Add to a project

Expiration Date | Active

Z-22-13

Details
Submitted on Jan 10, 2022 at 9:11 am

Attachments
2 files

Activity Feed
Latest activity on Jan 10, 2022

Applicant
joe ciminello

0

Location
0 CONCORD RD, JOHNSTOWN, OH 43031

Timeline

Add New

Internal Review
In Progress

Engineering Approval
In Progress

Permit Fee
Payment

Planning and Zoning Approval
Review

Permit Issuance
Document

Internal

Property Information

Zoning District
PUD

Name of Subdivision
Concord Crossing East

Size of Subdivision
157

Number of Proposed Lots *
157

Occupancy Type *
Single-Family

Number of Acres *
64.54

Application For: *
Preliminary Plat

Existing Use of Property *
vacant

Description of Proposed Work *
Preliminary Plat

Survey Information

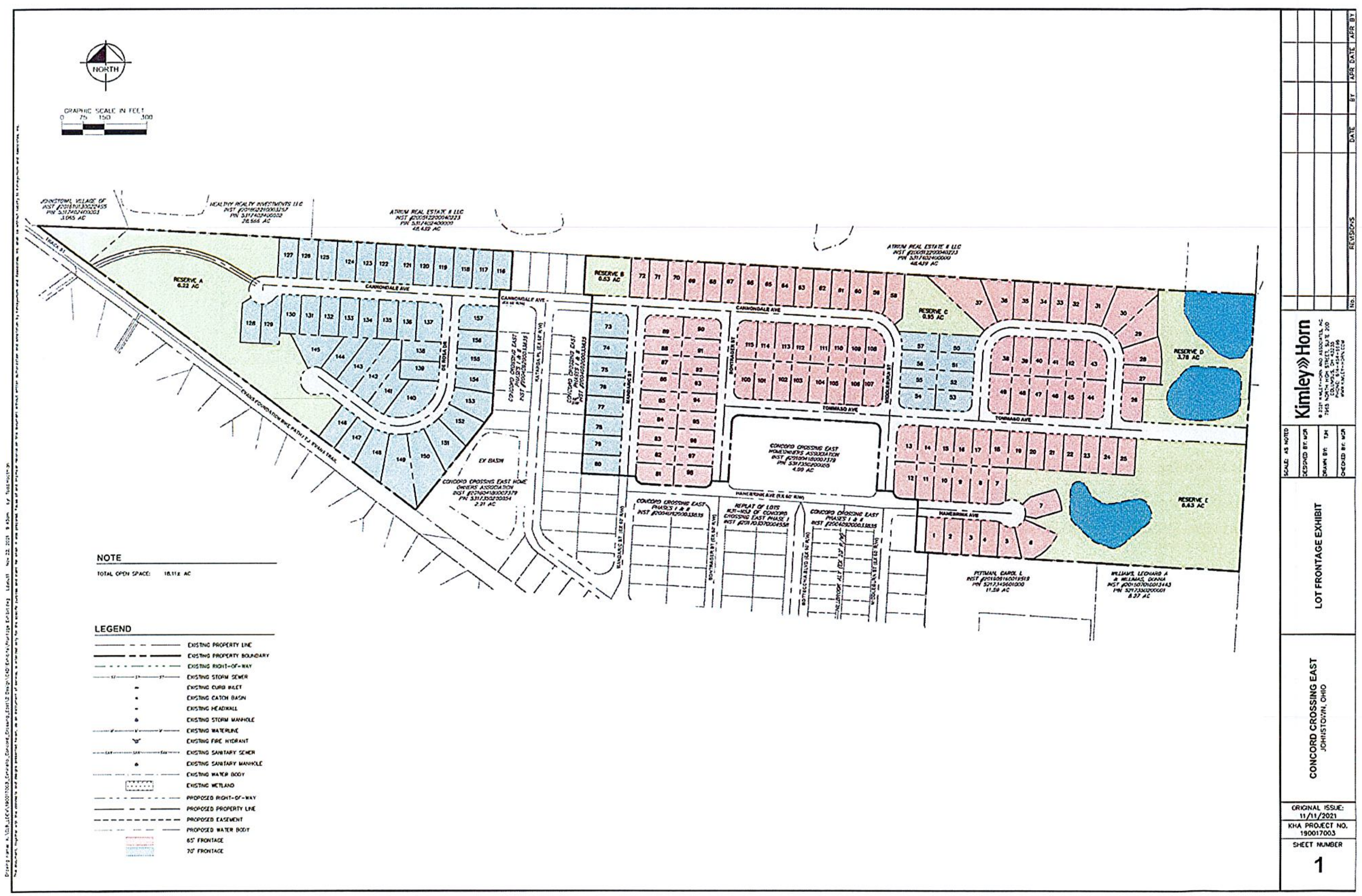
To be Completed by Surveyor:

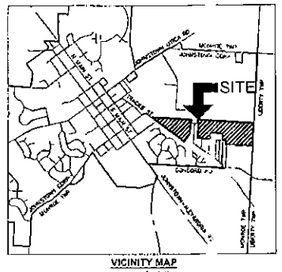
Date of Survey

Authorization

I certify that information contained in this application and attachments are true and accurate. *

Joseph A Ciminello
Jan 10, 2022


NORTH
GRAPHIC SCALE IN FEET
0 75 150 300
JOHNSTOWN, VILLAGE OF
HEALTHY REALTY INVESTMENTS LLC
ATRIUM REAL ESTATE II LLC
RESERVE A 6.22 AC
RESERVE B 0.53 AC
RESERVE C 0.95 AC
RESERVE D 3.78 AC
RESERVE E 6.63 AC
CANNONDALE AVE
TOMMASO AVE
HANEBRINK AVE
DE ROSA DR
KATAPGA PL
MANDARIC ST
BONTRAGER ST
MIDDLEBURN ST
EVANS FOUNDATION BIKE PATH / T.J. EVANS TRAIL
EX BASIN
CONCORD CROSSING EAST HOME OWNERS ASSOCIATION
2.21 AC
CONCORD CROSSING EAST HOMEOWNERS ASSOCIATION
4.99 AC
CONCORD CROSSING EAST PHASES I & II
REPLAT OF LOTS OF CONCORD CROSSING EAST PHASE I
PITTMAN, CAROL L
11.59 AC
WILLIAMS, LEONARD A & WILLIAMS, DONNA
8.27 AC
NOTE
TOTAL OPEN SPACE: 18.11± AC
LEGEND
EXISTING PROPERTY LINE
EXISTING PROPERTY BOUNDARY
EXISTING RIGHT-OF-WAY
EXISTING STORM SEWER
EXISTING CURB INLET
EXISTING CATCH BASIN
EXISTING HEADWALL
EXISTING STORM MANHOLE
EXISTING WATERLINE
EXISTING FIRE HYDRANT
EXISTING SANITARY SEWER
EXISTING SANITARY MANHOLE
EXISTING WATER BODY
EXISTING WETLAND
PROPOSED RIGHT-OF-WAY
PROPOSED PROPERTY LINE
PROPOSED EASEMENT
PROPOSED WATER BODY
65' FRONTAGE
70' FRONTAGE
No. REVISIONS DATE BY APR DATE APR BY
Kimley»Horn
SCALE: AS NOTED
DESIGNED BY: MJR
DRAWN BY: TJH
CHECKED BY: MJR
LOT FRONTAGE EXHIBIT
CONCORD CROSSING EAST
JOHNSTOWN, OHIO
ORIGINAL ISSUE: 11/11/2021
KHA PROJECT NO. 190017003
SHEET NUMBER
1



VICINITY MAP

SCALE: 1"=2000'

NOTES

THIS DRAWING REPRESENTS A PRELIMINARY PLAT OF 84.76 ACRES LOCATED IN THE VILLAGE OF JOHNSTOWN CURRENTLY OWNED BY JOHNSTOWN LAND HOLDINGS LLC, CONTAINING 157 LOTS AND ROAD RIGHT-OF-WAY.

INFORMATION COMPILED ON THIS PLAN IS BASED ON LIDING COUNTY GIS AND EDGES AND NOT FROM A FIELD SURVEY.

CURRENT VILLAGE OF JOHNSTOWN ZONING: PLANNED UNIT DEVELOPMENT (PUD)

PLANNED UNIT DEVELOPMENT ZONING MANUAL:

MINIMUM FRONT SETBACK: 20'
MINIMUM REAR SETBACK: 25'
MINIMUM SIDE SETBACK: 5'

OPEN SPACE: 16.16± AC

PROPERTY OWNER:
JOHNSTOWN LAND HOLDINGS LLC
PO BOX 312
LEWIS CENTER, OH 43035

DEVELOPER:
JOE CARNELLO
567 LAZELLE RD
WESTERVILLE, OH 43081
TEL: (614) 207-7867
EMAIL: EMPIELLEDUBAIOLCON

PLAT PREPARED BY:
KIMLEY-HORN AND ASSOCIATES, INC.
7965 N HIGH ST, STE 200
COLUMBUS, OH 43235
TEL: 614-654-6699

CURRENT SITE LAYOUT - 157 PROPOSED LOTS MEETING PUD ZONING REQUIREMENTS.

PROPOSED ROADWAY - 50' WIDE PAVEMENT WITH CURB & GUTTER 4' SIDEWALK ADHESS ALL LOT FRONTAGES, 60' RIGHT-OF-WAY SHOWN.

RESERVES A, B, C, D AND E SHALL BE RESERVED AS OPEN SPACE

1 DENOTES FRONTAGE AT SETBACK

LEGEND

EXISTING PROPERTY LINE	PROPOSED RIGHT-OF-WAY
EXISTING PROPERTY DESIGNATE	PROPOSED PROPERTY LINE
EXISTING STORM SEWER	PROPOSED EASEMENT
EXISTING CURB INLET	PROPOSED STORM SEWER
EXISTING CATCH BASIN	PROPOSED CURB INLET
EXISTING HEAD-WALL	PROPOSED CATCH BASIN
EXISTING STORM MANHOLE	PROPOSED HEADWALL
EXISTING WATERLINE	PROPOSED STORM MANHOLE
EXISTING FIRE HYDRANT	PROPOSED WATERLINE
EXISTING SANITARY SEWER	PROPOSED FIRE HYDRANT
EXISTING SANITARY MANHOLE	PROPOSED SANITARY SEWER
EXISTING WATER BODY	PROPOSED SANITARY MANHOLE
EXISTING WETLAND	PROPOSED CENTERLINE

OHIO LICENSED PROFESSIONAL ENGINEER E-75300
MY LICENSE EXPIRES ON 12/31/2021

DATE

NO.	REVISIONS	DATE	BY	APR DATE	APR BY

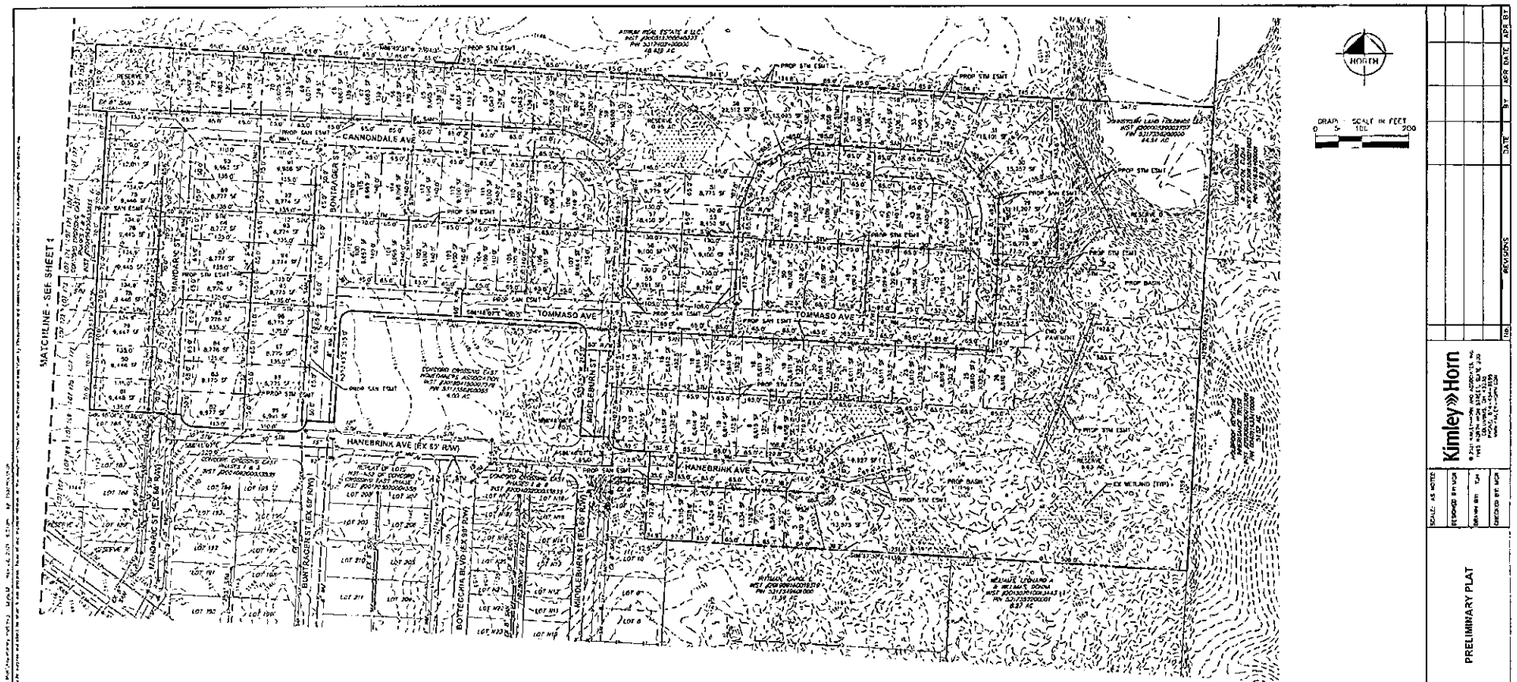
Kimley»Horn

SCALE: AS NOTED
DESIGNED BY: MGA
DRAWN BY: TJH
CHECKED BY: MGA

PRELIMINARY PLAT

CONCORD CROSSING EAST
JOHNSTOWN, OHIO

ORIGINAL ISSUE:
11/22/2021
KHA PROJECT NO.
190017003
SHEET NUMBER
1
OF 2



NOTE

RESERVES A, B, C, D & E SHALL BE RESERVED AS OPEN SPACE.

* DENOTES FRONTAGE AT SETBACK

LEGEND

EXISTING PROPERTY LINE	PROPOSED RIGHT-OF-WAY
EXISTING PROPERTY BOUNDARY	PROPOSED PROPERTY LINE
EXISTING STORM SEWER	PROPOSED EASEMENT
EXISTING CURB INLET	PROPOSED STORM SEWER
EXISTING GATOR BASIN	PROPOSED CURB INLET
EXISTING HEADWALL	PROPOSED CATCH BASIN
EXISTING STORM MANHOLE	PROPOSED HEADWALL
EXISTING WATERLINE	PROPOSED STORM MANHOLE
EXISTING FIRE HYDRANT	PROPOSED WATERLINE
EXISTING SANITARY SEWER	PROPOSED FIRE HYDRANT
EXISTING SANITARY MANHOLE	PROPOSED SANITARY SEWER
EXISTING RIVER ROCK	PROPOSED SANITARY MANHOLE
EXISTING WETLAND	PROPOSED CENTERLINE

Kimley»Horn

PRELIMINARY PLAT

CONCORD CROSSING EAST
JOHNSTOWN, OHIO

ORIGINAL ISSUE: 11/22/2021

KHA PROJECT NO. 190017003

SHEET NUMBER
2
OF 2

Kimley»Horn

MEMORANDUM

To:	Joe Ciminello
From:	Perry Morgan, PE, Kimley-Horn
Date:	November 19, 2021
Subject:	Concord Crossing – Traffic Access Study

The purpose of this memo is to formalize the results of a traffic access study for a proposed single-family housing development in Johnstown, Ohio. The development would include a total of 274 single-family residential housing units and is split into two separate design phases. Phase 1 is complete and includes 110 single-family homes. Phase 2 is planned to include 164 single-family homes. Access to the residential subdivision includes a full access drive at the existing Concord Road and Bottecchia Boulevard intersection, south of the proposed housing.

Area Land Uses & Existing Roadway Characteristics

The land-uses in the project area are agricultural and residential. The study includes evaluation of the primary access to the subdivision, the intersection of Concord Road and Bottecchia Boulevard.

Concord Road is a 2-lane rural collector generally running east-west in the site vicinity and provides one travel lane in each direction. This roadway has a posted speed limit of 35 miles per hour. A sidewalk is present on the north side of Concord Road, and the Evans Foundation Bike path crosses Concord Road west of the Bottecchia Boulevard intersection.

Bottecchia Boulevard is a 2-lane rural collector generally running north-south in the site vicinity and provides one travel lane in each direction. This roadway has a posted speed limit of 25 miles per hour. A sidewalk is present on the west side of Bottecchia Boulevard.

Existing Traffic Volumes

Kimley-Horn and Associates, Inc. (Kimley-Horn) collected turning movement counts at the Concord Road and Bottecchia Boulevard intersection on April 20, 2021. A copy of the collected count data is attached.

Trip Generation

To project traffic volumes associated with the Concord Crossing residential subdivision, data was referenced from the Institute of Transportation Engineers (ITE) manual titled Trip Generation, Tenth Edition. Trip generation rates for the ITE Land Use Code (LUC) corresponding to the proposed use are shown in **Table 1.**

Table 1: ITE Trip Generation Data - Average Rater per Single Family Housing Unit

ITE Land Use	Unit	Weekday		
		Daily	AM Peak Hour	PM Peak Hour
Single-Family Detached Housing (LUC 210)	Per Number of Dwelling Units	$ln(T) = 0.92\,ln(X) + 2.71$ 50% in/50% out	$T = 0.71(X) + 4.80$ 25% in/75% out	$ln(T) = 0.96\,ln(X) + 0.20$ 63% in/37% out

T – Site-generated trips X – Number of Dwelling Units

Per these assumptions, site-generated traffic projections for 274 dwelling units are presented in **Table 2.**

Table 2: Site Generated Traffic Projections

Phase	Units	Weekday								
		Daily			AM Peak Hour			PM Peak Hour		
		Total	*In*	*Out*	Total	*In*	*Out*	Total	*In*	*Out*
1	110	1135	*568*	*568*	83	*20*	*63*	111	*70*	*41*
2	164	1639	*820*	*820*	121	*30*	*91*	163	*103*	*60*
Total	**274**	**2628**	***1314***	***1314***	**177**	***44***	***132***	**237**	***150***	***88***

The Weekday AM Peak and PM Peak traffic volumes were calculated for a 2032 Build year. “Phase 1 Site Trips” represent ITE Trip Generation Calculations for 110 Residential single-family homes, and “Phase 2 Site Trips” represent ITE Trip Generation Calculations for 164 Residential single-family homes. The “Total Site Trips” represents the site generated trips of the completed (274 homes) residential development site. To project the counted background (through) traffic volumes on Concord Road to the Build Year of 2032, a 2% annual growth rate was applied to the counted volumes. **Tables 3 and 4** provide overall summaries of the traffic volume projections.

Table 3: Weekday AM Peak – Traffic Volume Projection Summary

Weekday AM Peak	Eastbound		Westbound		Southbound	
	L	T	T	R	L	R
Existing Count	11	25	35	0	0	15
2021 Background		25	35			
2032 Background	0	30	42	0	0	0
Phase 1 Site Trips	21			0	0	63
Phase 2 Site Trips	30			0	0	91
Total Site Trips	50			0	5	145
2032 Build	**50**	**30**	**42**	**0**	**5**	**145**

Table 4: Weekday PM Peak – Traffic Volume Projection Summary

Weekday PM Peak	Eastbound		Westbound		Southbound	
	L	T	T	R	L	R
Existing Count	20	43	36	0	1	15
2021 Background		43	36			
2032 Background	0	52	43	0	0	0
Phase 1 Site Trips	70			0	0	41
Phase 2 Site Trips	98			5		60
Total Site Trips	163			5	0	99
2032 Build	**163**	**52**	**43**	**5**	**0**	**99**

Turn-Lane Warrant Analysis

The ODOT Location and Design Manual was used to determine if turn-lanes were warranted at the study intersection. A turn-lane analysis was performed at the Concord Road and Bottecchia Boulevard intersection. **Table 5** provides a summary of the turn-lane warrant analysis.

A copy of the turn-lane analysis and turn-lane length calculations are provided in the appendix.

Table 5: Turn Lane Warrant Analysis Summary

Intersection	Movement	Warranted Turn Lane?				Turn Lane Length (ft)	
		2032 No Build		2032 Build		Recommended	Existing
		AM	PM	AM	PM		
Concord Road & Bottecchia Boulevard	WBRT	No	No	No	No	-	-
	EBLT	No	No	No	No	-	-

Capacity Analysis

Capacity analysis was conducted to assess the projected future operating conditions of the study intersection during the weekday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS) according to the average delay per vehicle passing through the intersection. Levels of service range from A to F with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions).

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 6.**

Table 6: Level of Service Grading Descriptions

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

[1]Highway Capacity Manual 2010

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 7**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

Table 7: Level of Service Grading Criteria

Level of Service	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1]Highway Capacity Manual 2010
[2]All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Table 8 is from section 5.9 of the OATS Manual, which outlines the LOS criteria for intersections. The study area is inside of the Licking County Area Transportation Study (LCATS) MPO boundary.

Table 8: Operational Goals of Intersections

Result	Inside an MPO	Outside of an MPO
Intersection LOS	D or better	C of better
Approach LOS	E or better	
Control LOS	E or better	
v/c	All movements < 1.0 with < 0.93 preferred.	
QSR	All movements < 1.0 from HCS analysis, otherwise TransModeler may be needed to determine if queuing impacts upstream intersections.	

v/c = Volume-to-capacity ratio, QSR = Queue-Storage ratio

Synchro 11 software was utilized to evaluate capacity of the proposed study intersection (reported overall and by approach) for the peak hour of site generated traffic. **Table 9** summarizes the capacity analysis results for the study intersections at the peak hours during the design year (2032) Build

condition. The intersection and all approaches operated at an acceptable LOS. Copies of the capacity analysis results are attached.

Table 9: 2032 Build - Study Intersection Capacity Analysis

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
▲ Concord Road & Bottecchia Boulevard				
Eastbound	*2.9*	*A*	*6.0*	*A*
Westbound	*0.0*	*A*	*0.0*	*A*
Southbound	*9.2*	*A*	*8.7*	*A*
Intersection	**5.9**	**A**	**5.4**	**A**

▲ – Minor-Leg Stop-Controlled Intersection

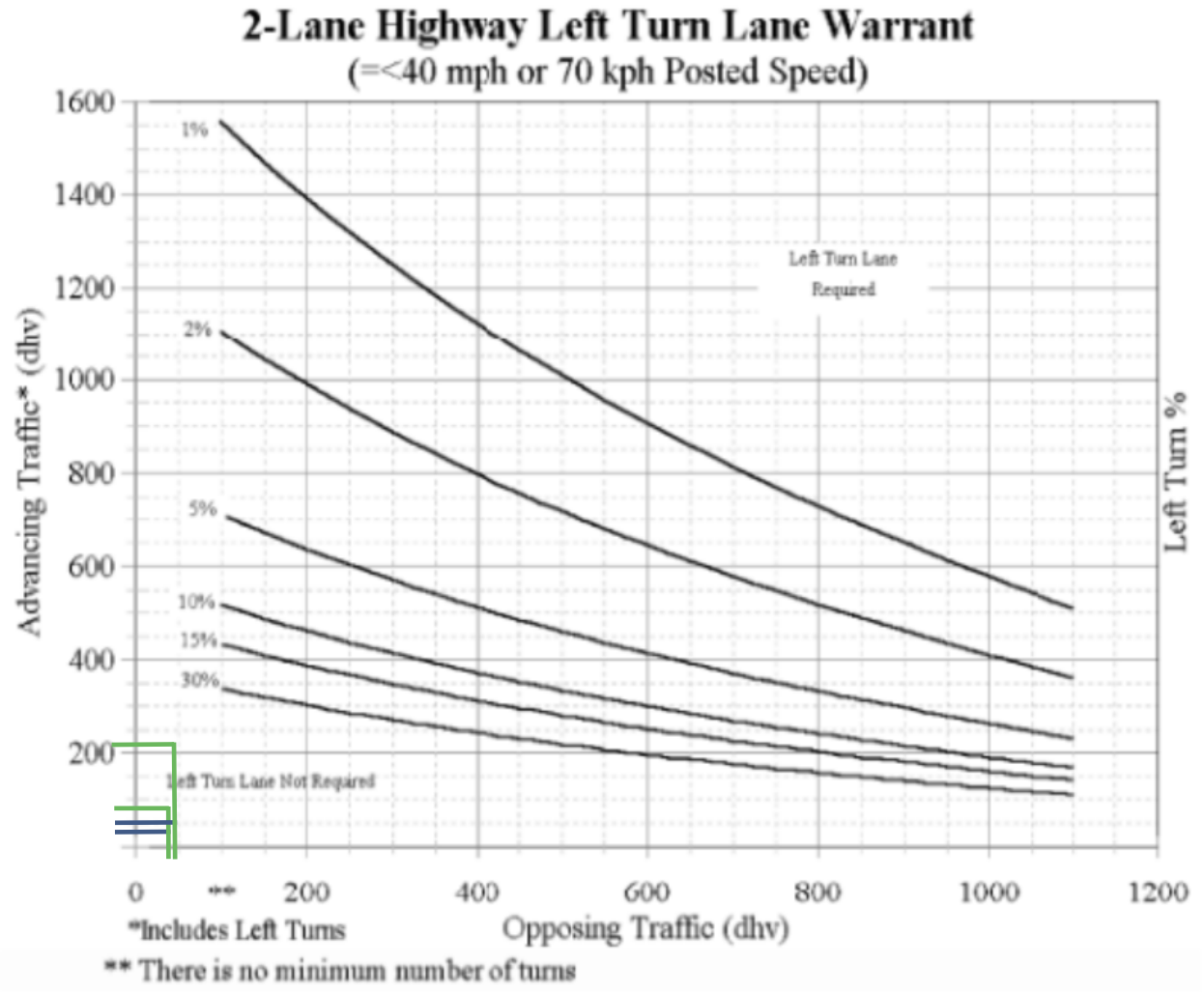
Conclusion

Based on an evaluation of traffic conditions at the study intersection, the projected traffic volumes are expected to operate at a LOS of A.

Based on the analysis of the study intersection, no improvements were warranted based on the addition of site generated trips.

2-LANE LEFT TURN LANE WARRANT (LOW SPEED)	401-5a REFERENCE SECTION 401.6.1

Concord Road & Bottecchia Boulevard - EBLT

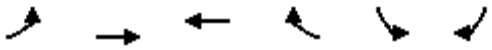


EBLT	Advancing	Opposing	LT%	Warranted?
2032 Background AM	30	42	0%	No
2032 Background PM	52	48	0%	No
2032 Build AM	80	42	63%	No
2032 Build PM	215	48	76%	No

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)	401-6a
	REFERENCE SECTION 401.6.3

Concord Road & Bottecchia Boulevard - WBRT

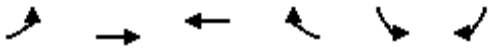
WBRT	Advancing	Right Turning	Warranted?
2032 Background AM	42	0	No
2032 Background PM	43	0	No
2032 Build AM	42	0	No
2032 Build PM	48	5	No



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	50	42	0	5	145
Future Volume (Veh/h)	30	50	42	0	5	145
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	54	46	0	5	158
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	46				166	46
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	46				166	46
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	85
cM capacity (veh/h)	1562				807	1023

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	87	46	163
Volume Left	33	0	5
Volume Right	0	0	158
cSH	1562	1700	1015
Volume to Capacity	0.02	0.03	0.16
Queue Length 95th (ft)	2	0	14
Control Delay (s)	2.9	0.0	9.2
Lane LOS	A		A
Approach Delay (s)	2.9	0.0	9.2
Approach LOS			A

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	26.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	163	52	43	5	0	41
Future Volume (Veh/h)	163	52	43	5	0	41
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	177	57	47	5	0	45
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	52				460	50
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	52				460	50
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	89				100	96
cM capacity (veh/h)	1554				495	1019

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	234	52	45
Volume Left	177	0	0
Volume Right	0	5	45
cSH	1554	1700	1019
Volume to Capacity	0.11	0.03	0.04
Queue Length 95th (ft)	10	0	3
Control Delay (s)	6.0	0.0	8.7
Lane LOS	A		A
Approach Delay (s)	6.0	0.0	8.7
Approach LOS			A

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	28.4%	ICU Level of Service	A
Analysis Period (min)	15		

Kimley»Horn

MEMORANDUM

To:	Joe Ciminello
From:	Perry Morgan, PE, Kimley-Horn
Date:	November 19, 2021
Subject:	Concord Crossing – Traffic Access Study

The purpose of this memo is to formalize the results of a traffic access study for a proposed single-family housing development in Johnstown, Ohio. The development would include a total of 274 single-family residential housing units and is split into two separate design phases. Phase 1 is complete and includes 110 single-family homes. Phase 2 is planned to include 164 single-family homes. Access to the residential subdivision includes a full access drive at the existing Concord Road and Bottecchia Boulevard intersection, south of the proposed housing.

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To project traffic volumes associated with the Concord Crossing residential subdivision, data was referenced from the Institute of Transportation Engineers (ITE) manual titled Trip Generation, Tenth Edition. Trip generation rates for the ITE Land Use Code (LUC) corresponding to the proposed use are shown in **Table 1.**

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T – Site-generated trips X – Number of Dwelling Units

Per these assumptions, site-generated traffic projections for 274 dwelling units are presented in **Table 2.**

Table 2: Site Generated Traffic Projections

Phase	Units	Weekday								
		Daily			AM Peak Hour			PM Peak Hour		
		Total	*In*	*Out*	Total	*In*	*Out*	Total	*In*	*Out*
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2	164	1639	*820*	*820*	121	*30*	*91*	163	*103*	*60*
Total	**274**	**2628**	***1314***	***1314***	**177**	***44***	***132***	**237**	***150***	***88***

The Weekday AM Peak and PM Peak traffic volumes were calculated for a 2032 Build year. “Phase 1 Site Trips” represent ITE Trip Generation Calculations for 110 Residential single-family homes, and “Phase 2 Site Trips” represent ITE Trip Generation Calculations for 164 Residential single-family homes. The “Total Site Trips” represents the site generated trips of the completed (274 homes) residential development site. To project the counted background (through) traffic volumes on Concord Road to the Build Year of 2032, a 2% annual growth rate was applied to the counted volumes. **Tables 3 and 4** provide overall summaries of the traffic volume projections.

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2032 Background	0	30	42	0	0	0
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Turn-Lane Warrant Analysis

The ODOT Location and Design Manual was used to determine if turn-lanes were warranted at the study intersection. A turn-lane analysis was performed at the Concord Road and Bottecchia Boulevard intersection. **Table 5** provides a summary of the turn-lane warrant analysis.

A copy of the turn-lane analysis and turn-lane length calculations are provided in the appendix.

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		2032 No Build		2032 Build		Recommended	Existing
		AM	PM	AM	PM		
Concord Road & Bottecchia Boulevard	WBRT	No	No	No	No	-	-
	EBLT	No	No	No	No	-	-

Capacity Analysis

Capacity analysis was conducted to assess the projected future operating conditions of the study intersection during the weekday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS) according to the average delay per vehicle passing through the intersection. Levels of service range from A to F with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions).

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Table 6: Level of Service Grading Descriptions

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
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E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

[1]Highway Capacity Manual 2010

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 7**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

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Level of Service	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1]Highway Capacity Manual 2010
[2]All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Table 8 is from section 5.9 of the OATS Manual, which outlines the LOS criteria for intersections. The study area is inside of the Licking County Area Transportation Study (LCATS) MPO boundary.

Table 8: Operational Goals of Intersections

Result	Inside an MPO	Outside of an MPO
Intersection LOS	D or better	C of better
Approach LOS	E or better	
Control LOS	E or better	
v/c	All movements < 1.0 with < 0.93 preferred.	
QSR	All movements < 1.0 from HCS analysis, otherwise TransModeler may be needed to determine if queuing impacts upstream intersections.	

v/c = Volume-to-capacity ratio, QSR = Queue-Storage ratio

Synchro 11 software was utilized to evaluate capacity of the proposed study intersection (reported overall and by approach) for the peak hour of site generated traffic. **Table 9** summarizes the capacity analysis results for the study intersections at the peak hours during the design year (2032) Build

condition. The intersection and all approaches operated at an acceptable LOS. Copies of the capacity analysis results are attached.

Table 9: 2032 Build - Study Intersection Capacity Analysis

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
▲ Concord Road & Bottecchia Boulevard				
Eastbound	*2.9*	*A*	*6.0*	*A*
Westbound	*0.0*	*A*	*0.0*	*A*
Southbound	*9.2*	*A*	*8.7*	*A*
Intersection	**5.9**	**A**	**5.4**	**A**

▲ – Minor-Leg Stop-Controlled Intersection

Conclusion

Based on an evaluation of traffic conditions at the study intersection, the projected traffic volumes are expected to operate at a LOS of A.

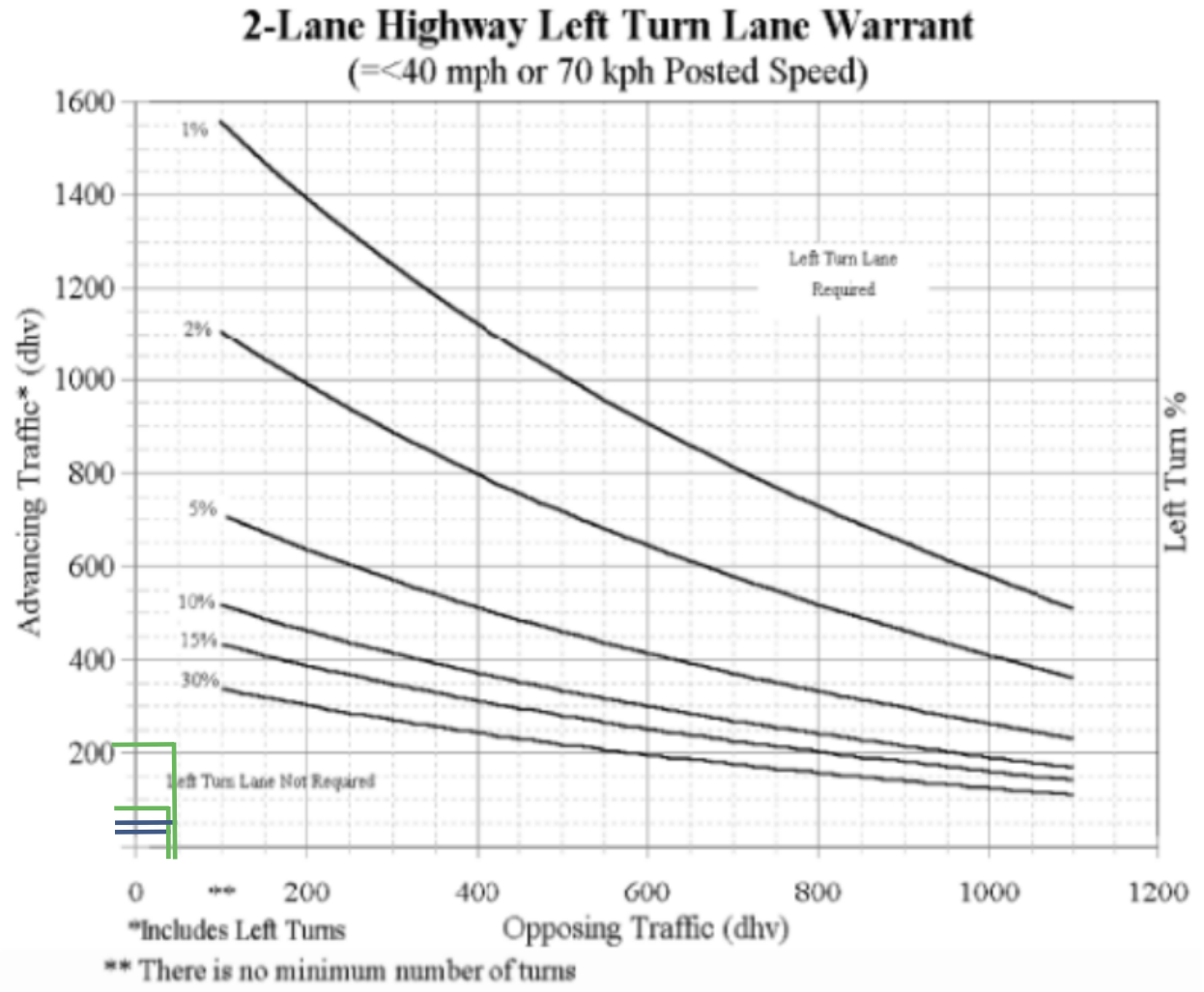
Based on the analysis of the study intersection, no improvements were warranted based on the addition of site generated trips.

2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

401-5a

REFERENCE SECTION 401.6.1

Concord Road & Bottecchia Boulevard - EBLT

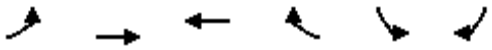


EBLT	Advancing	Opposing	LT%	Warranted?
2032 Background AM	30	42	0%	No
2032 Background PM	52	48	0%	No
2032 Build AM	80	42	63%	No
2032 Build PM	215	48	76%	No

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)	401-6a
	REFERENCE SECTION 401.6.3

Concord Road & Bottecchia Boulevard - WBRT

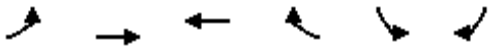
WBRT	Advancing	Right Turning	Warranted?
2032 Background AM	42	0	No
2032 Background PM	43	0	No
2032 Build AM	42	0	No
2032 Build PM	48	5	No



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	50	42	0	5	145
Future Volume (Veh/h)	30	50	42	0	5	145
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	54	46	0	5	158
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	46				166	46
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	46				166	46
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	85
cM capacity (veh/h)	1562				807	1023

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	87	46	163
Volume Left	33	0	5
Volume Right	0	0	158
cSH	1562	1700	1015
Volume to Capacity	0.02	0.03	0.16
Queue Length 95th (ft)	2	0	14
Control Delay (s)	2.9	0.0	9.2
Lane LOS	A		A
Approach Delay (s)	2.9	0.0	9.2
Approach LOS			A

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	26.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	163	52	43	5	0	41
Future Volume (Veh/h)	163	52	43	5	0	41
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	177	57	47	5	0	45
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	52				460	50
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	52				460	50
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	89				100	96
cM capacity (veh/h)	1554				495	1019

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	234	52	45
Volume Left	177	0	0
Volume Right	0	5	45
cSH	1554	1700	1019
Volume to Capacity	0.11	0.03	0.04
Queue Length 95th (ft)	10	0	3
Control Delay (s)	6.0	0.0	8.7
Lane LOS	A		A
Approach Delay (s)	6.0	0.0	8.7
Approach LOS			A

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	28.4%	ICU Level of Service	A
Analysis Period (min)	15		

CITY OF JOHNSTOWN OHIO

December 2021 Zoning Inspector Summary

Total new homes permitted 2021: (107)

Total new homes permitted in December 2021: (7)

Total permit applications received by type for December 2021: (21)

Total December property code enforcements entered into OpenGov (2)

New Permits for December 2021:

1. Zoning Certificates: 7
2. Curb cut, CO, Sidewalk 8
3. Certificate of Appropriateness approved 0
4. Fence: 0
5. Decks: 0
6. Shed: 0
7. Signs: 1 (temp. sign)
8. Variance: 1 (to be heard January 25)
9. Zoning Map Amendment: 0
10. Lot Split 0
11. Food Trucks 0
12. Building addition 0
13. New business 2
14. Demolitions 1 (barn on E. Pratt)

Complaints, Property Maintenance Code Violations, ongoing, resolved or in process.

1. Numerous yard signs removed.
2. S. Main property and sidewalk conditions: Certified Letter sent to property owner also provided her with a list of local concrete contractors. Several phone calls to her about the property, with some improvements. Pending
3. Sunset Drive. A tarp covered Vehicle, 40 or 50 bikes along with years of miscellaneous junk all located in the rear yard. There is a pick-up truck parked in front driveway with 10-year-old expired license plates. Two Certified letters were sent. The property owner came in to discuss the violations. The pick-up truck has been removed. Most of the bicycles have been removed with about 50% of the junk. Pending

- Inspections completed: sidewalks, deck framing, fence post holes 3
- Final Occupancy permits issued: 5
- Temporary Occupancy permits issued 0
- Property Code Enforcements 2

Two Chiropractor Doctors will be opening an office at 52 S. Main in January the space was previously occupied by another Chiropractor.

Jim Blair
Johnstown Zoning and Property Code Official

CITY OF JOHNSTOWN, OHIO

Zoning Inspector Permit Summary for 2021

1. New sign permits wall and monument approved: (3)
2. New Businesses: (8)
3. Misc. unauthorized yard signs picked up and removed: (90)
4. Zoning Permits issued: (206)
5. Variances filed: (3)
6. Variances approved by P&Z Commissioners: (2)
7. Non-Conforming use applications: (1)
8. Non-Conforming use applications denied: (1)
9. Conditional use applications approved by P&Z Commissioners: (1)
10. Conditional use applications denied: (1)
11. Lot splits: (2)
12. Preliminary Plat application: (1) CC East pending.
13. Re-Plat (0)
14. Certificate of Appropriateness: (11)
15. Zoning Amendment Map Change or rezoned districts: (3)
16. Home Occupation permits (0)
17. Food trucks (9)
18. Accessory structures (garages) (1)
19. Shed permits: (3)
20. Fence permits: (18)
21. Deck permits: (3)
22. Swimming pool permits in ground and above ground: (1)
23. Curb cut permits: (102)
24. Sidewalk permits: (105)
25. Demolition permits (1) small barn
26. Certificate of Occupancies permits, residential: (76)
27. Dog/chickens/goats/hogs/ducks/rabbits complaints received: (0)
28. Parking in yard violations: (5)
29. Non- City related contacts regarding, Liberty, Jersey, Hartford, and Monroe Townships, Realtors, Appraisers, questions and responses; estimated: (40)
30. Questions from property owners, citizens, zoning questions, concerns, and miscellaneous information requests: estimated (52)
31. Serious Investor inquires: (6)
32. Property maintenance violations cases taken to mayor's court (4)
33. SFD demolitions: (0)
34. Major noise complaints (0)
35. Minor noise complaints (2) from construction sites.

- Total of all Zoning Department permits issued in 2021: (503)
- Total of new SFD permitted in 2021: (107). In 2020 the total was 78.
- Total permitted value of new SFD permitted in 2021: $41,494,069.
- Twelve new home building contractors constructed homes in Johnstown in 2021.
- Average value of new SFD permitted in 2021: $387,795.00 an average increase of $68,895 from 2020.
- New Commercial building permits in 2021: Technical Rubber Phase 1, 670 Coshocton a new 10,000 square feet building, the New River Corp. complex on Enterprise Court. A new Water tank, JMSD Intermediate School addition, Ohio Pack Silos, GW Liquor bar, GWPH patio.

New Commercial projects planned or in discussion for 2022: Coughlin Apartments, ACE Hardware, Apeks 45,000 square feet expansion, combined new Bellstore and Marathon Station, Tech Phase 2 expansion, Redwood apartments and possibly a Dunkin Donuts.

This year, in April the Johnstown Zoning Department changed to online permitting using Open/Gov Zoning Portal software. The online system allows permit applications to be submitted and processed online creating a permanent record for file retention.

Note: This summary report reflects a combination of data between the old paper form-based applications and the new online Open/Gov application system.

(55) Property Maintenance Code Ordinance Enforcements: Title eleven Chapters 1189, 1191, 1193 & 1195.

Online Open/Gov code enforcement was started up in May 2021 and (46) entries have been made.

(4) Property Code enforcements were taken to Mayors Court. One of the four cases was released after the property was cleaned up without a fine.

One Commercial violation required the property to be mowed and trimmed by the Johnstown Service Department. A charge of $1200 was applied to their Licking County property taxes.

Jim Blair
Johnstown Zoning and Property Code Official

2021 GOALS

PLANNING & ZONING – 2ND & 4TH TUESDAY AT 6:30PM

The Planning and Zoning Commission shall have the power and duty to hear applications for land use, zoning classifications or districts and, as merited, to submit written recommendations for legislative action or to render final determinations for administrative action; to initiate, review and recommend legislation, rules and regulations on all matters of municipal planning, land use, and zoning classification; and to exercise such other powers, duties and functions as provided by Council.

1. Adopt annexation policy. (Q1)
2. Adopt Comprehensive Plan update. (Q2)
3. Incubator business zone. (Q2)
4. Adopt updated Planning and Zoning Code. (Q3)
5. Adopt Commercial and Residential Design Standards. (Q3)
6. Investigate Auxiliary Dwelling units. (Q3)