

CITY OF HUBER HEIGHTS STATE OF OHIO City Council Meeting Regular Session August 8, 2022 6:00 P.M.

City Hall - Council Chambers - 6131 Taylorsville Road

- 1. Call The Meeting To Order Mayor Jeff Gore
- 2. **Invocation -** Pastor Mister Raby Of The New Seasons Ministry At 5711 Shull Road, Huber Heights, Ohio
- 3. Pledge Of Allegiance
- 4. Roll Call
- 5. **Approval Of Minutes**
 - A. City Council Meeting Minutes July 25, 2022
- 6. Special Presentations/Announcements
 - A. Huber Heights Arts And Beautification Commission 2022 Yard Beautification Awards Presentation Mayor Jeff Gore And The Huber Heights Arts And Beautification Commission
 - B. Introduction Presentation Mr. Jason Enix, Huber Heights City Schools Superintendent

- 7. Citizens Comments
- 8. Citizens Registered to Speak on Agenda Items
- 9. **City Manager Report**
- 10. **Pending Business**
 - A. An Ordinance To Approve A Basic Development Plan And Rezoning To Planned Office (PO) For The Property Located At 7611 Old Troy Pike And Further Identified As Parcel Number P70 04005 0140 On The Montgomery County Auditor's Map And Accepting The Recommendation Of The Planning Commission (Case BDP 22-13). (second reading)
 - B. An Ordinance To Approve A Major Change To The Basic Development Plan For The Property Located At The Northeast Corner Of Old Troy Pike And Taylorsville Road And Further Identified As Parcel Number P70 04005 0015 On The Montgomery County Auditor's Map And Accepting The Recommendation Of The Planning Commission (Case MJC 22-21). (second reading)
 - C. An Ordinance To Approve A Basic Development Plan For The Property Located At 6209 Brandt Pike And Further Identified As Parcel Number P70 03912 0140 On The Montgomery County Auditor's Map And Accepting The Recommendation Of The Planning Commission (Case BDP 22-25). (second reading)
- 11. New Business

CITY COUNCIL
Anthony Rodgers, Clerk of Council

- A. A Motion To Appoint Samuel Richardson To The Tax Review Board For A Term Ending December 31, 2023.
- B. A Motion To Appoint Jeffrey Held To The Military And Veterans Commission For A Term Ending December 31, 2024.

ADMINISTRATION
Bryan Chodkowski, Interim City Manager

 C. A Resolution Authorizing The City Manager To Contract With The Impact Group For Municipal Communication Services. (first reading)

- D. An Ordinance Amending Ordinance No. 2021-O-2511 By Making Supplemental Appropriations For Expenses Of The City Of Huber Heights, Ohio For The Period Beginning January 1, 2022 And Ending December 31, 2022. (first reading)
- E. A Resolution Authorizing The City Manager To Enter Into A Memorandum Of Understanding With The Huber Heights City Schools And To Continue The School Resource Officer Program. (first reading)
- F. A Resolution Authorizing The City Manager To Increase The Not To Exceed Amount For Emergency Community Notification Services For Calendar Year 2022. (first reading)
- G. A Resolution Declaring The Necessity Of Repairing Sidewalks, Curbs, Gutters, Driveway Approaches And Appurtenances Thereto On Portions Or All Of Certain Streets In The 2023 Sidewalk Program, Providing That Abutting Owners Repair The Same. (first reading)
- H. A Resolution Authorizing The City Manager To Solicit, Advertise, And Receive Bids From Qualified Firms For The Installation Of Bus Shelters At Four Different Locations. (first reading)
- A Resolution Authorizing The City Manager To Prepare And Submit An Application To Participate In The Ohio Public Works Commission State Capital Improvement And/Or Local Transportation Improvement Program(s) And To Execute Contracts As Required For The Fishburg Road Widening Project. (first reading)
- J. An Ordinance Amending Section 922.27 Of The Codified Ordinances Of Huber Heights By Increasing The Monthly And/Or Annual Stormwater Sewer Rate Beginning October 1, 2022, Again October 1, 2023, And Providing An Annual Adjustment To The Rate Thereafter. (first reading)
- 12. City Official Reports and Comments
- 13. Executive Session
- 14. **Adjournment**

AI-8567 Minutes A.

City Council Meeting

Meeting Date: 08/08/2022

Approval of Minutes - 7/25/22

Submitted By: Anthony Rodgers

Department: City Council

Council Committee Review?: None Date(s) of Committee Review: N/A

Audio-Visual Needs: None Emergency Legislation?: No

Motion/Ordinance/ N/A

Resolution No.:

Agenda Item Description or Legislation Title

City Council Meeting Minutes - July 25, 2022

Purpose and Background

Approval of the minutes from the July 25, 2022 City Council Meeting.

Fiscal Impact

Source of Funds: N/A

Cost: N/A

Recurring Cost? (Yes/No): N/A

Funds Available in Current Budget? (Yes/No): N/A

Financial Implications:

There are no financial implications to this agenda item.

Attachments

Minutes

1. Call The Meeting To Order - Mayor Jeff Gore

The Huber Heights City Council met in a Regular Session on July 25, 2022. Mayor Jeff Gore called the meeting to order at 6:00 p.m.

2. Invocation - Pastor Jon Strifler Of The First Christian Church At 6114 Fishburg Road, Huber Heights, Ohio

3. Pledge Of Allegiance

4. Roll Call

Present: Kathleen Baker, Mark Campbell, Nancy Byrge, Glenn Otto, Ed Lyons, Anita Kitchen, Don Webb, Jeff Gore

Absent: Richard Shaw

Mr. Otto said Mr. Shaw is attending a National League of Cities conference in Atlanta, Georgia. He made a motion to excuse Mr. Shaw's absence; Anita Kitchen seconded the motion. On a call of the vote, Mr. Campbell, Mrs. Byrge, Mr. Otto, Mr. Lyons, Mrs. Kitchen, and Mr. Webb voted yea; Ms. Baker voted nay. The motion passes 6-1.

5. Approval Of Minutes

A. City Council Meeting Minutes - July 11, 2022

6. Special Presentations/Announcements

There were no Special Presentations.

7. Citizens Comments

Mr. David Gompers said he and his wife moved to this area in December, 1972. He shared stories of meetings with Charles Monita and Ed Hart which started his 15-year history as a coach, a supervisor, and his involvement in other activities. He said he does not understand what the City is trying to do on State Route 202 at Taylorsville Road. He said that area should have been turned into a park and that the City has enough businesses. He read a list of people he has had relations with over the years, including Charles Huber, and he said Huber Heights has the nicest Fire Division and Police Division employees.

8. Citizens Registered to Speak on Agenda Items

There were no citizens registered to speak on agenda items.

9. City Manager Report

Interim City Manager Bryan Chodkowski said the City received the first distribution from the opioid settlement, the first of eighteen payments, which was approximately \$10,200. He said the City received a federal grant to assist with the 9-1-1 software upgrade. He said the original cost of the upgrade was \$85,200 and the grant was approximately \$51,100. He said he met with staff from LWC last week. He said regarding the CR Dayton property, LWC made some value engineering adjustments and have presented nearly complete plans and he is looking forward to a more detailed briefing with Council on that project in a few weeks. He said regarding the new Senior Center and City Council space in that area, a building footprint has been identified and LWC will begin putting together some preliminary internal spacing and layouts and bring them in for members of the Senior Center Board, City Council, and the Clerk of Council's Office to look at layouts and see if any changes are needed.

Mayor Gore reminded Council to make sure the microphones are on and that Councilmembers are clearly speaking into the microphones so everyone can hear over the live stream.

Mrs. Byrge asked Clerk of Council Anthony Rodgers if he received feedback on the City shredding event. He said he does not yet know the amount, but it was a very successful event. He said at the Rose Music Center site there was a significant amount of backup, up to 75 cars in line at one time. He said Council Staff are looking at reworking some of the setup for next year's event.

Mrs. Byrge said it might have been easier if there had been two trucks there. She said the line was continuous and people had large loads. She thanked everyone for coming out and said it truly was a successful event.

10. Pending Business

A. An Ordinance To Approve A Rezoning From Agricultural (A) To Planned Industrial (PI) And A Lot Split For The Property Located At 9416 Taylorsville Road And Further Identified As Parcel Number P70 03902 0018 On The Montgomery County Auditor's Map And To Not Accept The Recommendation Of The Planning Commission (Case RZ 22-17). (second reading)

Mr. Chodkowski said at the last Council Work Session, it was noted this item should be tabled until the August 16, 2022 Council Work Session pending action at the August 22, 2022 City Council Meeting and pending the dissemination of a comparison of the options available to address the situation at this property and that comparison is to be prepared by Mr. Aaron Sorrell.

Mayor Gore said the recommendation at the Council Work Session was to table this item until September, so it would be at the first Council Work Session in September, 2022 where it would show up on that agenda.

Mr. Rodgers said this action would require a motion to postpone action on Item 10-A to a third reading at the September 12, 2022 City Council Meeting.

Mr. Campbell moved to postpone action on Item 10-A to a third reading at the September 12, 2022 City Council Meeting; Mrs. Kitchen seconded the motion. On a call of the vote, Mr. Campbell, Mrs. Byrge, Mr. Otto, Mr. Lyons, Mrs. Kitchen, Mr. Webb, and Ms. Baker voted yea; none voted nay. The motion passes 7-0.

11. New Business

CITY COUNCIL Anthony Rodgers, Clerk of Council

In Council Chambers 6131 Taylorsville Road

A. A Motion To Restart The City Manager Search Process Commencing In February, 2023 Pursuant To The Baker Tilly Executive Recoupment Guaranty Whereby Baker Tilly Will Undertake The Process Charging Only For Project-Related Expenses But No Additional Professional Fees.

Clerk of Council Anthony Rodgers said this item was discussed at last week's Council Work Session and this motion will put a pause on the City Manager search process until February, 2023. He said if Council had a change of plans leading up to February, it could always be changed by a motion. He said this pause allows some period of stability at the City and there would not be a penalty from Baker-Tilly as stated in the motion.

Mrs. Byrge moved to adopt; Ms. Baker seconded the motion.

Mr. Otto said he does not feel a restart is a bad idea. He said he does not feel waiting six months is appropriate. He said he will vote in favor of this motion, but he feels it would be best for the City to move forward and secure a full-time City Manager and backfill the open positions at the City.

On a call of the vote, Mrs. Byrge, Mr. Otto, Mr. Lyons, Mrs. Kitchen, Mr. Webb, Ms. Baker, and Mr. Campbell voted yea; none voted nay. The motion passes 7-0.

B. A Public Hearing Scheduled For July 25, 2022 By The Huber Heights City Council For Case BDP 22-13. The Applicant Is Hartman I, LLC. The Applicant Is Requesting Approval Of A Basic Development Plan And Rezoning To Planned Office (PO) For Property Located At 7611 Old Troy Pike And Further Described As Parcel Number P70 04005 0140 On The Montgomery County Auditor's Map.

Mayor Gore called a brief recess at 6:24 p.m. due to audio problems with the live stream.

Mayor Gore reconvened the meeting at 6:43 p.m. He apologized for the inconvenience with the live stream issues. He opened the public hearing for Case BDP 22-13.

Interim City Planner Aaron Sorrell said this public hearing is for approval of a Basic Development Plan and rezoning from Planned Commercial to Planned Office. He said the site's existing land use is retail and is marginal for parking, outdoor storage, and display. He said the applicant is requesting rezoning to Planned Office to construct a 10,800 square foot emergency outpatient medical facility. He gave a PowerPoint presentation and provided the case history. He said project updates have addressed the concerns and include relocation of a larger ground sign and the applicant has worked with Rural King to utilize the existing curb cut on Taylorsville Road, which would eliminate the need for a third curb cut. He said at closing, Rural King will record a blanket covenant granting unobstructed vehicular and pedestrian access to the right of way and drive aisles. He said other issues were dealing with the outdoor sales and storage at Rural King that had grown over the years since the original Planning Commission approval. He said Rural King is slowly making progress with complying with the outdoor storage requirements. He said this case also triggered enforcement action on other properties throughout the City, including Kroger, which will be coming to the Planning Commission in the next week to have its outdoor storage and sales reviewed. Mr. Sorrell reviewed the revised site plan. He said the rezoning and site plan largely meet the requirements of the Zoning Code. He said the proposed use is principally permitted in a Planned Office district. He said the site plan meets Chapter 1181 requirements. He said this site plan meets the zoning and parking requirements. He reviewed the conditions for Planning Commission approval, and he said the vote was 3-2 to approve this case by the Planning Commission.

Mayor Gore asked if any representatives from Hartman I, LLC had any comments. Mr. Brian Deam said he had no comments, but he was available for questions.

Seeing none, Mayor Gore asked if Acting Law Director David Montgomery had any comments.

In Council Chambers 6131 Taylorsville Road

Seeing none, Mayor Gore asked if there was anyone present to speak in favor of the approval of this issue.

Seeing none, Mayor Gore asked if there was anyone present to speak against the approval of this issue.

Seeing none, Mayor Gore asked if there was any member of City Council to make comments or provide additional information.

Mrs. Byrge asked if Rural King leases the property.

Mr. Sorrell said Rural King owns that property. He said the sales agreement for this site is between the applicant and Rural King.

Mr. Webb asked if the street trees on Taylorsville Road would extend down the Rural King property.

Mr. Sorrell said it is just in front of the applicant's site. He said the applicant had exceeded the City's requirement, with 25-foot trees on center rather than 40-foot trees on center.

Mr. Webb said, for aesthetic reasons, it would be more acceptable to have the trees stretched out to the entrance.

Mr. Sorrell said this portion is not Rural King's property. He said his concern is if Rural King is not a partner to this development and, through benign neglect, the trees are not maintained.

Mr. Campbell asked if Rural King plans on closing or if they intend on staying in business.

Mr. Sorrell said his conversations with the attorney led him to believe that Rural King intends to stay in business. He said there has been significant turnover in staffing and local management which has led to some of the issues and delays in making full compliance. He said he had no indication that Rural King was looking to leave.

Mr. Campbell said when he looks at the aerial map, all the goods outside are going to encumber the parking once the office is built.

Mr. Sorrell said Rural King will have to significantly condense its outside displays. He said he does not see any issue with parking absent on Christmas Eve. He said by selling the land, the Rural King would be forced to condense these areas.

Mr. Campbell confirmed with Mr. Chodkowski that Zoning Staff is working with Rural King and has every intention of continuing to follow up.

Mr. Chodkowski said the City Staff is looking into whether the sale gives an opportunity to redefine the outdoor storage, and will continue to look into all options available.

Mrs. Kitchen asked if Rural King could use the side lot for storage.

Mr. Sorrell said that conversation about the side lot will be a natural progression. He said Rural King has moved some items there.

Mrs. Byrge asked Mr. Sorrell to make sure the line of sight on Taylorsville Road is maintained and does not get blocked by trees.

Mr. Webb confirmed with Mr. Sorrell that Rural King will have parking that meets the City Code and that it will not impact IHOP's overflow parking at all.

Mayor Gore asked if there were any other members of the City Council to make comments or provide additional information.

Seeing none, Mayor Gore asked one last time if there was anyone to speak in favor of or against the approval of this case.

In Council Chambers 6131 Taylorsville Road

Seeing none, Mayor Gore said, barring further comments, this public hearing of the City Council for Case BDP 22-13 is hereby closed.

C. A Public Hearing Scheduled For July 25, 2022 By The Huber Heights City Council For Case MJC 22-21. The Applicant Is Skilken Gold Real Estate Development. The Applicant Is Requesting Approval Of A Major Change To The Basic Development Plan To Construct A 6,138 Square Foot Convenience Store With Fueling Pumps And Carwash For Property Located At The Northeast Corner Of Old Troy Pike And Taylorsville Road And Further Described As Parcel Numbers P70 04005 0015 And P70 04005 0043 On The Montgomery County Auditor's Map.

Mayor Gore opened the public hearing for Case MJC 22-21.

Mr. Sorrell said this case is for approval of a Major Change to the Basic Development Plan. He said the site in question is 2.82 acres and is currently zoned Planned Mixed Use. He said the adjacent zoning is Planned Mixed Use to the north, R6 zoning for apartment buildings to the east, single family housing zoned R4 to the south, and then Planned Commercial zoning to the west. He said the original Basic Development Plan was approved on May 11, 2021. He said the applicant intends to construct an approximately 6,000 square foot convenience store with fueling pumps and a 1,600 square foot car wash. He said the Major Change application was requested by the Planning Commission to allow City Council to review this development. He said in addition to the uses established in the Basic Development Plan, there were two multi-tenant signs approved as well as a general community sign and he showed the locations. He said the Major Change is for two proposed additional ground signs. He talked about the conditions of the Basic Development Plan. He said the developer will make significant transportation improvements to the site, including widening of the north side of Taylorsville Road to extend the right-hand turn lane, and the east side of Old Troy Pike will be widened to add a sixth lane. He said there will be a new signalized intersection on Old Troy Pike and access easements are being granted to facilitate the vacation of Huber Road. He further described the widening of Taylorsville Road and Old Troy Pike and the signalized intersection in front of Burger King. He said this intersection would be a full movement, signalized intersection. He said these improvements will extend just past Huber Road, and the City will take it up to Merily Way, where north of Merily Way is already a six-lane section. He reiterated the applicants' intent and he said the only real change that is needed is the ground sign for Sheetz. He said the uses are permitted under the existing Basic Development Plan. He reviewed the proposed site plan. He said the applicant revised the sign plan from a 30-foot pylon sign to a six-foot 10-inch ground mounted sign. He said landscaping will be addressed in the Detailed Development Plan. He said under the City Ccode, the development requires 49 parking spaces and at least five stacking spaces for the drive-thru. He said the initial site plan indicates 53 spaces, including shared spaces by the vacuums, and 10 spaces to stack. He said the applicant was asked to update the traffic study based on change of use to the convenience store rather than what was originally envisioned, which was the bank, medical office, and vacant lot. He said the study shows no material change to the level of service. He said the applicant would make all the requested Fire Division changes. He said the City Engineer expressed concerns about the east parking and having to back into a drive aisle and drive-thru customers going from ordering boards across the drive aisle to the pickup window. He discussed the traffic study in depth. He addressed the City Engineer's concerns. He said City Staff feels the Major Change requested by the applicant meets standards outlined in Chapter 1171.06 and he recommends approval based on listed recommendations.

Mayor Gore asked if any representatives from Skilken Gold Real Estate Development had any comments.

Seeing none, Mayor Gore asked if the Acting Law Director had any comments.

Seeing none, Mayor Gore asked if there was anyone present to speak in favor of the approval of this issue.

Seeing none, Mayor Gore asked if there was anyone present to speak against the

approval of this issue.

Seeing none, Mayor Gore asked if there was any member of City Council to make comments or provide additional information.

Mrs. Byrge asked how wide the sidewalks would be on Taylorsville Road.

Mr. Sorrell replied five feet.

Mr. Webb asked Mr. Sorrell's opinion on traffic.

Mr. Sorrell said he does not think there will be a material impact from traffic based on this use. He said, as the study showed, 76 percent of those cars are already there. He said with an office use down the road, there would be more traffic impacts on Taylorsville Road or Old Troy Pike than would be caused by this use.

Mr. Webb asked the applicant to review the level of service in the drive-thru.

The applicant said the drive-thru sales percentage is 10 percent and it is serviced by a touch screen kiosk and allows orders from the restaurant or the store.

Mrs. Kitchen said she had asked Bryan Chodkowski to provide numbers on how many gas stations are needed for the City's population. She asked before another gas station came before Council, could he provide that number?

Mr. Chodkowski said he would be happy to make that information available.

Mr. Campbell said at the last meeting, Council talked about the elimination of the car wash. He asked the applicant if she had done any more research on eliminating the car wash.

The applicant said Sheetz is willing to eliminate the car wash, but would like the consideration to bring it back to Council if the need arises in a couple of years.

Mr. Sorrell said City Staff would want flexibility to make adjustments on the parking side, and work with the applicant and the Planning Commission on reconfiguring that parking area next to the car wash.

Mayor Gore confirmed with Mr. Rodgers that this item is going to a second reading, and he said there is time to amend the legislation to remove the car wash. He asked Mr. Campbell if that is the recommendation he is making.

Mr. Campbell confirmed his recommendation and he confirmed the land would have a finished grade and not be left unfinished.

Mayor Gore asked if there were any other members of City Council to make comments or provide additional information.

Seeing none, Mayor Gore asked one last time if there was anyone to speak in favor of or against the approval of this case.

Seeing none, Mayor Gore said, barring further comments, this public hearing of the City Council for Case MJC 22-21 is hereby closed.

D. A Public Hearing Scheduled For July 25, 2022 By The Huber Heights City Council For Case BDP 22-25. The Applicant Is Homestead Development. The Applicant Is Requesting Approval Of A Basic Development Plan For 15.56 Acres For Property Located At 6209 Brandt Pike And Further Described As Parcel Number P70 03912 0140 On The Montgomery County Auditor's Map.

In Council Chambers 6131 Taylorsville Road

Mayor Gore opened the public hearing for Case BDP 22-25.

Mr. Sorrell said this case is for approval of a Basic Development Plan for a135-unit senior community and a 192-unit market rate community. He said the site is 15.56 acres and is currently zoned Planned Mixed Use and has the Brandt Pike Revitalization Overlay District. He said the land has been vacant for quite some time. He said adjacent is R4 zoning to the west, Planned Commercial zoning to the north, Planned Mixed Use zoning to the east, and to the south is Planned Public Use and B3 zoning. He gave the background on the Brandt Pike Target Redevelopment Plan and he reviewed the site plan. He said the closest edge of the apartment end unit to the back of the house is approximately 150 feet and ranges from 150 feet to upwards of 200 feet. He said the facade is well screened. He said the senior facility is built in a U shape and only the end cap unit can be seen, which is 180 feet from the backyards. He said the developer has revised the site plan since the Planning Commission meeting, and there are 5-foot walks along the right of way. He discussed the additional screening and the height of buildings. He said the residential uses are principally permitted in the Planned Mixed Use District and there is approximately 40 percent of open space. He said signage, landscaping, and lighting details will come forward in the Detailed Development Plan. He said rather than mounding, clusters of landscaping will be used to show off the quality of the development,. He said the City Code requires two spaces per unit. He said the non-senior facility has 1.67 spaces per unit and the senior facility has 1.1 spaces per unit. He said there have been recent developments approved that have less than two spaces per unit-- Parkview Apartments has 1.72 spaces per unit and Hayden Apartments has 1.45 spaces per unit. He said City Staff may want to discuss Zoning Code changes to residential parking as the City requires more than what is necessary. He said the Brandt Pike Overlay District has a height limit of three stories at 35 feet. He said City Staff recommended the Planning Commission waive the requirement as this district is the only district that has a height requirement. He said the three storied units are appropriate. He said City Staff would like to see density and the land generate as much economic value as possible considering the amount of public resources that went into purchasing this property. He said the sidewalk width will be increased to five feet. He said the standards for approval can be met and he listed the conditions. He said two residents spoke at the meeting regarding concerns about flooding. He said residents to the west said their land floods quite a bit. He said 70 percent of the existing site flows toward the houses. He said when the final grading is done for this project, this development will greatly reduce or possibly eliminate any flooding issues. He said there were concerns about noise. He said the Planning Commission voted 5-0 to approve this development.

Mayor Gore asked if any representatives from Homestead Development had any comments

Seeing none, Mayor Gore asked if the Acting Law Director had any comments.

Seeing none, Mayor Gore asked if there were any other representatives of the City of Huber Heights to make any comments.

Seeing none, Mayor Gore asked if there was anyone present to speak in favor of the approval of this issue.

Seeing none, Mayor Gore asked if there was anyone present to speak against the approval of this issue.

Ms. Stanley said her concern is the number of apartments in general that are coming into the community. She said there is a definite need for apartments, but tenants tend to be more transient. She said there would be less community involvement. She said school levies are hard to pass and she does not see motivation for a tenant who is transient by nature to vote for a school levy. She said there are so many apartments being planned instead of single-family homes.

Ms. Christine Durr said she lives on Ansbury Drive and her house is at the side of the bend. She asked if there was going to be anything behind the houses, such as a fence.

Mr. Sorrell explained the drawing of the mound and the sight lines. He said there will be a six-foot fence up to the property lines, and the developer is planning to meet with

In Council Chambers 6131 Taylorsville Road

the residents to see if they want to keep their existing fence or have it replaced with a uniform fence along the site. He described the mound and trees.

Ms. Durr said her yard does not flood as badly as the others, but she is worried about the flooding. She said the three stories surprised her as all the homes around there are one-story on Ansbury Drive except for one house. She confirmed this development is senior living and market rate apartments.

Mayor Gore asked if there was anyone else present to speak against the approval of this issue.

Seeing none, Mayor Gore asked if there was any member of City Council to make comments or provide additional information.

Ms. Byrge asked Mr. Sorrell if the number of units is 192 or 184.

Mr. Sorrell said the number of units is 192, not 184 as in the original set of plans that listed that number in error.

Mr. Otto said this presentation has changed from the original plans. He asked for a description of the center area.

Mr. Chodkowski described the green spaces and he talked about the proposed Senior Center and Council building at this location. He pointed out the shape of the building. He discussed the public space which was a component of the original 2017 plan and is a component of concern for several members of Council. He talked about the possible extension of the CR Dayton strip mall. He reviewed the conceptual layout. He said he had directed City Staff to begin working with the owners of the parcels to the north of the project site in an effort to continue the redevelopment efforts along the corridor. He said there was concern that this location was lacking some retail or commercial elements at this location. He said there is a greater emphasis on commercial uses than retail uses in this area.

Mr. Otto said he appreciates City Staff working with the developers and what has been done

Ms. Baker confirmed with Mr. Sorrell the senior apartments will be market rate also.

Ms. Kitchen said she liked the plan and she said she is a no vote because Ward 4 residents do not want this development.

Mayor Gore asked if there were any other members of City Council to make comments or provide additional information.

Seeing none, Mayor Gore said, barring further comments, this public hearing of the City Council for Case BDP 22-25 is hereby closed.

E. A Public Hearing Scheduled For July 25, 2022 By The Huber Heights City Council For Case MJC 22-27. The Applicant Is Ruetschle Architects. The Applicant Is Requesting Approval Of A Major Change To The Basic And Detailed Development Plans For An 11,623 Square Foot Addition For Property Located At 5400 Chambersburg Road And Further Described As Parcel Number P70 04004 0032 On The Montgomery County Auditor's Map.

Mayor Gore said his employer is Wayne High School. He recused himself from the discussion and asked Vice Mayor Mark Campbell to conduct the public hearing.

Mr. Campbell opened the public hearing for Case MJC 22-27.

Mr. Sorrell said this case is for approval of a Major Change to the Combined Basic and Detailed Development Plans for a nearly 12,000 foot addition to Wayne High School. He said the site is 47.8 acres and is zoned Planned Public and Private Buildings and Grounds. He said the original Combined Basic and Detailed Development Plans were approved in 2009, and the applicant is requesting a Major

In Council Chambers 6131 Taylorsville Road

Change to add the Career Technology addition to the existing auditorium facility and a 26 parking space reduction. He presented the original and proposed development plans. He said there was bus staging as well as an existing parking lot. He said over time this area has morphed into parking and a marching band practice area. He said there are three classrooms in the addition for welding, HVAC, and a construction tech lab. He said the proposed use conforms to Chapter 1174. He said the site has 1,175 parking spaces, which is based on the stadium needs. He said the school use requires only 460 spaces. He said the standards of approval outlined can be met. He said the Planning Commission voted 5-0 to approve the Major Change.

Vice Mayor Campbell asked if any representatives from Ruetschle Architects.had any comments.

Mr. Mike Ruetschle said this is an exciting opportunity for the students of Wayne High School. He said looking for a contractor or HVAC tech is difficult. He said for Wayne High School to offer the students this opportunity is exciting and is in partnership with Miami Valley Career Technology Center. He said he was available for questions.

Vice Mayor Campbell asked if Acting Law Director David Montgomery had any comments.

Seeing none, Vice Mayor Campbell asked if there were any other representatives of the City of Huber Heights to make any comments.

Seeing none, Vice Mayor Campbell asked if there was anyone present to speak in favor of the approval of this issue.

Seeing none, Vice Mayor Campbell asked if there was anyone present to speak against the approval of this issue.

Seeing none, Vice Mayor Campbell asked if there was any member of City Council to make comments or provide additional information.

Seeing none, Vice Mayor Campbell asked one last time if there was anyone to speak in favor of or against the approval of this zoning case.

Seeing none, Vice Mayor Campbell said, barring further comments, this public hearing of the City Council for Case MJC 22-27 is hereby closed.

ADMINISTRATION Bryan Chodkowski, Interim City Manager

F. An Ordinance To Approve A Basic Development Plan And Rezoning To Planned Office (PO) For The Property Located At 7611 Old Troy Pike And Further Identified As Parcel Number P70 04005 0140 On The Montgomery County Auditor's Map And Accepting The Recommendation Of The Planning Commission (Case BDP 22-13). (first reading)

Mr. Chodkowski said, as discussed at the Council Work Session, the applicant requests that Council waive the second reading as approval is a condition of closing, and the applicant would like to close on the property and expedite the advancement of this project.

Mayor Gore said the Council Work Session recommendation was to waive the second reading and to adopt this item.

Mr. Campbell moved to waive the second reading; Mr. Webb seconded the motion.

Mr. Lyons said he is intending to vote no to waiving the second reading and on this ordinance. He said the issue for him is the lack of funding for three additional firefighters as he has stated in previous meetings, and he wants to continue that dedication.

On a call of the vote, Mr. Otto, Mr. Webb, Ms. Baker, Mr. Campbell, and Mrs. Byrge voted yea; Mr. Lyons and Mrs. Kitchen voted nay. The motion fails 5-2.

Mayor Gore said this item will be passed to a second reading.

G. An Ordinance To Approve A Major Change To The Basic Development Plan For The Property Located At The Northeast Corner Of Old Troy Pike And Taylorsville Road And Further Identified As Parcel Number P70 04005 0015 On The Montgomery County Auditor's Map And Accepting The Recommendation Of The Planning Commission (Case MJC 22-21). (first reading)

Mayor Gore said the Council Work Session recommendation was to pass this item to a second reading. He said this item will be passed to a second reading.

H. An Ordinance To Approve A Basic Development Plan For The Property Located At 6209 Brandt Pike And Further Identified As Parcel Number P70 03912 0140 On The Montgomery County Auditor's Map And Accepting The Recommendation Of The Planning Commission (Case BDP 22-25). (first reading)

Mr. Chodkowski said this item is related to the public hearing tonight for the 135 senior apartment units and the 192 market rate apartment units located at the former Marian Meadows site.

Mayor Gore said the Council Work Session recommendation was to pass this item to a second reading. He said this item will be passed to a second reading.

I. An Ordinance To Approve A Major Change To The Combined Basic And Detailed Development Plan For The Property Located At 5400 Chambersburg Road And Further Identified As Parcel Number P70 04004 0032 On The Montgomery County Auditor's Map And Accepting The Recommendation Of The Planning Commission (Case MJC 22-27). (first reading)

Mr. Chodkowski said this item relates to the addition to the high school. He said it was the recommendation at the Council Work Session to waive the second reading to advance this project in a timely manner.

Mayor Gore said the Council Work Session recommendation was to waive the second reading and to adopt this item.

Mr. Campbell moved to waive the second reading; Ms. Baker seconded the motion. On a call of the vote, Mrs. Kitchen, Mr. Webb, Ms. Baker, Mr. Campbell, Mrs. Byrge, and Mr. Otto, and Mr. Lyons voted yea; Mr. Lyons voted nay. The motion passes 6-1.

Mr. Otto moved to adopt; Mr. Campbell seconded the motion. On a call of the vote, Mrs. Kitchen, Mr. Webb, Ms. Baker, Mr. Campbell, Mrs. Byrge, and Mr. Otto voted yea; Mr. Lyons voted nay. The motion passes 6-1.

J. A Resolution Authorizing The City Manager To Enter Into A Community Reinvestment Area Agreement With Hayden Properties, LLC Under Certain Terms And Conditions. (first reading)

In Council Chambers 6131 Taylorsville Road

Mr. Chodkowski said this item enables the master developer, Broad Reach, LLC to work with the City to make improvements to Taylorsville Road and Old Troy Pike as outlined earlier at the public hearing.

Mayor Gore said the Council Work Session recommendation was to adopt this item.

Mr. Webb moved to adopt; Mrs. Byrge seconded the motion. On a call of the vote, Mr. Webb, Ms. Baker, Mr. Campbell, Mrs. Byrge, Mr. Otto, and Mrs. Kitchen voted yea; Mr. Lyons voted nay. The motion passes 6-1.

K. An Ordinance Authorizing Advances And Transfers Between Various Funds Of The City Of Huber Heights, Ohio And Amending Ordinance No. 2021-O-2511 By Making Supplemental Appropriations For Expenses Of The City Of Huber Heights, Ohio For The Period Beginning January 1, 2022 And Ending December 31, 2022. (first reading)

Mr. Chodkowski said this item is to move funds to appropriate accounts so the City can continue to operate effectively and efficiently. He said it was the recommendation at the Council Work Session that this item be passed tonight by waiving the second reading.

Mrs. Byrge moved to waive the second reading; Mr. Campbell seconded the motion. On a call of the vote, Ms. Baker, Mr. Campbell, Mrs. Byrge, Mr. Otto, Mr. Lyons, Mrs. Kitchen, and Mr. Webb voted yea; none voted nay. The motion passes 7-0.

Mr. Webb moved to adopt; Mrs. Byrge seconded the motion. On a call of the vote, Mr. Campbell, Mrs. Byrge, Mr. Otto, Mr. Lyons, Mrs. Kitchen, Mr. Webb, and Ms. Baker voted yea; none voted nay. The motion passes 7-0.

L. An Ordinance To Levy Special Assessments For The Repair And Reconstruction Of Sidewalks, Curbs And Gutters, Driveway Approaches And Appurtenances Thereto On Parts Or All Of Certain Streets In The City Of Huber Heights Referred To As The 2022 Sidewalk Program, And Declaring An Emergency. (first reading)

Mr. Chodkowski said this legislation empowers the City to levy expenses not previously paid by property owners for the sidewalk improvement program. He asked that Council waive the second reading and adopt this item so this matter can be filed in a timely manner with the county.

Mayor Gore said the Council Work Session recommendation was to waive the second reading and to adopt this item as emergency legislation.

Mrs. Byrge moved to waive the second reading; Ms. Baker seconded the motion.

On a call of the vote, Mrs. Byrge, Mr. Otto, Mr. Lyons, Mrs. Kitchen, Mr. Webb, Ms. Baker, and Mr. Campbell voted yea; none voted nay. The motion passes 7-0.

Mrs. Kitchen moved to adopt; Ms. Baker seconded the motion. On a call of the vote, Mr. Otto, Mr. Lyons, Mrs. Kitchen, Mr. Webb, Ms. Baker, Mr. Campbell, and Mrs. Byrge voted yea; none voted nay. The motion passes 7-0.

M. A Resolution Establishing And/Or Amending The City Of Huber Heights
 Organizational Chart And Authorizing The New Personnel Staffing Levels As Detailed
 Below.
 (first reading)

In Council Chambers 6131 Taylorsville Road

Mr. Chodkowski said this resolution establishes specifically the position of an Assistant to the City Manager as was discussed at the Council Work Session.

Mayor Gore said the Council Work Session recommendation was to adopt this item.

Mr. Campbell moved to adopt; Ms. Baker seconded the motion.

Mr. Otto says this position feels like a band-aid and right now the City needs to do some serious repairs. He said there are several unfilled positions, including the City Manager and the Economic Development Director. He said the City needs to fill those other positions and go into a more permanent situation moving forward.

Mr. Chodkowski said offers have been extended to fill the Economic Development Director position and those offers were respectfully declined by those solicited. He said an offer has been made with regard to the Director of Planning and Community Development, and he is waiting to hear back with respect to that offer. He said this position would help City Staff stay on top of work and he explained the necessity of this position. He confirmed to Mayor Gore that Council has done everything it can possibly do to make this organization function.

Mr. Lyons asked when Council decided to change the organizational chart to add three additional firefighters and paramedics, and were these three recent positions funded?

Mr. Chodkowski said those positions were not funded. He said he was not aware the amendment passed to add those three positions.

Mr. Lyons confirmed with Mr. Rodgers that the Table of Organization was amended then, but the supplemental appropriations to fund the positions was voted down. He said for that reason, he said he would be voting no on this item.

Mayor Gore said the reason the funding was voted down is because the Fire Chief on multiple occasions has come to this Council and said he did not want to add firefighters until January, 2023, when he had a better pool of applicants.

Mr. Campbell asked Mr. Otto if he thinks the City should have an Assistant City Manager and not an Assistant to the City Manager.

Mr. Otto said there are multiple positions going unfilled and the City Staff is creating more positions without filling the already authorized positions. He said those positions would better serve the City than an Assistant to the City Manager.

Mr. Campbell asked Mr. Lyons, if this item was amended to include the three firefighters, would he start voting yes on projects he has been voting no on?

Mr. Lyons asked Mr. Campbell if he is serious and he said it has always been his position to obtain funding for three additional firefighters. He asked if those firefighters would be hired once the funding is in place.

Mr. Campbell said sure.

Mr. Lyons asked Mr. Campbell if he gives him his word.

Mr. Campbell asked if this item was amended to include funding for three firefighters and then the hiring, would Mr. Lyons start voting yes for the projects he has been voting no on.

Mr. Lyons said yes, but if it is understood that he has Mr. Campbell's support on the hiring. He said he wants to make it clear that the City would fund and hire those firefighters as quickly as possible, no tricks, nothing else, just straightforward. He asked if he had Mr. Campbell's word on that matter.

Mr. Campbell said he is not giving his word on it, he is just asking the question. He asked Mr. Chodkowski when City Staff plans on funding and then researching and recruiting three additional firefighters.

In Council Chambers 6131 Taylorsville Road

Mr. Chodkowski said the idea would be that once the City budget for 2023 is prepared, which will be in August, 2022, there will be an eligibility list created for the Fire Division provided that funding is available in 2023, and the hires would be made from the eligibility list as funds are available.

Mr. Campbell asked if that funding was done in concert with this agenda item, could that timetable be moved up.

Mr. Chodkowski said most likely no. He said there are already constraints with positions that are moving in the Police Division and the Finance Department, as well as trying to work with the Economic Development Director and Director of Planning and Community Engagement positions. He said there are already positions effectively in the queue ahead of those positions as well.

Mr. Campbell asked if this item was amended to include the funding and the hiring of three firefighters, could Mr. Chodkowski begin to move things out of the way necessary to proceed forward with hiring not only the Assistant to the City Manager, but also the firefighters.

Mr. Chodkowski said, provided there was a supplemental appropriation that provided for those funds, those positions could be hired when qualified personnel became available.

Mayor Gore said to not hire a City Manager permanently and then withhold personnel to help the one entrusted to do the job seems really counterproductive. He confirmed with Mr. Chodkowski that economic development generates money into the City's coffers and he said Mr. Lyons is voting no on projects that could generate funds for the three firefighters. He said Mr. Lyons is holding economic development projects that generate money hostage over these three mythical firefighters that were added to the organizational chart in 2018 from 36 to 39. He said where these three additional firefighters have come up is beyond him.

Mrs. Kitchen asked how much money has been saved by not filling the vacant positions.

Mr. Chodkowski said approximately \$350,000.00 of budgeted salaries have gone unspent.

Mr. Lyons said to Mr. Campbell, funding of the three additional firefighters sooner as opposed to later would be something he would entertain and it would cause him to go back to where he was before he started this initiative. He said certainly he and Mr. Campbell can talk, and he has a flexible schedule.

Mayor Gore asked Mr. Lyons to confirm that if the funding were approved but the firefighters were not hired until 2023, he would be okay with that arrangement.

Mr. Lyons said there would be no reason to fund the positions now if the City is not going to hire them until next year. He explained his position.

Ms. Baker held up her phone and showed Mr. Lyons a Facebook post from July 14, 2022 about a probationary firefighter and she said the City has been hiring.

Mr. Campbell said his new issue is he cannot get anything passed. He said he would like to get some projects passed. He said the first one he would like to see passed is the development at Marian Meadows. He said he knows Mrs. Kitchen is a no vote, and this item needs at least five votes. He said he is all for working with Mr. Lyons, if it is amending the legislation, so Mr. Chodkowski can get an Assistant to the City Manager position and Council can get the City moving.

Mayor Gore said there would need to be separate legislation for supplemental appropriation and this item would have to go to a Council Work Session. He said until there is a resolution, he suggests moving this item to a second reading.

Mr. Campbell said the reason is Council does not have the votes to pass this item.

Mrs. Kitchen confirmed with Mr. Rodgers that this item needs five votes to pass. She

said she thinks Mr. Rodgers can call the vote.

Mr. Otto said there has been a lot of talk about this one person, and this one person, and it does not take eight, seven, or six people to pass something in most cases, it takes five. He said there were some big misrepresentations about sides and control. He said at least four Councilmembers are not grouped in any particular way and vote on their own.

Mr. Campbell said he guaranteed Mr. Otto will vote no on this item.

On a call of the vote, Mrs. Kitchen, Mr. Webb, Ms. Baker, Mr. Campbell, and Mrs. Byrge voted yea; Mr. Lyons and Mr. Otto voted nay. The motion passes 5-2.

 N. A Resolution Establishing And/Or Amending The Salary Ranges And Wage Levels For Employees Of The City Of Huber Heights, Ohio. (first reading)

Mr. Chodkowski said this resolution will ensure the Assistant to the City Manager is paid a fair and reasonable salary.

Mr. Webb moved to adopt; Mrs. Byrge seconded the motion. On a call of the vote, Mrs. Kitchen, Mr. Webb, Ms. Baker, Mr. Campbell, and Mrs. Byrge voted yea; Mr. Otto and Mr. Lyons voted nay. The motion passes 5-2.

O. A Resolution Authorizing The City Manager To Enter Into A Contract For Preparation Of Engineering Plans And Specifications For The Design Of Chambersburg Road West Improvements Project.

(first reading)

Mr. Chodkowski said this resolution authorizes the hiring of an engineering firm to begin the design of the Chambersburg Road West Project.

Mayor Gore said the Council Work Session recommendation was to adopt this item.

Mr. Webb moved to adopt; Mrs. Byrge seconded the motion. On a call of the vote, Mr. Webb, Ms. Baker, Mr. Campbell, Mrs. Byrge, Mr. Otto, and Mrs. Kitchen voted yea; Mr. Lyons voted nay. The motion passes 6-1.

P. A Resolution To Increase The Not To Exceed Maintenance Contract Amount And Authorizing The City Manager To Enter Into A Contract Modification With Veolia Environment.

(first reading)

Mr. Chodkowski said this resolution is to empower the City to work with Veolia Water to continue to maintain the effective and efficient components of the water system.

Mayor Gore said the Council Work Session recommendation was to adopt this item.

Mrs. Byrge moved to adopt; Mr. Otto seconded the motion. Ms. Baker, Mr. Campbell, Mrs. Byrge, Mr. Otto, Mr. Lyons, Mrs. Kitchen, and Mr. Webb voted yea; none voted nay. The motion passes 7-0.

Mr. Otto asked how many water mains have been replaced this year?

Mr. Chodkowski said none have been done, but four of the five water main projects have been authorized to proceed for construction. He said the contract has been awarded for work on three of the four, and the fourth will be awarded at the next meeting when legislation is prepared and all of the appropriate materials have been ordered for those water mains. He said pipe should be delivered in November, 2022 with construction beginning in December, 2022.

Mrs. Kitchen asked if City Staff could look at the two-thirds of the salaries saved to see if the fifth water main project can be added this year.

Mr. Chodkowski said that would be a policy directive of Council, and the total value of the Tomberg Street project is in excess of \$600,000.00.

Mrs. Kitchen asked if the sixth, seventh, eighth, or ninth streets that might be planned for next year could be moved up to this year.

Mr. Chodkowski said the issue would be if those streets have not been engineered, moving those streets to this year does nothing but empower City Staff to have the engineering work done. He said by the time the engineering work is done, it would be in construction year 2023.

Mrs. Kitchen asked Mr. Chodkowski to check to see if the sixth, seventh, eighth, and ninth streets can stay within that budget and still get the work completed this year.

Mr. Chodkowski said he would be happy to ask the City Engineer if that is possible.

Q. A Resolution Increasing The Not To Exceed Amount And Authorizing The City Manager To Enter Into A Contract For The East Water Main Extension Project. (first reading)

Mr. Chodkowski said this legislation is to authorize the City to enter into a contract for the East Water Main Extension Project. He asked Council to adopt this legislation, which was the recommendation at the Council Work Session.

Mrs. Byrge moved to adopt; Ms. Baker seconded the motion.

Mr. Otto said this project could potentially bring a lot of good development. He said he does not want to see new development take over money that could be used to maintain the current City infrastructure.

Mayor Gore said he agrees with Mr. Otto on this matter, and the reason the majority of Council is in favor of that project is because of the commercial and industrial development it would bring that would generate the revenue that would help fund future infrastructure replacement. He said he publicly agrees with Mr. Otto on this matter.

Mr. Campbell asked Mr. Chodkowski what the price tag is for this project and if this project is being done for economic development and jobs.

Mr. Chodkowski said this project is over \$3 million and the principal reason the City is doing this work is relative to the City's service agreement with Clark County, and that was the main driving force and Council was briefed on that matter in August, 2021. He said subsequently, there has been some economic development interest in the area of this project. He said the principal purpose was to address the current agreement with Clark County for water and sewer services.

Mr. Campbell asked how this project pays off and in what ways for the citizens of Huber Heights?

Mr. Chodkowski said Clark County was demanding significantly detrimental terms from the City with respect to future annexation and Joint Economic Development District (JEDD) conditions in exchange for providing utility services to Old Dominion. He said the City's response in trying to negotiate and address the demands was unsuccessful. He said at the time those negotiations were stalling was the time the American Rescue Plan Act (ARPA) funds were announced and made available to the City. He said in an effort to protect the City's long-term best interest, City Staff recommended these ARPA funds be made available to address the East Water Main and Sewer Main Projects.

Mr. Campbell asked when this investment would pay off and to what level?

Mr. Chodkowski said this investment pays off immediately and puts the City in a position to negotiate with future developers in the City's best interest, which has a higher intrinsic value than any specific intermediate payoff to the City with a direct project. He said the services that the City is gaining through this extension are revenues currently being paid to Clark County. He said by making this connection, the City will be providing all of the water service to the northeast part of the City, so the City will be receiving payments from customers when the connections are made.

Mr. Campbell discussed the costs and benefits of this project and the other projects from this evening's meeting. He asked Mr. Chodkowski when he thinks the City will see a benefit from this project.

Mr. Chodkowski said within five years.

On a call of the vote, Mr. Campbell, Mrs. Byrge, Mr. Otto, Mrs. Kitchen, Mr. Webb, and Ms. Baker voted yea; Mr. Lyons voted nay. The motion passes 6-1.

R. A Resolution Amending Resolution No. 2022-R-7141 To Modify The Contract With M & T Excavating, LLC For The 2022 Water Main Replacement Program. (first reading)

Mr. Chodkowski said this resolution adds the fourth water main replacement project to the list for 2022.

Mayor Gore said the Council Work Session recommendation was to adopt this item.

Mr. Campbell moved to approve; Mrs. Kitchen seconded the motion. On a call of the vote, Mrs. Byrge, Mr. Otto, Mr. Lyons, Mrs. Kitchen, Mr. Webb, Ms. Baker, and Mr. Campbell voted yea; none voted nay. The motion passes 7-0.

12. City Official Reports and Comments

Mayor Gore asked Mr. Rodgers to add to the agenda a special presentation at the August 8, 2022 City Council Meeting. He said the new Huber Heights City Schools superintendent, Jason Enix, asked if he could speak to Council as an introduction. He said he thinks this introduction will pave the way for the next joint meeting with the City Council and the Huber Heights School Board.

Mrs. Kitchen asked for clarification about the date of the next Council Work Session.

Mr. Rodgers said the next regularly scheduled Council Work Session is on Monday, August 1, 2022 as National Night Out is Tuesday, August 2, 2022. He reminded Council there is also a Council Work Session on August 4, 2022 for a joint meeting with the Culture and Diversity Citizen Action Commission.

13. Executive Session

There was no need for an Executive Session.

14. Adjournment

In Council Chambers 6131 Taylorsville Road

Mayor Gore adjourned the Regular Session	on City Council Meeting at 9:04 p.m.
Clerk of Council	Date
Mayor	Date

AI-8553

Special Presentations/Announcements

City Council Meeting City Council

Meeting Date: 08/08/2022

Huber Heights Arts and Beautification Commission Yard Beautification Awards Presentation

Submitted By: Geri Hoskins

Department: Planning

Council Committee Review?: None

Date(s) of Committee Review: N/A

Audio-Visual Needs:

None

Emergency Legislation?:

No

Motion/Ordinance/

Resolution No.:

Agenda Item Description or Legislation Title

Huber Heights Arts And Beautification Commission 2022 Yard Beautification Awards Presentation - Mayor Jeff Gore And The Huber Heights Arts And Beautification Commission

Purpose and Background

Mayor Jeff Gore and the Huber Heights Arts and Beautification Commission will present awards to the winners of the 2022 Yard Beautification Awards. Yard Beautification Awards will be presented to the following:

Best Business Award - Roosters - 5571 Merily Way

Bee Friendly Award - Mr. and Mrs. Shrewsbury - 8502 Gateview Court Mayor's Award - Gary Shewman and Matthew Collins - 7279 Cohasset Drive

N/A

Fiscal Impact

Source of Funds: N/A
Cost: N/A
Recurring Cost? (Yes/No): N/A
Funds Available in Current Budget? (Yes/No): N/A

Financial Implications:

Attachments

Pictures



Yard Beautification Awards 2022

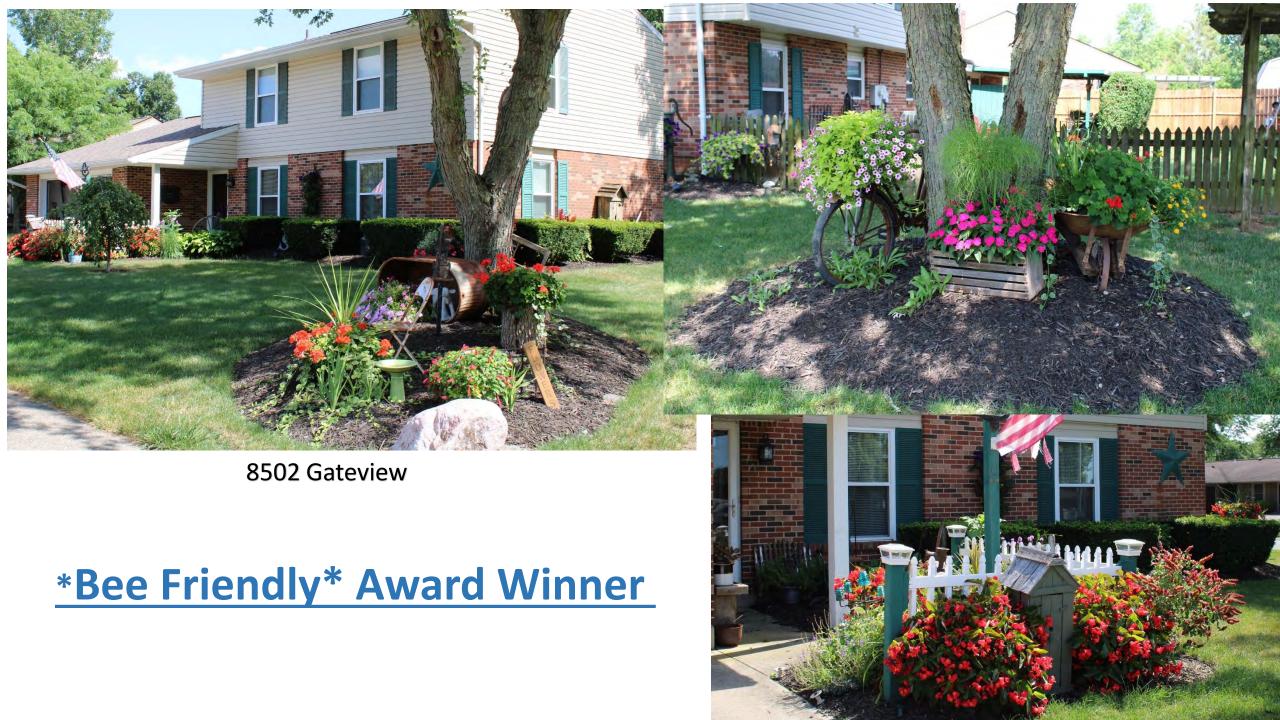
Winners



Winner for *Business Award*

Roosters

5571 Merily Way





Yard Beautification Awards 2022

Winners

Business

Roosters – 5571 Merily Way

Bee Friendly

8502 Gateview

Mayor Award

7279 Cohasset Drive

2022 Yard Beautification Sub-committee Members

- Cheryl Brandenburg
- Tina Daniel
- Shannon Teague
- Laura Shelton



AI-8596

Special Presentations/Announcements

City Council Meeting City Council

Meeting Date: 08/08/2022

Introduction/Presentation - Huber Heights City Schools Superintendent - J. Enix

Submitted By: **Anthony Rodgers** Department: City Council

Council Committee Review?: None Date(s) of Committee Review: N/A **Audio-Visual Needs:** None **Emergency Legislation?:** No

Motion/Ordinance/ **Resolution No.:**

N/A

Agenda Item Description or Legislation Title

Introduction Presentation - Mr. Jason Enix, Huber Heights City Schools Superintendent

Purpose and Background

Mr. Jason Enix, rhea new Huber Heights City Schools Superintendent, will be present at the City Council Meeting to introduce himself and to engage with the City Council.

Fiscal Impact

Source of Funds: N/A Cost: N/A Recurring Cost? (Yes/No): N/A Funds Available in Current Budget? (Yes/No): N/A

Financial Implications:

Attachments

No file(s) attached.

AI-8568 **Pending Business** Α.

City Council Meeting City Manager

Meeting Date: 08/08/2022

Case BDP 22-13 - Hartman I, LLC - Rezoning/Basic Development Plan - 7611 Old Troy Pike

Submitted By: Geri Hoskins

Division: **Department: Planning Planning** Council Committee Review?: Council Work Date(s) of Committee Review: 07/19/2022

Session

Audio-Visual Needs: SmartBoard Emergency Legislation?: No

Motion/Ordinance/ **Resolution No.:**

Agenda Item Description or Legislation Title

An Ordinance To Approve A Basic Development Plan And Rezoning To Planned Office (PO) For The Property Located At 7611 Old Troy Pike And Further Identified As Parcel Number P70 04005 0140 On The Montgomery County Auditor's Map And Accepting The Recommendation Of The Planning Commission (Case BDP 22-13). (second reading)

Purpose and Background

The applicant, Hartman I, LLC, is requesting approval of a Basic Development Plan and a Rezoning to Planned Office (PO) to construct a 10,800 square foot emergency medical facility (Case BDP 22-13).

Fiscal Impact

Source of Funds: N/A Cost: N/A Recurring Cost? (Yes/No): N/A Funds Available in Current Budget? (Yes/No): N/A

Financial Implications:

Attachments

Drawings

Fire Assessment

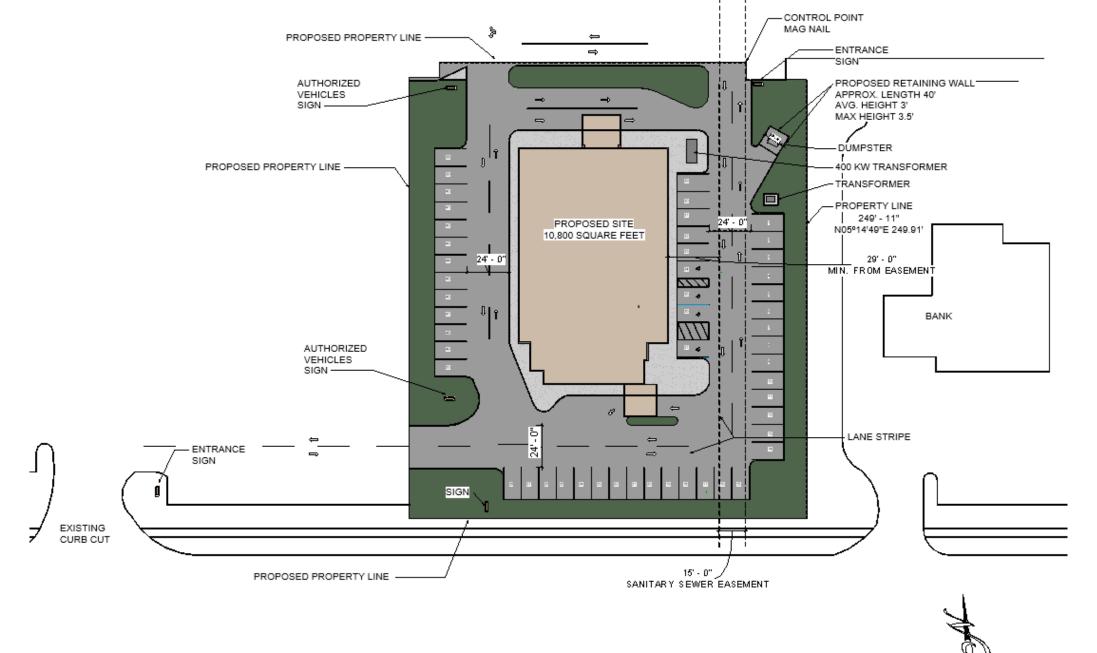
Staff Report

Decision Record

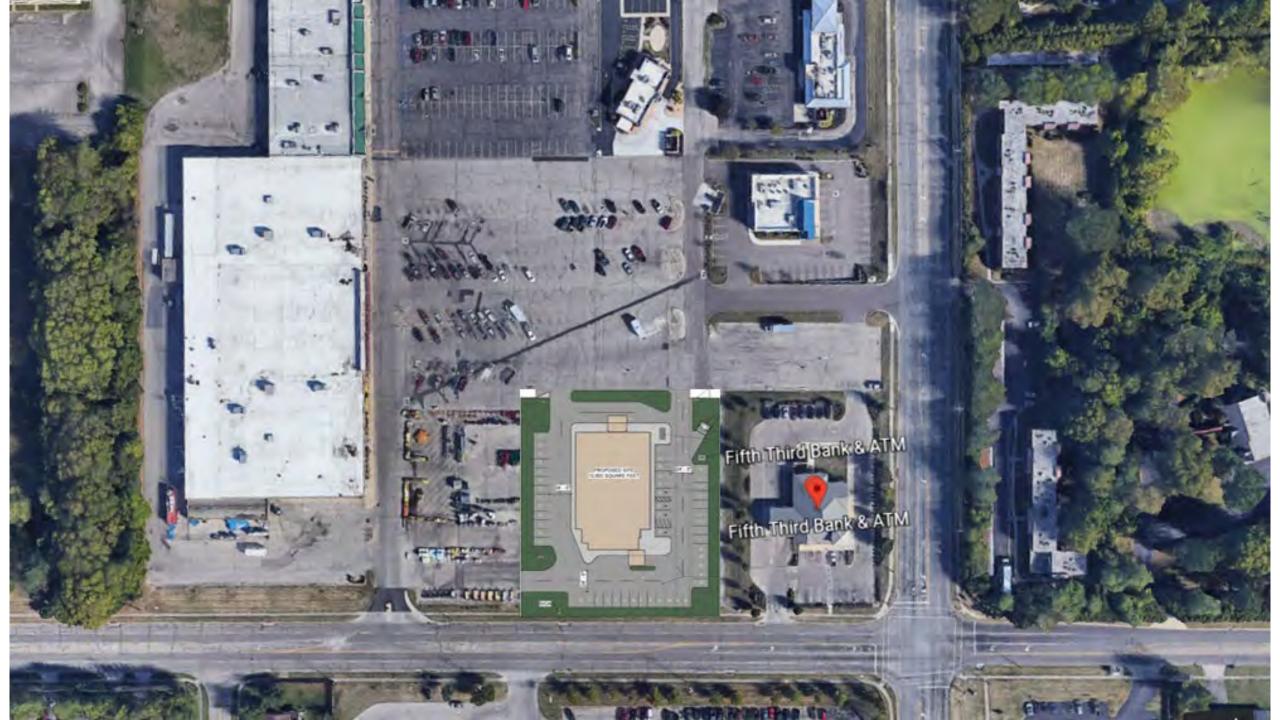
Minutes

Presentation

Ordinance



TAYLORSVILLE ROAD HUBER HEIGHTS, OHIO











Huber Heights Fire Division

Inspections require two business days advance notice! (OAC)1301:7-7-09(A)(5)

Occupancy Name	Occupancy Name: Medical Building			– Revision 1		
Occupancy Addre	ess:	7611 Taylorsville Road				
Type of Permit:	HHP&D Site Plan					
Additional Permit	S:	Choose an item.				
Additional Permit	S:	Choose an item.				
MCBR BLD:	N/A		HH P&D:			
MCBR MEC:			HHFD Plan:	22-053/22-120		
MCBR ELE:			HHFD Box:	14		
REVIEWER:	Susong		DATE:	6/10/2022		

Fire Department Comments:

The Huber Heights City Code Part 15 Refers to Fire Code Requirements and has adopted by reference OFC and IFC Appendices

Plan submittal is approved as shown on drawing. Proposed use has not been clarified on drawing. Cover sheet indicates medical facility. Additional requirements regarding fire department access and fire hydrants may be forthcoming during development.

- Submitted drawing is not to scale, therefore turn radius for fire department apparatus access has not been verified.
- Site utility drawing has not been provided. Additional hydrants may be required.
- If building is to be sprinklered a hydrant will be required within 75 feet of the fire department connection. Huber Heights Codified Ordinance 1521.01(e).

Please reference contact information below for questions or concerns with this document.

Plans reviewed by the Huber Heights Fire Division are reviewed with the intent they comply in <u>ALL</u> respects to this code, as prescribed in <u>SECTION (D)</u> 104.1 of the 2017 Ohio Fire Code. Any omissions or errors on the plans or in this review do not relieve the applicant of complying with <u>ALL</u> applicable requirements of this code. These plans have been reviewed for compliance with the Ohio Fire Code adopted by this jurisdiction. There may be other regulations applicable under local, state, or federal statues and codes, which this department has no authority to enforce and therefore have not been evaluated as part of this plan review.

Memorandum

Staff Report for Meeting of June 14, 2022

To: Huber Heights City Planning Commission

From: Aaron K. Sorrell, Interim City Planner

Community Planning Insights

Date: June 4, 2022

Subject: Basic Development Plan Review – Medical Facility

(7611 Old Troy Pike)

Application dated June 3, 2022

Department of Planning and Zoning City of Huber Heights

APPLICANT/OWNER: Hartman I, LLC – Applicant

Huber Heights ABG, LLC - Owners

DEVELOPMENT NAME: Huber Heights Medical Facility

ADDRESS/LOCATION: 7611 Old Troy Pike

(Currently Rural King parking/display area)

ZONING/ACREAGE: Planned Commercial - 1.1 acres

EXISTING LAND USE: Parking / Display Area

ZONING

ADJACENT LAND: Planned Commercial

REQUEST: The applicant requests approval of a basic

development plan and rezoning to Planned Office to construct a 10,800 SF emergency medical facility.

ORIGINAL APPROVAL: N/A

APPLICABLE HHCC: Chapter 1171, 1173, 1181,

CORRESPONDENCE: In Favor – None Received

In Opposition - None Received

STAFF ANALYSIS AND RECOMMENDATION:

Overview

The applicant requests approval of a basic development plan and rezoning from Planned Commercial to Planned Office to construct a 10,800 square foot healthcare facility for outpatient and emergency services. The applicant anticipates an initial volume of 30 – 40 patients per day, with a maximum of 50 – 60 a day once the facility is established.

The site plan for this development has evolved no less than four times since the application was originally submitted, and the City Council has requested the Planning Commission review the latest revision prior to their consideration of the rezoning and basic development plan approval request.

The Planning Commission originally heard this case on April 12, 2022. The original application had no direct access to Taylorsville Road. Prior to the Planning Commission meeting a revised plan was submitted which included a "Right-in / Right-out" on Taylorsville to facilitate site access. The access aligned with a large sewer easement on the eastern side of the site. There was significant discussion among the Planning Commission members regarding this access point and its close proximity to the bank driveway and the Old Troy Pike intersection. Ultimately, the Commission recommended approval of the rezoning and basic development plan with the access point on the eastern side.

Based on the location and depth of the sewer line, and a desire to have full turn access from Taylorsville into the site, the applicant revised the site plan and moved the building slightly west and relocated the access point to the west side of the site. Staff received the revised site plan on April 28, 2022, prior to the May 3rd City Council Work Session.

During the work session there was considerable discussion and concern expressed about adding the curb cut along Taylorsville Road. At the City Council meeting, there was additional concerns expressed about the curb cut access along Taylorsville Road.

The applicant has worked with Rural King to obtain an access agreement along the Taylorsville frontage, which enabled the elimination of the curb cut along Taylorsville Road. Subsequently, the applicant has submitted a revised site plan that utilizes the existing Rural King access point along Taylorsville. The site plan also moves the identification sign to the western side of the site.

City Council has requested the Planning Commission review the revised site plan and make a recommendation prior to Council moving forward with the rezoning legislation.

Staff Analysis

This site plan revision goes a long way to addressing the Taylorsville Road access concerns of the Planning Commission and City Council. The revised site plan conforms to the PO district regulations including parking and buffering. The revised plan also allows the possibility of aligning driveways along Taylorsville at some future point when the Rural King property is redeveloped or improved.

Conformance with Zoning Regulations:

1173 (PO) Planned Office District

The proposed use is principally permitted in the PO district.

The required 15-foot perimeter yard is provided in the revised site plan.

Chapter 1181 General Provisions

The proposal meets the requirements of Chapter 1181, with the exception of the following items are not illustrated on the Basic Development Plan:

- Street trees shall be placed every 40-feet along the public street.
- No exterior lighting plan was submitted. Unless otherwise directed by the Planning Commission, parking light fixtures shall not exceed 25 feet in height.
- Mechanical, waste, and service screening is not illustrated with great detail, but shall comply with the zoning code.

Chapter 1182 Landscaping and Screening Standards

The Basic Development Plan indicates potential locations for landscape islands and trees within the parking areas. Additional detail shall be provided during the detailed development plan phase.

Chapter 1185 Parking and Loading

The proposal generally meets the requirements of Chapter 1185. The applicant is illustrating areas for parking island landscaping. Based on the interior programing, 45 spaces required, and 50 spaces are illustrated. The applicant is working with Rural King on the exact language to allow access through the Rural King parking area.

Chapter 1189 Signs

The applicant is requesting a mixture of signage including one ground mounted sign, three corporate wall signs, three "Emergency" wall signs and one "Ambulance" canopy sign.

The original site plan had the ground mounted sign located on the eastern edge and the applicant requested an 8-feet tall with a sign area of 80 square feet. The height was to account for the grade change between the site and 5/3rd bank.

The code suggests a height limit of 6-feet and not exceed 75 square feet in sign area. The ground sign has been relocated to the western edge of the site, and the grade change should no longer be a factor.

The two "Emergency" wall signs are 75 square feet each, and the three corporate wall signs are 50 square feet each, totaling 300 square feet. The code suggests single wall signs shall not exceed 75 square feet each, and a cumulative total of no more than 150 square feet. If the commission considers the "emergency" signs to be exempt, the wall signs are compliant.

The "Ambulance" canopy sign is 35 square feet and mounted above the canopy. The code suggests canopy signs are only permitted along street frontage and may not project above the canopy. While not along a street frontage, the canopy covers the ambulance entrance and a variance from the code requirements seems reasonable.

Recommendation

Staff feels the standards of approval outlined in 1171.06 can be met and therefore staff recommends approval of the rezoning from Planned Commercial to Planned Office and approval of the basic development plan with the following conditions:

- 1. Street trees shall be placed every 40-feet along Taylorsville Road.
- 2. The applicant shall comply with Chapter 1181.18 Screening of Service Structures.
- 3. The applicant shall comply with Chapter 1181.21 Lighting Standards.
- 4. The applicant shall comply with Chapter 1182 Landscaping and Screening.
- 5. Wall and canopy signs shall be similar to those submitted in the sign package submitted to the Planning Commission on April 12, 2022.
- 6. Ground signs shall not exceed 6-feet in height.
- 7. Applicant shall comply will all fire code requirements.

Planning Commission Action

Planning Commission may take the following actions with a motion to:

- 1) Approve the rezoning and basic development plan application, with or without conditions.
- 2) Deny the basic development plan.
- 3) Table the application in order to gather additional information.



Planning Commission Decision Record

WHEREAS, on June 3, 2022, the applicant, Hartman I, LLC, requested approval of a Basic Development Plan and Rezoning to Planned Office (PO) to construct a 10,800 SF Emergency Medical Facility located at 7611 Old Troy Pike (Case RZ BDP 22-13), and;

WHEREAS, on June 14, 2022, the Planning Commission did meet and fully discuss the details of the request.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission hereby recommended approval of the request.

Ms. Thomas moved to approve the request by the applicant, Hartman I, LLC, for approval of a Basic Development Plan and Rezoning to Planned Office (PO) to construct a 10,800 SF Emergency Medical Facility at property located at 7611 Old troy Pike (Case RZ BDP 22-13) in accordance with the recommendation of Staff's Memorandum dated June 14, 2022, with the following conditions:

- 1. Street trees shall be placed every 40-feet along Taylorsville Road.
- 2. The applicant shall comply with Chapter 1181.18 Screening of Service Structures.
- 3. The applicant shall comply with Chapter 1181.21 Lighting Standards.
- 4. The applicant shall comply with Chapter 1182 Landscaping and Screening.
- 5. Wall and canopy signs shall be similar to those submitted in the sign package submitted to the Planning Commission on April 12, 2022.
- 6. Ground signs shall not exceed 6-feet in height.
- 7. Applicant shall comply will all fire code requirements.

RZ BDP 22-13 – Decision Record	
•	all showed: YEAS: Mr. Jeffries, Ms. Thomas, and and Ms. Opp. Motion to recommend approval
Terry Walton, Chair Planning Commission	Date

Planning Commission June 14, 2022, Meeting City of Huber Heights

- I. Chair Terry Walton called the meeting to order at approximately 6:00 p.m.
- II. Present at the meeting: Mr. Jeffries, Ms. Opp, Ms. Thomas, Ms. Vargo and Mr. Walton.

Members absent: None.

Staff Present: Aaron K. Sorrell, Interim City Planner, and Geri Hoskins, Planning & Zoning Administrative Secretary.

III. Opening Remarks by the Chairman and Commissioners

IV. Citizens Comments

None.

V. Swearing of Witnesses

Mr. Walton explained the proceedings of tonight's meeting and administered the sworn oath to all persons wishing to speak or give testimony regarding items on the agenda. All persons present responded in the affirmative.

VI. Pending Business

1. None

VII. New Business

1. FINAL PLAT - The applicant, DEC Land Co. I LLC, is requesting approval of the final plat for 62 building lots in Carriage Trails – Section 2, Phase 5 (Case FP 22-23).

Mr. Sorrell stated that the applicant requests approval of the final plat for section two, phase five of the Carriage Trails subdivision. This phase contains 62 lots on approximately 16.32 acres.

Conformance with Zoning Regulations

The detailed development plan was approved by the Planning Commission on August 10, 2021.

Staff Analysis

The applicant requests approval of the final plat for section two, phase five of the Carriage Trails subdivision. This final plat accurately reflects the DDP and simply releases drainage easements between two sections.

Fire: None

City Engineer: None

Recommendation

Staff recommends approval of the final plat submitted on May 2, 2022.

Action

Ms. Opp moved to approve the request by the applicant DEC Land Co. I LLC, for approval of a Final Plat for 62 building lots in Carriage Trails – Section 2, Phase 5 (Case FP 22-23) in accordance with the recommendation of Staff's Memorandum dated June 4, 2022, and the Planning Commission Decision Record attached thereto.

Seconded by Ms. Thomas. Roll call showed: YEAS: Ms. Vargo, Mr. Jeffries, Ms. Thomas, Ms. Opp, and Mr. Walton. NAYS: None. Motion to approve carried 5-0.

2. FINAL PLAT - The applicant, GENERATIONS CONSTRUCTION, LLC, is requesting approval of the final plat for 14 building lots in Callamere Farms, Section 6 (FP 22-26).

Mr. Sorrell stated that the applicant requests approval of the final plat for section six of the Callamere Farms subdivision. This phase contains 14 lots on approximately 8.03 acres.

Conformance with Zoning Regulations

The detailed development plan was approved by the Planning Commission on March 23, 2021.

Staff Analysis

The applicant requests approval of the final plat for section six of the Callamere Farms subdivision. This final plat accurately reflects the DDP previously approved by the Planning Commission.

Fire: None

City Engineer: None

Recommendation

Staff recommends approval of the final plat submitted on May 30, 2022.

<u>Action</u>

Mr. Jeffries moved to approve the request by the applicant Generations Construction, LLC, for approval of a Final Plat for 14 building lots in Callamere Farms, Section six (FP 22-26) in accordance with the recommendation of Staff's Memorandum dated June 4, 2022, and the Planning Commission Decision Record attached thereto.

Seconded by Ms. Vargo. Roll call showed: YEAS: Ms. Thomas, Ms. Opp, Ms. Vargo, Mr. Jeffries, and Mr. Walton. NAYS: None. Motion to approve carried 5-0.

3. MINOR CHANGE - The applicant, MELISSA BARRETT, is requesting approval of A Minor Change to increase the wall sign area by approximately 60 SF at Kohl's/Sephora in the Northpark Center (MC 22-24).

Mr. Sorrell stated that the applicant The applicant requests approval to add an additional copy to the existing wall sign, which will increase the size from approximately 192 SF to 252 SF. The request is to facilitate adding the "Sephora" brand to the existing Kohl's sign.

Conformance with Zoning Regulations

Northpark Center Sign Policy

The Northpark Center sign guidelines allow large tenants (over 60,000 SF) to have a maximum wall sign area of up to 250 SF on any one building face and a maximum of 500 SF total. The Kohl's tenant space is approximately 81,000 SF.

Current Application

The applicant seeks a minor change to add one 60 SF internally illumined wall sign below the existing internally illuminated wall sign to highlight the two brands (Kohl's and Sephora). The total wall sign area will increase from 192 SF to 252SF. With this additional sign, the wall signs slightly exceed the maximum size by 2 SF, which is a negligible overage amount.

Staff Analysis

The applicant seeks a minor change to add one internally illumined wall sign below an existing internally illuminated wall sign. Total wall sign area will exceed the maximum size by approximately 2 SF, or 1% of the total sign area. Staff feel this is a negligible overage amount and the new sign is visually proportional to the building frontage and existing sign.

Fire: None received

City Engineer: None Received

Recommendation

Staff recommend approval of the minor change to the sign package as submitted.

Action

Mr. Jeffries moved to approve the request by the applicant Melissa Barrett, for approval of a Minor Change to increase the wall sign area by approximately 60 SF at Kohl's/Sephora in the Northpark Center (Case MC 22-24) in accordance with the recommendation of Staff's Memorandum dated June 4, 2022, and the Planning Commission Decision Record attached thereto.

Seconded by Ms. Opp. Roll call showed: YEAS: Ms. Vargo, Mr. Jeffries, Ms. Thomas, Ms. Opp, and Mr. Walton. NAYS: None. Motion to approve carried 5-0.

4. BASIC DEVELOPMENT PLAN AND REZONING - The applicant, HARTMAN I, LLC, is requesting approval of a Basic Development Plan and Rezoning to Planned Office (PO)at property located at 7611 Old Troy Pike (RZ BDP 22-13).

Mr. Sorrell stated that the applicant requests approval of a basic development plan and rezoning from Planned Commercial to Planned Office to construct a 10,800 square foot healthcare facility for outpatient and emergency services. The applicant anticipates an initial volume of 30-40 patients per day, with a maximum of 50-60 a day once the facility is established.

The site plan for this development has evolved no less than four times since the application was originally submitted, and the City Council has requested the Planning Commission review the latest revision prior to their consideration of the rezoning and basic development plan approval request.

The Planning Commission originally heard this case on April 12, 2022. The original application had no direct access to Taylorsville Road. Prior to the Planning Commission meeting a revised plan was submitted which included a "Right-in / Right-out" on Taylorsville to facilitate site access. The access aligned with a large sewer easement on the eastern side of the site. There was significant discussion among the Planning Commission members regarding this access point and its close proximity to the bank driveway and the Old Troy Pike intersection. Ultimately, the Commission recommended approval of the rezoning and basic development plan with the access point on the eastern side.

Based on the location and depth of the sewer line, and a desire to have full turn access from Taylorsville into the site, the applicant revised the site plan and moved the building slightly west and relocated the access point to the west side of the site. Staff received the revised site plan on April 28, 2022, prior to the May 3rd City Council Work Session.

During the work session there was considerable discussion and concern expressed about adding the curb cut along Taylorsville Road. At the City Council meeting, there was additional concerns expressed about the curb cut access along Taylorsville Road.

The applicant has worked with Rural King to obtain an access agreement along the Taylorsville frontage, which enabled the elimination of the curb cut along Taylorsville Road. Subsequently, the applicant has submitted a revised site plan that utilizes the existing Rural King access point along Taylorsville. The site plan also moves the identification sign to the western side of the site.

City Council has requested the Planning Commission review the revised site plan and make a recommendation prior to Council moving forward with the rezoning legislation.

Staff Analysis

This site plan revision goes a long way to addressing the Taylorsville Road access concerns of the Planning Commission and City Council. The revised site plan conforms to the PO district regulations including parking and buffering. The revised plan also allows the possibility of aligning driveways along Taylorsville at some future point when the Rural King property is redeveloped or improved.

Conformance with Zoning Regulations:

1173 (PO) Planned Office District

The proposed use is principally permitted in the PO district.

The required 15-foot perimeter yard is provided in the revised site plan.

Chapter 1181 General Provisions

The proposal meets the requirements of Chapter 1181, with the exception of the following items are not illustrated on the Basic Development Plan:

- Street trees shall be placed every 40-feet along the public street.
- No exterior lighting plan was submitted. Unless otherwise directed by the Planning Commission, parking light fixtures shall not exceed 25 feet in height.
- Mechanical, waste, and service screening is not illustrated with great detail, but shall comply with the zoning code.

Chapter 1182 Landscaping and Screening Standards

The Basic Development Plan indicates potential locations for landscape islands and trees within the parking areas. Additional detail shall be provided during the detailed development plan phase.

Chapter 1185 Parking and Loading

The proposal generally meets the requirements of Chapter 1185. The applicant is illustrating areas for parking island landscaping. Based on the interior programing, 45 spaces required, and 50 spaces are illustrated. The applicant is working with Rural King on the exact language to allow access through the Rural King parking area.

Chapter 1189 Signs

The applicant is requesting a mixture of signage including one ground mounted sign, three corporate wall signs, three "Emergency" wall signs and one "Ambulance" canopy sign.

The original site plan had the ground mounted sign located on the eastern edge and the applicant requested an 8-feet tall with a sign area of 80 square feet. The height was to account for the grade change between the site and 5/3rd bank.

The code suggests a height limit of 6-feet and not exceed 75 square feet in sign area. The ground sign has been relocated to the western edge of the site, and the grade change should no longer be a factor.

The two "Emergency" wall signs are 75 square feet each, and the three corporate wall signs are 50 square feet each, totaling 300 square feet. The code suggests single wall signs shall not exceed 75 square feet each, and a cumulative total of no more than 150 square feet. If the commission considers the "emergency" signs to be exempt, the wall signs are compliant.

The "Ambulance" canopy sign is 35 square feet and mounted above the canopy. The code suggests canopy signs are only permitted along street frontage and may not project above the canopy. While not along a street frontage, the canopy covers the ambulance entrance and a variance from the code requirements seems reasonable.

Recommendation

Staff feels the standards of approval outlined in 1171.06 can be met and therefore staff recommends approval of the rezoning from Planned Commercial to Planned Office and approval of the basic development plan with the following conditions:

- Street trees shall be placed every 40-feet along Taylorsville Road.
- The applicant shall comply with Chapter 1181.18 Screening of Service Structures.
- The applicant shall comply with Chapter 1181.21 Lighting Standards.
- The applicant shall comply with Chapter 1182 Landscaping and Screening.
- Wall and canopy signs shall be similar to those submitted in the sign package submitted to the Planning Commission on April 12, 2022.
- Ground signs shall not exceed 6-feet in height.
- Applicant shall comply will all fire code requirements.

Discussion on the rezoning.

Action

Ms. Thomas moved to approve the request by the applicant Hartman I, LLC, for approval of a Basic Development Plan and Rezoning to Planned Office (PO) for property located at 7611 Old Troy Pike (RZ BDP 22-13) in accordance with the recommendation of Staff's Memorandum dated June 4, 2022, and the Planning Commission Decision Record attached thereto.

Seconded by Mr. Jeffries. Roll call showed: YEAS: Mr. Jeffries, Ms. Thomas, and Mr. Walton. NAYS: Ms. Opp and Ms. Vargo. Motion to approve carried 3-2.

5. BASIC DEVELOPMENT PLAN AND REZONING - The applicant, HOMESTEAD DEVELOPMENT, is requesting approval of a Basic Development Plan to construct 135-unit senior community and a 192-unit market rate community on a combined 15.56 acres. Property located at 6209 Brandt Pike (BDP 22-25).

Mr. Sorrell stated that this project grew out from the Brandt Pike Redevelopment Plan (2017), which identified a need and demand for senior housing and market-rate multi-family housing along and near the Brandt Pike corridor. The City subsequently purchased the shopping center to facilitate redevelopment. New developments within this site include: Dayton Metro Library Huber Heights Branch, Dogtown, and the shopping center will be refaced with a brick / stone façade. TIF proceeds from the proposed apartment developments, as well as future developments may fund the facade and public infrastructure upgrades.

The applicant is requesting basic development plan approval for a 184-unit market-rate apartment community and a 135-unit senior apartment community. While this application covers approximately 15.56 acres, the overall area zoned PM exceeds 20 acres.

The area zoned PM has a mix of uses including retail, commercial, public use (library) and planned residential.

All uses being considered are compatible with the neighboring properties. Extensive natural vegetation exists that will buffer and screen the proposed development and the existing homes to the west.

The overall campus development is focused around a wet detention area and has large areas of open space. The combined proposed residential development sites are approximately 40% open space.

The parking areas are arranged for the convenience of the residents but are broken up with landscape islands and covered parking areas.

Sidewalks are indicated along the future road frontage of non-senior multi-family building. Staff recommends sidewalks also be provided for the senior facility residents.

No sign details were provided for this application but will be submitted during the detailed development phase.

While no height maximum height restriction exists in the PM district, the Brandt Pike Overlay District has a maximum height of three stories or 35 feet. The proposed non-senior apartments have both two- and three-story buildings. The two-story buildings are 34 feet to the roof peak and the three-story buildings are 44 feet to the roof peak. The applicant is proposing the market-rate apartments will have mixture of two- and three-story buildings along the west side of the site, which is closest to the existing single-family neighborhood. This arrangement will breakup the building massing along the western edge and the buildings are sited approximately 150-feet from the back of the single-family homes.

The three-story senior buildings will also be at least 150-feet from the back of the single-family homes. Additionally, the building is oriented in such a way that only the endcaps, and not the full building length, are facing the single-family homes.

Staff feels both the market rate site plan and senior building site plan provides a significant visual buffer and a nine (9) foot variance from the maximum height is acceptable. A landscaping plan has not been submitted at this time. Staff

recommends a mixture of street trees, and clustered plantings along the eastern edge of the market-rate and senior apartments. Staff feels a six-foot high earthen mound is inappropriate for this site and will interfere with pedestrian access from the apartments to the sidewalk network.

The applicant is proposing a five-foot earthen mound and evergreen plantings along the west edge to screen the development from the existing single-family homes.

Areas for parking landscaping are illustrated in the basic development plan. The applicant shall submit additional details during the detailed development phase.

The zoning code requires two-space per multi-family unit. In the non-senior community, the applicant is proposing 357 parking spaces for 184 units, or 1.94 spaces per unit. Of the 184 units, 84 are one-bedroom apartments which are less likely to have two vehicles. Additionally, most communities have begun reducing parking minimums of non-senior multi-family apartments to approximately 1.5 spaces / unit. Staff feels the amount of parking proposed for the non-senior community is adequate.

The applicant is proposing 134 spaces for 135 units, or .99 spaces per unit. Most senior living facilities have a 1:1 parking ratio because the majority of residents either live alone or only have one vehicle in the household. Staff feels the amount of parking provided is acceptable at this time. There is room to provide additional parking in the front of the building if management determines it's necessary in the future. However, at this point in time, staff does not think sacrificing greenspace for parking is necessary.

Staff feels issuing a conditional use permit/approval for this type of development is confusing and unnecessary. Staff recommends incorporating the standards, where appropriate, in the overall basic development plan approval and subsequent detailed development plan approval. This section of the overlay district should be revisited in the future and revised for clarity and intent.

STAFF RECOMMENDATION

It is the staff's opinion the proposal meets the standards outlined in Section 1171.06. Staff recommends approval of the Basic Development Plan submitted on June 3, 2022 to construct approximately 184 market-rate apartments and 134 senior apartments within two residential communities. Staff recommends approval with the following conditions:

- Sidewalks shall be required connecting the senior building and along the future roadway
- 2) All sidewalks shall be a minimum of 5' in width
- 3) Street trees be provided 40-foot on center
- 4) A sign package meeting code shall be submitted with the detailed development plans
- 5) A lighting plan shall be submitted with the detailed development plan
- 6) A landscaping plan shall be submitted with the detailed development plan
- 7) In lieu of mounding and screening along the new roadway, clustered landscaping areas shall be provided between the apartments and sidewalks.
- 8) The applicant will comply with all stormwater requirements, per the City Engineer;

9) The applicant will comply will all Fire Code requirements, per the Huber Heights Fire Department.

Numerous neighbors were present and asked questions about the development.

Action

Ms. Thomas moved to approve the request by the applicant Homestead Development, for approval of a Basic Development Plan to construct 135-unit senior community and a 192-unit market rate community on a combined 15.56 acres. Property located at 6209 Brandt Pike (BDP 22-25) in accordance with the recommendation of Staff's Memorandum dated June 8, 2022, and the Planning Commission Decision Record attached thereto.

Seconded by Mr. Jeffries. Roll call showed: YEAS: Ms. Opp, Ms. Vargo, Mr. Jeffries, Ms. Thomas, and Mr. Walton. NAYS: None. Motion to approve carried 5-0.

VIII. Additional Business

None.

IX. Approval of the Minutes

None.

X. Reports and Calendar Review

DDP - The Waverly

DDP - Sheetz

MJC - Wayne High School

XI. Upcoming Meetings

June 8, 2022 July 12, 2022

XII. Adjournment

There being no further business to come before the Commission, the meeting was adjourned at approximately 8:18 p.m.

₹erry Walton, Chair

Geri Hoskins, Administrative Secretary

Date

Date

BDP 22-13 Huber Heights Medical Facility

Approval of Basic Development Plan and Rezoning July 25, 2022

Site Details:

- 1.1 acres, zoned PC (Planned Commercial)
- Existing land use is retail
- Site is marginal parking / outdoor storage and display

Development Details:

- Applicant is requesting a rezoning to Planned Office to construct a 10,800 SF emergency outpatient medical facility.
 - 10 exam rooms
 - 15 employees
- Anticipate 30 40 patients daily (initially)



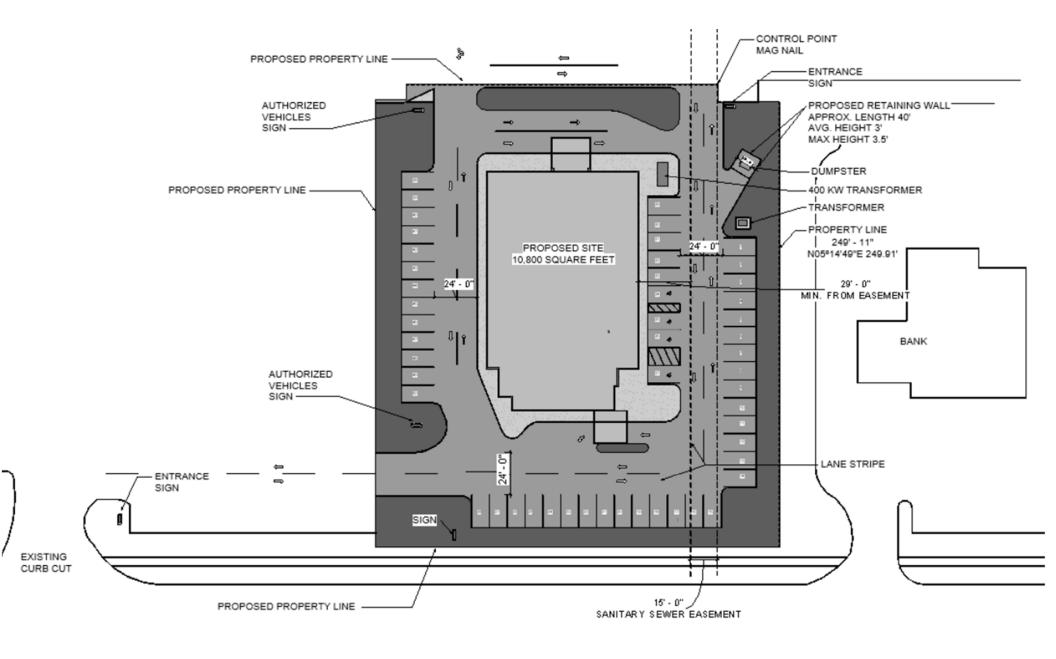
Due to site plan revisions, Council has remanded the case back to Planning Commission for review and approval.

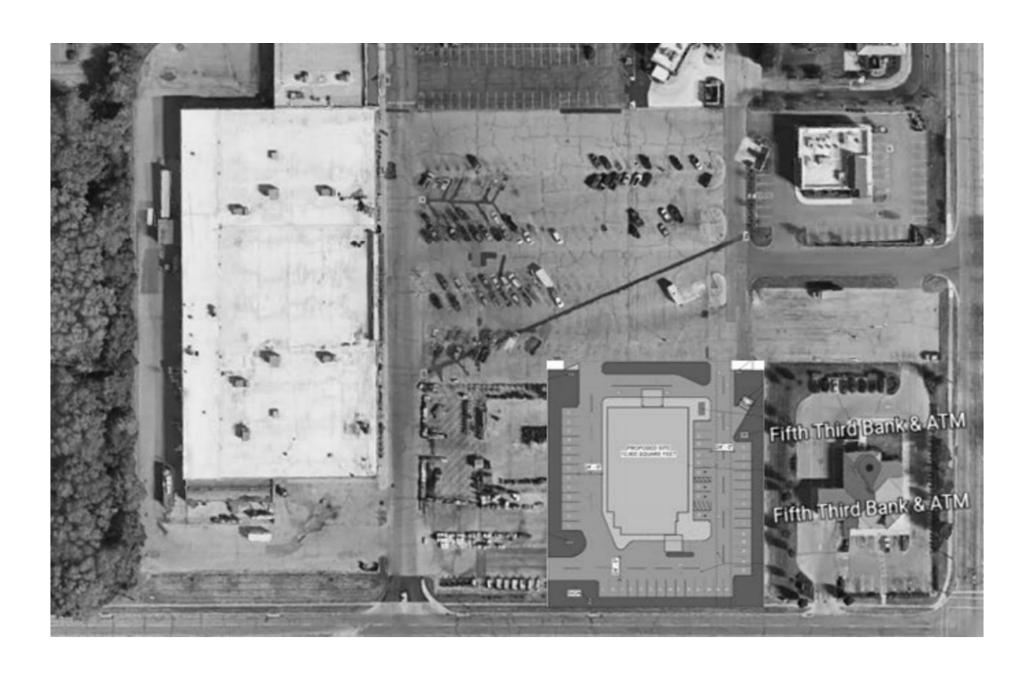
Case History

- ❖ Planning Commission originally heard the case on 4/12/2022
 - Site plan had "right-in / right-out" access to Taylorsville
 - Significant discussion about location of curb cut
- Prior to Council work session, site plan was revised to shift building and access west (due to sewer depth).
 - Considerable discussion and concern from council about curb cut location on Taylorsville.

Site Plan / Project Updates

- Ground sign relocated to western side of the site.
- Revised site plan should address Taylorsville Road access concerns.
- Applicant has worked with Rural King to use existing curb cut.
 - At closing Rural King will record a blanket covenant granting unobstructed vehicular and pedestrian access to the ROW and drive aisles.
- Rural King is making progress complying with outdoor sales requirements.
 - Case triggered enforcement actions on other properties





Conformance with Zoning Regulations

1173 Planned Office (PO) District

- The proposed uses are principally permitted in the PO district.
- A 15-foot perimeter buffer yard is provided in revised site plan.

1181 General Provisions

- Site plan generally meets chapter 1181 requirements.
- Detailed development plan shall address: Exterior lighting, mechanical screening, street trees.

Conformance with Zoning Regulations

1182 Landscaping and Screening

 The revised Basic Development Plan illustrates potential locations for landscape islands and trees within the parking areas. Additional detail shall be provided during the detailed development plan phase.

1185 Parking and Loading

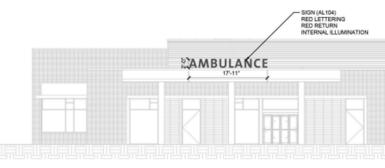
Use requires 45 spaces, 50 are illustrated.

Conformance with Zoning Regulations

1189 Signs

- No signage updates were received beyond new locations of ground signs.
- Originally 8' tall ground sign was proposed due to grade change between the site and the bank.
- A shift in the location should negate the need for an 8' tall ground sign.
- Applicant has indicated a sign package will submitted separately.

Exterior Signage Summary



Example AMBULANCE signage

35 SF Cap Height 2'-0"

Font: The Sans B7 Bold

Variance required Signage to be considered to be for public health emergency purposes



Example EMERGENCY signage (QTY 2)

Would be installed on both sides of building element 75 SF \times 2 = 150 SF Cap Height 3'-0"

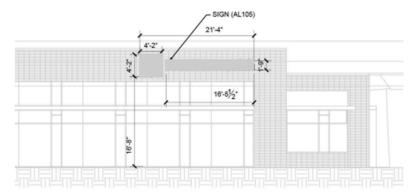
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Variance required Signage to be considered to be for public health emergency purposes

1189.07 Signs permitted for businesses

Single wall signs not to exceed 75 SF.

For structures with more than one visible side, a maximum of four wall signs could be allowed, providing that the total square footage of all the signs does not exceed 150 SF.



Example placement for corporate logo signage (QTY 3)

50 SF x 3 = 150 SF Logo 4'-2" x 4'-2" Cap Height 1'-9"

Staff Analysis and Recommendation

Staff feels the standards of approval outlined in 1171.06 can be met and therefore staff recommends approval of the rezoning from Planned Commercial to Planned Office and approval of the basic development plan with the following conditions:

- 1. Street trees shall be placed every 40-feet along Taylorsville Road.
- 2. The applicant shall comply with Chapter 1181.18 Screening of Service Structures.
- 3. The applicant shall comply with Chapter 1181.21 Lighting Standards.
- 4. The applicant shall comply with Chapter 1182 Landscaping and Screening.
- 5. Wall and canopy signs shall be similar to those submitted on 4/12/2022
- 6. Ground signs shall not exceed 6-feet in height.
- 7. Applicant shall comply will all fire code requirements.

Planning Commission

Planning Commission voted 3-2 to approve the rezoning and Basic Development Plan.

CITY OF HUBER HEIGHTS STATE OF OHIO

ORDINANCE NO. 2022-O-

TO APPROVE A BASIC DEVELOPMENT PLAN AND REZONING TO PLANNED OFFICE (PO) FOR THE PROPERTY LOCATED AT 7611 OLD TROY PIKE AND FURTHER IDENTIFIED AS PARCEL NUMBER P70 04005 0140 ON THE MONTGOMERY COUNTY AUDITOR'S MAP AND ACCEPTING THE RECOMMENDATION OF THE PLANNING COMMISSION (CASE BDP 22-13).

WHEREAS, the citizens of Huber Heights require the efficient and orderly planning of land uses within the City; and

WHEREAS, the City Planning Commission has reviewed Case BDP 22-13 and on April 12, 2022, recommended approval by a vote of 4-0 of the Basic Development Plan and Rezoning to Planned Office (PO); and

WHEREAS, the City Council has considered the issue.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Huber Heights, Ohio that:

Section 1. The application requesting approval of a Basic Development Plan and Rezoning to Planned Office (PO) (Case BDP 22-13) is hereby approved in accordance with the Planning Commission's recommendation and following conditions:

- 1. Street trees shall be placed every 40-feet along Taylorsville Road.
- 2. The applicant shall comply with Chapter 1181.18 Screening of Service Structures.
- 3. The applicant shall comply with Chapter 1181.21 Light Standards.
- 4. The applicant shall comply with Chapter 1182 Landscaping and Screening.
- 5. Taylorsville Road access shall comply with the City Engineer's requirements.
- 6. The applicant shall comply with all Fire Code requirements.
- 7. Demonstration of unrestricted, permanent ingress and egress for the applicant Hartman I, LLC, for property located at 7611 Old Troy Pike from Huber Heights ABG, LLC.

This Ordinance shall go into effect upon its passage as provided by law and the

Section 2. It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of this Council, and that all deliberations of this Council and of any of its Committees that resulted in such formal action were in meetings open to the public and in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

Charter of the City of Huber I	Heights.		
Passed by Council on the Yeas; Nays.	day of	, 2022;	
Effective Date:			
AUTHENTICATION:			
Clerk of Council		Mayor	
Date		Date	

Al-8569 Pending Business B.
City Council Meeting City Manager

Meeting Date: 08/08/2022

Case MJC 22-21 - Skilken Gold Real Estate Development - Major Change/Basic Development Plan - Old Troy

Pike/Taylorsville Road

Submitted By: Geri Hoskins

Department: Planning Division: Planning Council Committee Review?: Council Work Date(s) of Committee Review: 07/19/2022

Session

Audio-Visual Needs: SmartBoard Emergency Legislation?: No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

An Ordinance To Approve A Major Change To The Basic Development Plan For The Property Located At The Northeast Corner Of Old Troy Pike And Taylorsville Road And Further Identified As Parcel Number P70 04005 0015 On The Montgomery County Auditor's Map And Accepting The Recommendation Of The Planning Commission (Case MJC 22-21). (second reading)

Purpose and Background

The applicant, Skilken Gold Real Estate Development, is requesting a Major Change to the Basic Development Plan (Case MJC 22-21).

At the July 25, 2022 City Council Meeting, the City Council and the applicant agreed to an amended ordinance and Exhibit A to address several additional conditions (see attached). This ordinance will need to be amended with the amended ordinance and Exhibit A at the second reading of the ordinance at the August 8, 2022 City Council Meeting prior to adoption.

Fiscal Impact

Source of Funds: N/A
Cost: N/A
Recurring Cost? (Yes/No): N/A
Funds Available in Current Budget? (Yes/No): N/A

Financial Implications:

Attachments

Drawings

Fire Assessment

Traffic Impact Study

Sign Package

Staff Report

Decision Record

Minutes

Presentation

Ordinance

Ordinance - Amended

SITE IMPROVEMENTS

COMMERCIAL SITE

OLD TROY PIKE & TAYLORSVILLE ROAD **HUBER HEIGHTS, OHIO 45424**

DEVELOPER: SKILKEN GOLD REAL ESTATE DEVELOPMENT 4270 MORSE ROAD

ENGINEER: CESO, INC.

2800 CORPORATE EXCHANGE DR, SUITE 400 COLUMBUS, OH 43230 COLUMBUS, OH 43231 PHONE: (380) 799-5227 PHONE: (614) 282-0936 CONTACT: BETH COTNER CONTACT: JOSH LONG EMAIL: JOSH.LONG@CESOINC.COM

GOVERNING AGENCIES AND UTILITY COMPANIES

SEWER: CITY OF HUBER HEIGHTS CONTACT: RUSS BERGMAN

COMMUNICATIONS: SPECTRUM

GAS SERVICE: CENTER POINT ENERGY

PHONE: 1 (800) 227-1376

WATER: CITY OF HUBER HEIGHTS PHONE: (937) 233-1423 CONTACT: RUSS BERGMAN

PHONE: (888) 406-7063

CITY OF HUBER HEIGHTS CONTACT: RUSS BERGMAN

STORMWATER:

CITY OF HUBER HEIGHTS PHONE: (937) 237-5815 CONTACT: DON MILLARD EMAIL: DMILLARD@HHOH.ORG

PROPERTY DATA:

PARCEL OWNER: VINEBROOK HOMES, LLC

PARCEL ID: P70040050015

OLD TROY PIKE & TAYLORSVILLE ROAD ADDRESS: HUBER HEIGHTS, OH 45424

PROPERTY AREA: 2.82 AC

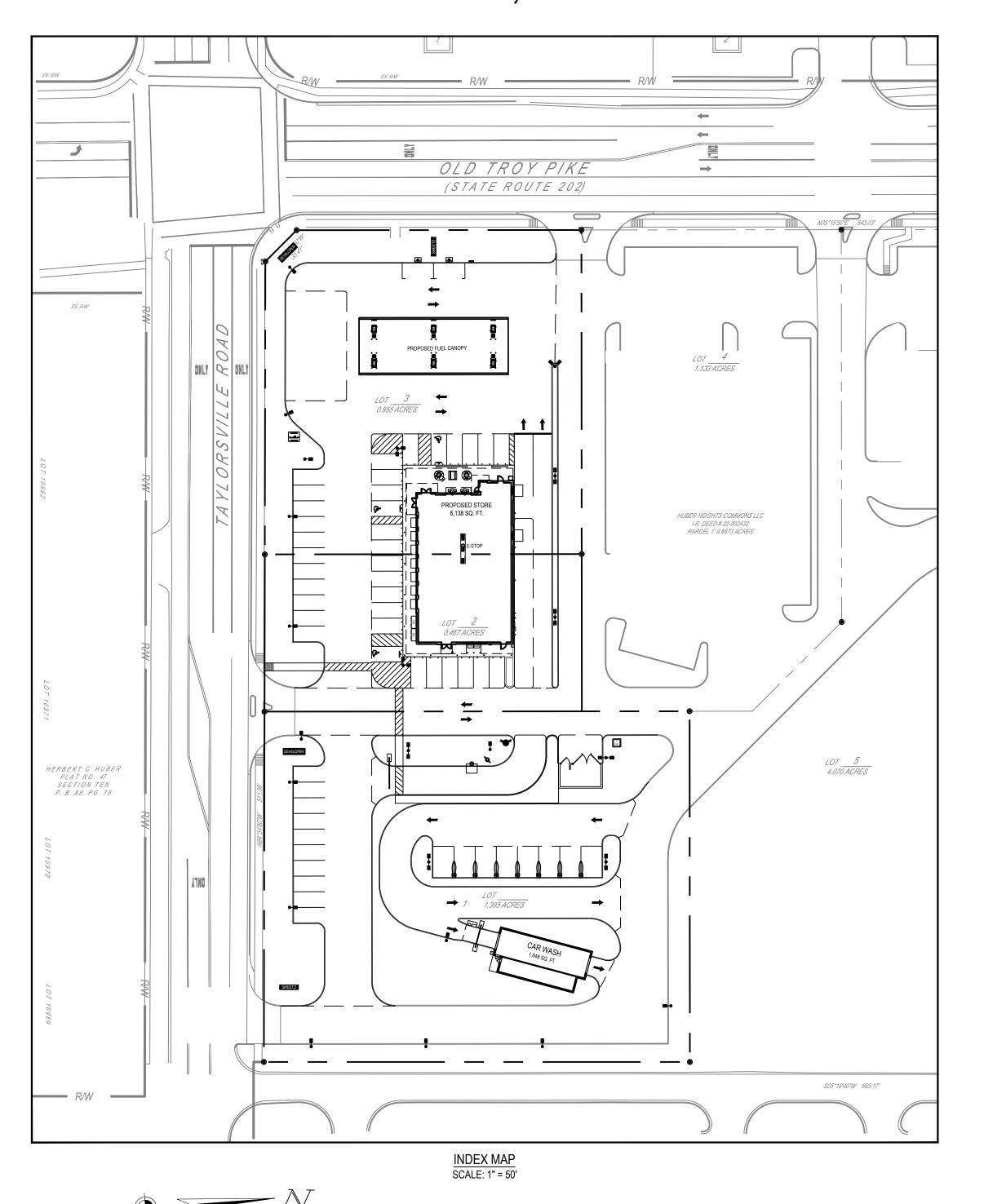
PUD (MIXED USE PLANNED UNIT DEVELOPMENT) ZONING:

PROPOSED USE: AUTOMOBILE SERVICE STATION AND CAR WASH

PARKING: TOTAL PARKING SPACES:

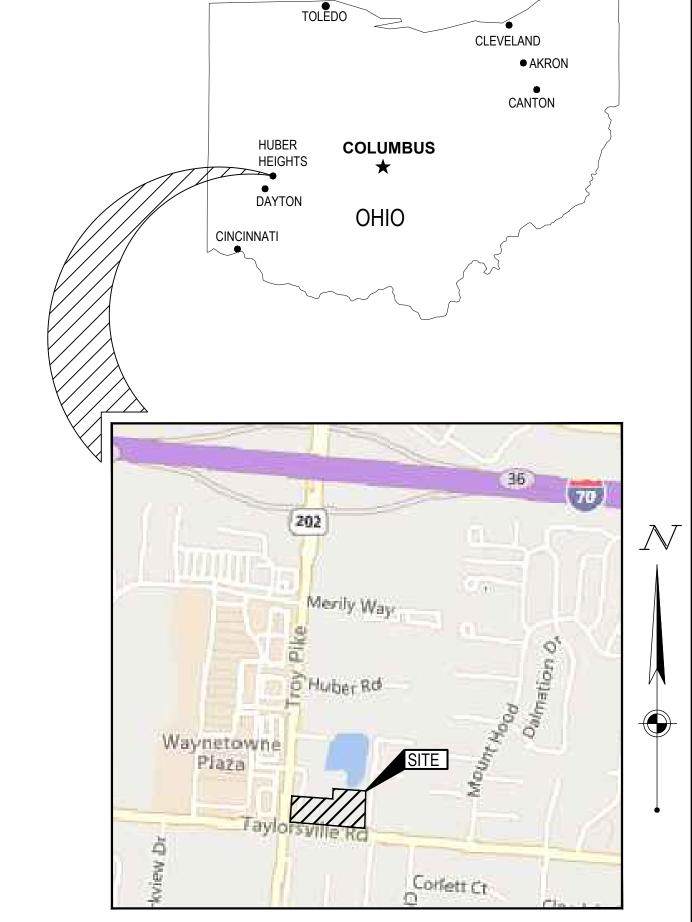
ADA PARKING SPACES:

FLOODPLAIN DESIGNATION: ZONE X - AREA OF MINIMAL FLOOD HAZARD



GRAPHIC SCALE (IN FEET)

1 in. = 50 ft.



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SHEET LIST TABLE								
SHEET NUMBER	SHEET TITLE							
C1.0	TITLE SHEET							
C1.1	GENERAL NOTES							
C1.2	GENERAL NOTES							
C2.0	SITE PLAN							
C3.0	GRADING PLAN							
C4.0	UTILITY PLAN							
C4.1	STORM SEWER PROFILES							
C5.0	EROSION & SEDIMENT CONTROL PLAN							
C5.1	EROSION & SEDIMENT CONTROL DETAILS							
C6.0	CONSTRUCTION DETAILS							
C6.1	CONSTRUCTION DETAILS							
C6.2	CONSTRUCTION DETAILS							
C6.3	UTILITY DETAILS							
C7.0	PHOTOMETRIC PLAN							
C7.1	PHOTOMETRIC DETAILS							
L1.0	PLANTING PLAN							
L1.1	PLANTING PLAN							
L2.0	PLANT DETAILS & NOTES							

ODOT ST	ANDARD AILS
CB 2-2A	CB 3A



FORTY-EIGHT (48) HOURS BEFORE DIGGING IS T COMMENCE, THE CONTRACTORS SHALL NOTIFY THE FOLLOWING AGENCIES: OHIO UTILITIES PROTECTION SERVICE AT 811 OR 1 (800) 362-276 AND ALL OTHER AGENCIES WHICH MIGHT HAVE UNDERGROUND UTILITIES INVOLVING THIS PROJECT AND ARE NONMEMBERS OF OHIO UTILITIES PROTECTION SERVICE





TITLE SHEET

ISSUE: OWNER REVIEW DATE: 04.29.2022 DESIGN: DRAWN: MST CHECKED: SHEET NO.

DEMOLITION NOTES

- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL. THE DEMOLITION, REMOVAL, AND DISPOSAL IS TO BE APPROVED BY ALL GOVERNING AUTHORITIES, OF ALL FACILITIES SUCH AS: STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS. PARKING, DRIVES, DRAINAGE, STRUCTURES, UTILITIES, WELLS, ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THE REMAINING PLANS CAN BE CONSTRUCTED. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL AS SPECIFIED BY A QUALIFIED PROFESSIONAL GEOTECHNICAL ENGINEER. IF UNDOCUMENTED FACILITIES ARE FOUND ON SITE, CONTRACTOR SHALL CONTACT THE OWNER AND UTILITY COMPANY PRIOR TO REMOVAL. ALL FACILITIES SHALL BE PLUGGED, ABANDONED, OR REMOVED PER STATE AND LOCAL REQUIREMENTS.
- FEDERAL, STATE AND LOCAL CODE REQUIREMENTS SHALL GOVERN THE DISPOSAL OF DEBRIS INCLUDING ANY POTENTIALLY HAZARDOUS AND TOXIC MATERIALS. ALL MATERIALS AND STRUCTURES DESIGNATED AS "TO BE REMOVED" SHALL BE DISPOSED OF OFF SITE AND AT THE COST OF THE CONTRACTOR.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING JOB SITE SAFETY PER OSHA REQUIREMENTS AT ALL TIMES.
- PRIOR TO DEMOLITION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALL THE STATE 811 AND NOTIFY ALL UTILITY COMPANIES TO SCHEDULE UTILITY SERVICE REMOVAL AND/OR ABANDONMENT. ALL UTILITIES SHALL BE REMOVED/RELOCATED PER THE SPECIFICATIONS OF THE UTILITY COMPANIES. THE 5. EXISTING AND PROPOSED GRADE CONTOUR INTERVALS ARE SHOWN AT 1 FOOT INTERVALS. CONTRACTOR IS RESPONSIBLE TO PAY ALL FEES AND CHARGES ASSOCIATED WITH THIS WORK
- CONTRACTOR SHALL MAINTAIN ALL UTILITY SERVICES TO INHABITED BUILDINGS ON SITE AND ADJACENT PROPERTIES AT ALL TIMES. INTERRUPTIONS SHALL BE APPROVED BY THE OWNERS OF THE BUILDINGS/PROPERTIES.
- THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY, PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR ONSITE LOCATIONS OF EXISTING UTILITIES. IF THE LOCATION OR ELEVATION OF THE EXISTING UTILITIES ARE FOUND TO BE DIFFERENT FROM THE PLANS, CONTRACTOR SHALL CONTACT THE ENGINEER IMMEDIATELY.
- CONTRACTOR SHALL PROTECT EXISTING SITE FEATURES TO REMAIN INSIDE AND OUTSIDE CONSTRUCTION LIMITS. CONTRACTOR IS RESPONSIBLE TO DOCUMENT ALL EXISTING DAMAGES AND NOTIFY THE CITY/COUNTY PRIOR TO CONSTRUCTION START. ANY EXISTING SITE FEATURE TO REMAIN THAT IS DAMAGED DURING CONSTRUCTION, SUCH AS, BUT NOT LIMITED TO, DRAINAGE, UTILITIES, PAVEMENT, CURB, ETC. SHALL BE REPAIRED TO A CONDITION THAT IS EQUAL TO, OR BETTER THAN, THE EXISTING CONDITIONS. PRIOR TO BEING DAMAGED, THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO THE SATISFACTION OF THE OWNER AT NO ADDITIONAL COST.
- CONTINUOUS ACCESS SHALL BE MAINTAINED TO THE SURROUNDING PROPERTIES AT ALL TIMES DURING DEMOLITION OF THE EXISTING FACILITIES.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TRAFFIC CONTROL. ALL TRAFFIC CONTROL MEASURES SHALL BE IN ACCORDANCE WITH STATE DEPARTMENT OF TRANSPORTATION REGULATIONS AND LOCAL REGULATIONS.
- 10. THE CONTRACTOR IS RESPONSIBLE FOR PLACING AND MAINTAINING CONSTRUCTION FENCE, SIGNS, ETC. TO WARN AND KEEP UNAUTHORIZED PEOPLE OFF SITE FOR THE DURATION OF THE PROJECT.
- PRIOR TO DEMOLITION, ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED PER THE GOVERNING AGENCIES GUIDELINES AND STANDARDS. DUST CONTROL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- SAWCUT LINE PROVIDED IS FOR REFERENCE ONLY. CONTRACTOR WILL BE RESPONSIBLE FOR DETERMINING THE EXTENT OF THE SAWCUT THAT WILL BE REQUIRED AS WELL AS PAVEMENT REPAIRS TO INSTALL UTILITY TRENCHING. IF ANY DAMAGE OCCURS ON ANY OF THE SURROUNDING PAVEMENT, ETC. 16. ALL STORM PIPE ENTERING STRUCTURES SHALL BE GROUTED TO ASSURE CONNECTION AT STRUCTURE IS SOIL TIGHT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPAIR. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING THAT WHICH IS NECESSARY TO COMPLETE THE INTENT OF THE PROPOSED IMPROVEMENTS. SAWCUT EXISTING PAVEMENT TO FULL DEPTH, USING CARE TO CUT NEAT, STRAIGHT LINES. CUT AT EXISTING JOINTS WHERE POSSIBLE.
- 13. THE CONTRACTOR SHALL MAINTAIN A WELL-DRAINED SITE, FREE OF STANDING WATER DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY DRAINAGE MEASURES DURING CONSTRUCTION.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO STUDY THE PLANS AND VISIT THE SITE TO DETERMINE THE ITEMS THAT MUST BE REMOVED TO COMPLY WITH THE SITE DEVELOPMENT PLANS. NO EXTRA FEE WILL BE PAID FOR THE REMOVAL OF ANY ITEM NOT LISTED THAT IS VISIBLE UPON A SITE VISIT. THE DEMOLITION PLAN IS INTENDED TO PRESENT THE SCOPE OF THE DEMOLITION, AND DOES NOT GUARANTEE THAT ALL ITEMS ARE ADDRESSED.
- THE CONTRACTOR SHALL OBTAIN ALL PERMITS FOR ALL SITE DEVELOPMENT WORK, PAY ALL FEES FOR PERMITS AND CHECK ALL GOVERNING AUTHORITIES' SPECIFICATIONS FOR BUT NOT LIMITED TO, GUTTERS, SIDEWALKS, POLES, AND OTHER STRUCTURES, INCLUDING THE REMOVAL OR RELOCATION OF EXISTING UTILITIES OR OTHER PHYSICAL OBJECTS SHOWN ON PLANS OR NOTED OTHERWISE.
- THE CONTRACTOR SHALL CREATE AND IMPLEMENT AN EROSION AND SEDIMENTATION CONTROL PLAN FOR ALL SITE CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROJECT. THE PLAN MUST CONFORM TO THE EROSION AND SEDIMENTATION REQUIREMENTS OF THE CONSTRUCTION GENERAL PERMIT OR LOCAL STANDARDS AND CODES. WHICHEVER IS MORE STRINGENT.
- 17. ALL COSTS FOR INSPECTIONS AND/OR TESTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS NOTED OTHERWISE.

SITE NOTES

- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS
- ALL MATERIAL NOTED ON DRAWINGS WILL BE SUPPLIED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS TO COORDINATE ACCESS POINTS AND ELEVATIONS. REFER TO ARCHITECTURAL PLANS. FOR EXACT LOCATIONS AND DIMENSIONS OF DOORS, ENTRY RAMP, AND CANOPY.
- THE CONTRACTOR SHALL OBTAIN ALL PERMITS FOR ALL SITE DEVELOPMENT WORK, PAY ALL FEES FOR PERMITS AND CHECK ALL GOVERNING AUTHORITIES' SPECIFICATIONS FOR BUT NOT LIMITED TO, GUTTERS, SIDEWALKS, POLES, AND OTHER STRUCTURES, INCLUDING THE REMOVAL OR RELOCATION OF EXISTING UTILITIES OR OTHER PHYSICAL OBJECTS SHOWN ON PLANS OR NOTED OTHERWISE.
- THE CONTRACTOR SHALL CREATE AND IMPLEMENT AN EROSION AND SEDIMENTATION CONTROL PLAN FOR ALL SITE CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROJECT. THE PLAN MUST CONFORM TO THE EROSION AND SEDIMENTATION REQUIREMENTS OF THE CONSTRUCTION GENERAL PERMIT OR LOCAL STANDARDS AND CODES, WHICHEVER IS MORE STRINGENT.
- ALL COSTS FOR INSPECTIONS AND/OR TESTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS NOTED OTHERWISE.
- ACCESSIBILITY STANDARDS SHALL BE IN ACCORDANCE WITH FEDERAL AND LOCAL REQUIREMENTS FOR HANDICAP ACCESSIBILITY, INCLUDING BUT NOT LIMITED TO THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES. ADA PARKING STALLS SHALL MEET ADA GRADE GUIDELINES. CONTRACTOR SHALL FIELD VERIFY EXISTING GRADES AT ACCESS POINTS, ACCESSIBLE ROUTES, AND EXISTING PARKING TO REMAIN TO DETERMINE COMPLIANCE WITH STANDARDS.
- ALL DISTURBED AREAS ARE TO RECEIVE 6" OF TOPSOIL, SEED, MULCH AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED.
- ALL DIMENSIONS AND RADII ARE TO THE EDGE OF PAVEMENT OR FACE OF BUILDING, AS APPLICABLE, UNLESS OTHERWISE NOTED.
- 10. ALL CURB RADII ARE 5 FEET UNLESS OTHERWISE NOTED.
- 11. PROVIDE SIGNAGE AND STRIPING AS SHOWN. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL COMPLY WITH THE GOVERNING MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.). PAVEMENT MARKINGS ON ASPHALT SHALL BE WHITE. PAVEMENT MARKINGS ON CONCRETE SHALL BE YELLOW.
- 12. REFER TO ARCHITECTURAL PLANS FOR PROPOSED BUILDING SIGNAGE.
- 13. REFER TO MECHANICAL PLANS FOR EQUIPMENT LAYOUT.
- 14. REFER TO ELECTRICAL PLANS FOR ELECTRICAL WORK.
- 15. REFER TO GEOTECHNICAL ENGINEERING REPORT FOR SITE WORK PREPARATION/RECOMMENDATIONS AND PAVEMENT SECTIONS.
- 16. ALL LIGHT POLES TO BE LOCATED 3' FROM THE BACK OF CURB, AS MEASURED FROM THE FACE OF POLE FOUNDATION, UNLESS OTHERWISE DENOTED ON PLANS.
- 17. REFER TO ORIGINAL SURVEY PROVIDED BY BURKHARDT.
- 18. EXISTING CONDITIONS BASED ON PLANS BY BURKHARDT, DATED 02/16/2022.
- 19. RECORD PLAN BY BURKHARDT, DATED 02/07/2022

GRADING NOTES

- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
- THE TOPOGRAPHIC SURVEY WAS PERFORMED BY A REGISTERED LAND SURVEYOR. IF CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, HE SHALL HAVE MADE, AT HIS EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR AND SUBMIT IT TO THE OWNER FOR REVIEW.
- 3. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.
- THE CONTRACTOR SHALL ADHERE TO ALL TERMS & CONDITIONS AS OUTLINED IN THE EPA OR APPLICABLE STATE GENERAL N.P.D.E.S. PERMIT FOR STORM WATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
- 6. ALL SPOT ELEVATIONS REFER TO FINISHED PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
- ALL ADA ACCESSIBLE PARKING SPACED AND LOADING AREAS SHALL BE GRADED WITH A 2.0% MAXIMUM SLOPE IN ALL DIRECTIONS. ALL ADA ACCESSIBLE ROUTES SHALL BE GRADED WITH A 2.0% MAXIMUM CROSS SLOPE AND 5.0% MAXIMUM RUNNING SLOPE.
- MAINTAIN EXISTING DRAINAGE PATTERN THROUGHOUT THE SITE, EXCEPT WITHIN THE LIMITS OF DISTURBANCE (LOD).
- COORDINATE GRADES AT BUILDING ENTRIES WITH ARCHITECTURAL PLANS.
- 10. EXISTING DRAINAGE STRUCTURES SHALL BE INSPECTED AND REPAIRED AS NEEDED, AND EXISTING PIPES ARE TO BE CLEANED TO REMOVE ALL SILT AND DEBRIS AFTER CONSTRUCTION IS COMPLETE.
- IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO A CONDITION EQUAL TO OR BETTER THAN IT'S CONDITION PRIOR TO DAMAGE.
- CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDING AND WITHIN PAVED AREAS
- 13. ALL TOPSOIL MUST BE REMOVED BEFORE FILL MATERIAL IS PLACED.
- ALL WET, OR OTHERWISE UNSUITABLE SOILS MUST BE STABILIZED. THIS MAY BE ACCOMPLISHED BY DRYING, REMOVAL & REPLACEMENT, REMOVAL & DRYING & RECOMPACTION, OR SOIL TREATMENT (LIME/CEMENT) UNDER THE SUPERVISION OF A QUALIFIED PROFESSIONAL GEOTECHNICAL ENGINEER
- 15. ALL UNSURFACED AREAS, DISTURBED BY GRADING, OPERATION SHALL RECEIVE 6" OF TOPSOIL. CONTRACTOR SHALL APPLY STABILIZATION FABRIC TO ALL SLOPES 3H:1V OR STEEPER AND SEED WITH LOW MAINTENANCE GRASS SEED MIX. CONTRACTOR SHALL SEED DISTURBED AREAS IN ACCORDANCE WITH SPECIFICATIONS UNTIL A HEALTHY STAND OF GRASS IS OBTAINED. ALL EXPOSED SURFACE AREAS SHALL BE STABILIZED PER THE SWPPP AND LANDSCAPE REQUIREMENTS AS PART OF THIS PLAN SET.
- 17. ALL STORM STRUCTURES SHALL HAVE A SMOOTH UNIFORM POURED MORTAR INVERT FROM INVERT IN TO INVERT OUT.

18. STORM PIPE SHALL BE AS FOLLOWS UNLESS OTHERWISE NOTED:

MATERIAL	TYPE	PIPE SPEC	JOINT SPEC	INSTALLATION	ACCEPTABLE AREAS OF USE
REINFORCED CONCRETE PIPE (RCP)	CLASS III, IV, V	ASTM C-76	ASTM C443	ASTM C1479	WITHIN R/W, COVER VARIES WITH PIPE CLASS
HIGH DENSITY POLY-ETHYLENE (HDPE)	SMOOTH-WALLED CORRUGATED ADS-N12 OR EQUAL	AASHTO M294 (TYPE S)	ASTM F477	ASTM D2321	ON SITE, 12" TO 60" DIA.
POLY VINYL CHLORIDE (PVC)	SDR 35	ASTM D3034	ASTM D3212	ASTM D2321	ON SITE, 4" TO 10"

- 19. ALL STORM SEWER STRUCTURE GRATES AND FRAMES WITHIN PAVEMENT SHALL BE HEAVY DUTY.
- 20. ALL STORM DRAINAGE SHALL BE PERFORMED IN ACCORDANCE WITH ALL LOCAL COUNTY AND ODOT STANDARDS
- 21. ALL DOWNSPOUT DRAIN LINES OR ROOF LEADERS SHALL HAVE A 1.0% MINIMUM SLOPE, UNLESS OTHERWISE NOTED. CONNECT ALL DOWNSPOUTS AND ROOF LEADERS TO THE STORM SEWER SYSTEM. REFER TO ARCHITECTURAL PLANS FOR DOWNSPOUT AND ROOF LEADER LOCATIONS. PROVIDE POSITIVE DRAINAGE AND PAVEMENT REPAIR AS NEEDED.
- 22. ROOF DRAINS, FOUNDATION DRAINS, AND OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER SYSTEM ARE PROHIBITED.
- 23. THE STORM SEWER GRADE WILL BE SUCH THAT A MINIMUM COVER IS MAINTAINED TO WITHSTAND AASHTO HS-25 LOADING ON THE PIPE. PROVIDE MINIMUM 2.0 FEET OF COVER FOR ALL STORM SEWERS UNLESS OTHERWISE NOTED.
- 24. WHEN A SANITARY SEWER MAIN LIES ABOVE A STORM SEWER, OR WITHIN 18 INCHES BELOW, THE SANITARY SEWER WILL HAVE AN IMPERVIOUS ENCASEMENT OR BE CONSTRUCTED OF STRUCTURAL SEWER PIPE FOR A MINIMUM OF 10 FEET ON EACH SIDE OF WHERE THE STORM SEWER CROSSES.
- 25. IF EXISTING FIELD TILES ARE ENCOUNTERED DURING CONSTRUCTION THEY SHALL BE REPAIRED AND/OR TIED INTO A STORM SEWER SYSTEM AS NEEDED TO MAINTAIN POSITIVE DRAINAGE.

UTILITY NOTES

- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED. ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE.
- THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
- CONTRACTOR SHALL COMPLY TO THE FULLEST EXTENT WITH THE LATEST STANDARDS OF O.S.H.A. DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING, AND OTHER MEANS OF PROTECTION. THIS TO INCLUDE BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE TO COMPLY WITH PERFORMANCE CRITERIA FOR O.S.H.A.
- CONTRACTOR IS RESPONSIBLE FOR REPAIRS OF DAMAGE TO ANY EXISTING UTILITY DURING CONSTRUCTION AT NO COST TO THE OWNER.
- 5. ALL FILL MATERIAL IS TO BE IN PLACE AND COMPACTED BEFORE INSTALLATION OF PROPOSED UTILITIES.
- CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS. THE CONTRACTOR SHALL CONDUCT ALL REQUIRED TESTS TO THE SATISFACTION OF THE RESPECTIVE UTILITY REGULATIONS AND THE OWNER'S INSPECTION AUTHORITIES.
- CONTRACTOR SHALL NOTIFY THE UTILITY AUTHORITY'S INSPECTORS 72 HOURS BEFORE CONNECTING TO ANY EXISTING LINE.
- WATER AND SANITARY UTILITIES SHALL HAVE TEN (10') FEET OF HORIZONTAL CLEARANCE WHEN PARALLEL OR 18" VERTICAL CLEARANCE WHEN CROSSING. ALL CLEARANCE DISTANCES SHALL BE MEASURE FROM OUTSIDE EDGE OF PIPE TO OUTSIDE EDGE OF PIPE. THE CROSSING SHALL BE ARRANGED SO THAT THE SANITARY SEWER JOINTS WILL BE EQUIDISTANT AND AS FAR AS POSSIBLE FROM THE WATER LINE JOINTS.
- IF A WATER LINE PASSES UNDER THE SANITARY SEWER LINE, THE SEWER LINE SHOULD BE CONSTRUCTED OF A WATERTIGHT MATERIAL APPROVED BY THE REGULATORY AGENCY FOR USE IN WATER MAIN CONSTRUCTION AND SHALL EXTEND TEN (10') FEET ON BOTH SIDES OF THE CROSSING, AS MEASURED PERPENDICULAR TO THE WATER LINES. ADEQUATE STRUCTURAL SUPPORT SHALL BE PROVIDED FOR THE SEWER TO MAINTAIN LINE AND
- UNDERGROUND LINES SHALL BE INSTALLED, INSPECTED AND APPROVED BEFORE BACKFILLING.
- CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS. THE CONTRACTOR SHALL CONDUCT ALL REQUIRED TESTS TO THE SATISFACTION OF THE RESPECTIVE UTILITY REGULATIONS AND THE OWNER'S INSPECTION AUTHORITIES.
 - UTILITY TRENCHES WITHIN PAVED AREAS TO BE BACKFILLED PER UTILITY TRENCH DETAIL PROVIDED WITHIN THE CONSTRUCTION DETAILS SHEET
- ALL WATER LINE WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY HUBER HEIGHTS CONSTRUCTION STANDARDS AND STATE REGULATIONS.
- 14. INSTALL ALL WATER LINES WITH A MINIMUM COVER OF 4'-0".
- 15. ON-SITE WATER LINE MATERIAL SHALL BE AS FOLLOWS:

MATERIAL PRESSURE RATING		PIPE SPEC	FITTINGS	INSTALLATION	ACCEPTABLE AREAS OF USE
HIGH-DENSITY POLY-ETHYLENE (HPDE TUBING)	SDR 9 P.C. = 250 PSI	ASTM D2239 AWWA C901 ASTM F714	ASTM D3350 ASTM D3261	ASTM D2774	ON SITE, < 3" DIA.
COPPER 1"-3"	TYPE "K"	ASTM B88	AWWA C800	AWWA C800	DOMESTIC WATERLINES 1"-3"
PE 4710 POLY-ETHYLENE PLASTIC (IPS)	SDR 11 P.C. = 200 PSI	ASTM D3035 AWWA C901	ASTM D3350 ASTM D3261	ASTM D2774	ON SITE, 2" TO 3" DIA.
P.V.C. POLY VINYL CHLORIDE 4"- 8" C900	C900	AWWA C901 (RATED DR 14)	ASTM F-477 ASTM D3139	AWWA C900 C651	ON SITE, 4"-8" WATER LINES & FIRE LINES INSTALL W/ TRACER & TAPE #12 COPPER
DUCTILE IRON PIPE 4"-12"	CLASS 52 P.C. = 350PSI	AWWA C104, C110, C151, C500	AWWA C111	AWWA C600, C651	6" FIRE HYDRANT LEADS
PE 4710 POLY-ETHYLENE PLASTIC (DIPS)	SDR 9 P.C. = 250 PSI	ASTM D2239 ASTM F714 AWWA C906	ASTM D3350 ASTM D3261	ASTM D2774	ON SITE, 4" DIA. AND LARGER

16. ON-SITE SANITARY SEWER LINE MATERIAL SHALL BE AS FOLLOWS:

MATERIAL	PRESSURE RATING	PIPE SPEC	FITTINGS	INSTALLATION	ACCEPTABLE AREAS OF USE
POLY VINYL CHLORIDE (PVC)	SDR 35	ASTM D3034	ASTM D3212	ASTM D2321 WITH TYPE 1 BEDDING	ON SITE, 6" TO 8" DIA., LESS THAN 8.5' OF COVER
POLY VINYL CHLORIDE (PVC)	SDR 26	ASTM 3034	ASTM D3212	ASTM 2321 WITH TYPE 1 BEDDING	ON SITE, 6" TO 8" DIA., GREATER THAN OR EQUAL TO 8.5' OF COVER

- 17. REFER TO ARCHITECTURAL DRAWINGS FOR EXACT BUILDING UTILITY CONNECTION LOCATIONS, SERVICE SIZES TO BE DETERMINED BY ARCHITECT.
- 18. CLEAN OUTS AND CURB BOXES WITHIN THE PAVED AREAS MUST HAVE TRAFFIC LOADING FRAMES AND COVERS.

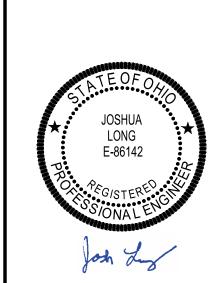
LEGEND EXISTING FEATURES LEGEND

APPLIES TO ALL CIVIL SHEETS

	APPLIES TO ALL CIVIL SHEETS		
		�	BENCHMARK
		•	SET 5/8" x 30" IRON REBAR WITH YELLOW CAP STAMPED "CESO"
	RIGHT OF WAY LINE	S	SANITARY MANHOLE
	PARCEL LINE		TELEPHONE BOX
	SUBJECT PROPERTY		TELEPHONE BOX
	BOUNDARY LINE	©	CLEANOUT
	— EASEMENT LINE	(—	GUY WIRE ANCHOR
	CURB	_	0.47011.0.4011
	EDGE OF PAVEMENT		CATCH BASIN
	EDGE OF WALK	≡≡	CURB INLET
	PAVEMENT MARKINGS	Φ	LIGHT POLE
STM -	STORM SEWER	ϕ	POWER POLE
SAN -	SANITARY SEWER	E	ELECTRIC METER
W	WATER LINE	_	
G	GAS LINE	GM	GAS METER
OHE	OVHD ELECTRIC LINE	٩	SIGN
		·	ELECTRIC DOV
UGE	UGND ELECTRIC LINE		ELECTRIC BOX
UGT -	UGND TELECOMM LINE	[]	TRAFFIC BOX
	— — MAJOR CONTOUR	\otimes	WATER VALVE
	— — MINOR CONTOUR	<u></u>	FIRE HYDRANT

SIGNAL POLE

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GENERAL NOTES

OWNER REVIEW 04.29.2022 JOB NO. DESIGN: DRAWN: MST CHECKED: SHEET NO.

GENERAL NOTES

DEMOLITION NOTES:

- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL LOCAL AND STATE PERMITS REQUIRED FOR DEMOLITION WORK.
- THE CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE OWNER AND/OR ENGINEER FOR ANY AND ALL INJURIES AND/OR DAMAGES TO PERSONNEL, EQUIPMENT AND/OR EXISTING FACILITIES IN THE DEMOLITION AND CONSTRUCTION DESCRIBED IN THE PLANS AND SPECIFICATIONS.
- EXISTING CONDITIONS AS DEPICTED ON THESE PLANS ARE GENERAL AND ILLUSTRATIVE IN NATURE AND DO NOT INCLUDE MECHANICAL. ELECTRICAL AND MISCELLANEOUS STRUCTURES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO EXAMINE THE SITE AND BE FAMILIAR WITH EXISTING CONDITIONS PRIOR TO BIDDING ON THE DEMOLITION WORK FOR THIS PROJECT. IF CONDITIONS ENCOUNTERED DURING EXAMINATION ARE SIGNIFICANTLY DIFFERENT THAN THOSE SHOWN, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
- ALL EXISTING ABOVE AND BELOW GROUND STRUCTURES WITHIN THE LIMITS OF NEW CONSTRUCTION SHALL BE RAZED UNLESS NOTED OTHERWISE WITHIN THIS CONSTRUCTION SET, ARCHITECTURAL PLANS AND/OR PROJECT SPECIFICATIONS. THIS INCLUDES FOUNDATION SLABS, WALLS, AND
- ALL DEMOLITION WASTE AND CONSTRUCTION DEBRIS SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF IN A STATE APPROVED WASTE SITE AND IN ACCORDANCE WITH ALL LOCAL AND STATE CODES AND PERMIT REQUIREMENTS.
- ALL UTILITY REMOVAL, RELOCATION, CUTTING, CAPPING AND/OR ABANDONMENT SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY.
- THE BURNING OF CLEARED MATERIAL AND DEBRIS SHALL NOT BE ALLOWED UNLESS CONTRACTOR GETS WRITTEN AUTHORIZATION FROM THE LOCAL AUTHORITIES.
- 8. UTILITY CONTACTS ARE LISTED ON THE TITLE SHEET.
- EROSION AND SEDIMENTATION CONTROL MEASURES AROUND AREAS OF DEMOLITION SHALL BE INSTALLED PRIOR TO INITIATION OF DEMOLITION ACTIVITIES. REFER TO E&S PLAN FOR DETAILS.
- ASBESTOS OR HAZARDOUS MATERIALS, IF FOUND ON SITE, SHALL BE REMOVED BY A LICENSED HAZARDOUS MATERIALS CONTRACTOR. CONTRACTOR SHALL NOTIFY OWNER IMMEDIATELY IF HAZARDOUS MATERIALS ARE ENCOUNTERED.
- 11. CONTRACTOR SHALL PROTECT ALL CORNER PINS, MONUMENTS, PROPERTY CORNERS, AND BENCHMARKS DURING DEMOLITION ACTIVITIES. IF DISTURBED, CONTRACTOR SHALL HAVE DISTURBED ITEMS RESET BY A LICENSED SURVEYOR AT NO ADDITIONAL COST TO THE OWNER.
- 12. CONTRACTOR SHALL ADHERE TO ALL LOCAL, STATE, FEDERAL, AND OSHA REGULATIONS WHEN OPERATING DEMOLITION EQUIPMENT AROUND UTILITIES.
- 13. CONTRACTOR SHALL PROVIDE AND MAINTAIN TRAFFIC CONTROL MEASURES IN ACCORDANCE WITH THE (LIST HIGHWAY DEPARTMENT)STANDARDS, AND AS REQUIRED BY LOCAL AGENCIES WHEN WORKING IN AND/OR ALONG STREETS, ROADS, HIGHWAYS, ETC. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN APPROVAL AND COORDINATE WITH LOCAL AND/OR STATE AGENCIES REGARDING THE NEED, EXTENT, AND LIMITATIONS ASSOCIATED WITH INSTALLING AND MAINTAINING TRAFFIC CONTROL MEASURES.
- 14. CONTRACTOR SHALL PROTECT AT ALL TIMES ADJACENT STRUCTURES AND ITEMS FROM DAMAGE DUE TO DEMOLITION ACTIVITIES.
- 15. DEMOLITION CONTRACTOR SHALL COORDINATE EXISTING FACILITIES UTILITY DISCONNECTS WITH THE CONSTRUCTION REPRESENTATIVE A MINIMUM 7 DAYS PRIOR TO ANTICIPATED DEMOLITION OF STRUCTURES.
- 16. CONTRACTOR SHALL REFER TO OTHER PLANS WITHIN THIS CONSTRUCTION SET FOR OTHER PERTINENT INFORMATION.

GRADING NOTES:

THE PROJECT.

- ALL SITE WORK SHALL BE DONE IN ACCORDANCE WITH THE PLANS PREPARED BY CESO. THE CURRENT REQUIREMENTS OF THE CITY OF HUBER HEIGHTS. THE APPLICABLE SECTIONS OF THE ODOT STANDARD SPECIFICATIONS FOR ROADWAY CONSTRUCTION, AND ALL OTHER PERTINENT FEDERAL AND STATE
- THE CONTRACTOR SHALL COMPLY AT ALL TIMES WITH APPLICABLE FEDERAL, STATE AND LOCAL LAWS, PROVISIONS, AND POLICIES GOVERNING SAFETY
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXAMINING THE AREAS AND CONDITIONS UNDER WHICH THE PROJECT IS TO BE CONSTRUCTED PRIOR TO THE SUBMISSION OF A BID. SUBMISSION OF A BID SHALL BE CONSTRUED TO MEAN THE CONTRACTOR HAS REVIEWED THE SITE AND IS FAMILIAR WITH CONDITIONS AND CONSTRAINTS OF THE SITE.
- BEFORE EXCAVATION, ALL UNDERGROUND UTILITIES SHALL BE LOCATED IN THE FIELD BY THE PROPER AUTHORITIES. THE CONTRACTOR SHALL NOTIFY OUPS. THE LOCATION OF ALL UTILITIES AND UNDERGROUND STRUCTURES ARE APPROXIMATE AND MAY NOT ALL BE SHOWN. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND EXACT LOCATION OF ALL UTILITIES AND UNDERGROUND STRUCTURES.
- ALL EXISTING TREES, VEGETATION, PAVEMENTS, CONCRETE FOUNDATIONS, STRUCTURES AND ORGANIC TOPSOIL SHALL BE STRIPPED AND REMOVED FROM NEW CONSTRUCTION AREAS UNLESS NOTED OTHERWISE.
- ALL SLOPES SHALL BE 2:1 (HORIZONTAL: VERTICAL) MAXIMUM UNLESS NOTED OTHERWISE. ALL SLOPES GREATER THAN 3:1 TO PERMANENTLY STABILIZED WITH LANDSCAPE PLANTS.
- AN AS-BUILT DRAWING OF NEW UTILITY SERVICES MUST BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO THE OWNER UPON COMPLETION OF
- ALL AREAS NOT PAVED SHALL BE TOP SOILED, SEEDED, MULCHED OR LANDSCAPED UNLESS OTHERWISE NOTED IN THE CONSTRUCTION DRAWINGS, SITE
- CONTRACTOR SHALL REFER TO THE GEOTECHNICAL REPORT PRIOR TO INITIATION OF ANY EARTHWORK ACTIVITY.
- 10. CONTRACTOR SHALL REFER TO OTHER PLANS WITHIN THIS CONSTRUCTION SET FOR OTHER PERTINENT INFORMATION.

STORMWATER MANAGEMENT NOTES:

SPECIFICATIONS OR INSTRUCTED BY THE OWNER.

- ALL SITE WORK SHALL BE DONE IN ACCORDANCE WITH THE PLANS PREPARED BY CESO. THE CURRENT REQUIREMENTS OF THE CITY OF HUBER HEIGHTS. THE APPLICABLE SECTIONS OF THE ODOT STANDARD SPECIFICATIONS FOR ROADWAY CONSTRUCTION, AND ALL OTHER PERTINENT FEDERAL AND STATE
- THE CONTRACTOR SHALL COMPLY AT ALL TIMES WITH APPLICABLE FEDERAL, STATE AND LOCAL LAWS, PROVISIONS, AND POLICIES GOVERNING SAFETY AND HEALTH.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXAMINING THE AREAS AND CONDITIONS UNDER WHICH THE PROJECT IS TO BE CONSTRUCTED PRIOR TO THE SUBMISSION OF A BID. SUBMISSION OF A BID SHALL BE CONSTRUED TO MEAN THE CONTRACTOR HAS REVIEWED THE SITE AND IS FAMILIAR WITH CONDITIONS AND CONSTRAINTS OF THE SITE.
- BEFORE EXCAVATION, ALL UNDERGROUND UTILITIES SHALL BE LOCATED IN THE FIELD BY THE PROPER AUTHORITIES. THE CONTRACTOR SHALL NOTIFY OUPS. THE LOCATION OF ALL UTILITIES AND UNDERGROUND STRUCTURES ARE APPROXIMATE AND MAY NOT ALL BE SHOWN. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND EXACT LOCATION OF ALL UTILITIES AND UNDERGROUND STRUCTURES.
- CONTRACTOR SHALL COORDINATE PUMP ISLAND CANOPY DRAINS CONNECTION TO THE MAIN COLLECTOR PIPE WITH OWNER AND PROVIDE ALL NECESSARY FITTINGS TO MAKE THE CONNECTION TO THE MAIN COLLECTOR PIPE.
- CONTRACTOR TO PROVIDE SHOP DRAWINGS ON ALL STORM SEWER MANHOLES AND INLETS.
- AN AS-BUILT DRAWING OF NEW UTILITY SERVICES SHALL BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO THE OWNER UPON COMPLETION OF
- 8. ALL STORM PIPE SHALL BE AS SPECIFIED. ALL JOINTS SHALL BE WATERTIGHT.
- CONTRACTOR SHALL REFER TO OTHER PLANS WITHIN THIS CONSTRUCTION SET FOR OTHER PERTINENT INFORMATION.

UTILITY NOTES:

- 1. ALL SITE WORK SHALL BE DONE IN ACCORDANCE WITH THE PLANS PREPARED BY CESO, THE CURRENT REQUIREMENTS OF THE CITY OF HUBER HEIGHTS, THE APPLICABLE SECTIONS OF THE ODOT STANDARD SPECIFICATIONS FOR ROADWAY CONSTRUCTION, AND ALL OTHER PERTINENT FEDERAL AND STATE
- THE CONTRACTOR SHALL COMPLY AT ALL TIMES WITH APPLICABLE FEDERAL, STATE AND LOCAL LAWS, PROVISIONS, AND POLICIES GOVERNING SAFETY AND HEALTH.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXAMINING THE AREAS AND CONDITIONS UNDER WHICH THE PROJECT IS TO BE CONSTRUCTED PRIOR TO THE SUBMISSION OF A BID. SUBMISSION OF A BID SHALL BE CONSTRUED TO MEAN THE CONTRACTOR HAS REVIEWED THE SITE AND IS FAMILIAR WITH CONDITIONS AND CONSTRAINTS OF THE SITE.
- BEFORE EXCAVATION, ALL UNDERGROUND UTILITIES SHALL BE LOCATED IN THE FIELD BY THE PROPER AUTHORITIES. THE CONTRACTOR SHALL NOTIFY OUPS. THE LOCATION OF ALL UTILITIES AND UNDERGROUND STRUCTURES ARE APPROXIMATE AND MAY NOT ALL BE SHOWN. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND EXACT LOCATION OF ALL UTILITIES AND UNDERGROUND STRUCTURES.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BID AND PERFORM ALL UTILITY WORK IN COMPLIANCE TO ALL APPLICABLE LOCAL AND STATE CODES AND REGULATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FEES ASSOCIATED WITH THE INSTALLATION, INSPECTING, TESTING AND FINAL ACCEPTANCE OF ALL PROPOSED UTILITIES CONSTRUCTION.
- 7. CONTRACTOR SHALL COORDINATE WITH THE APPROPRIATE UTILITY COMPANY ON THE ADDITION, REMOVAL AND/OR RELOCATION OF UTILITIES AND UTILITY POLES AND THE EXTENSION OF ALL PROPOSED UTILITIES TO PROPOSED STORE AND CAR WASH.
- 8. ALL UTILITIES SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE RESPECTIVE UTILITY COMPANY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE ALL UTILITIES ARE INSTALLED CORRECTLY TO MEET PROJECT REQUIREMENTS WHETHER PERFORMED BY THE CONTRACTOR OR NOT.
- 9. AN AS-BUILT DRAWING OF NEW UTILITY SERVICES SHALL BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO THE STORE OWNER UPON COMPLETION OF THE PROJECT.
- 10. UTILITY COMPANIES AND CONTACTS ARE LISTED ON THE TITLE SHEET.
- 11. CONDUIT LOCATIONS TO PYLON SIGNS AND SITE LIGHT POLES TO BE COORDINATED WITH SUPERINTENDENT.
- 12. CONTRACTOR SHALL COORDINATE WITH SUPERINTENDENT ON LOCATION AND SIZE OF THE GREASE TRAP. GREASE TRAP SHALL BE PROVIDED WITH "T" PIPE IN OUTFLOW CHAMBER. ALL SANITARY SEWER PIPE SHALL BE SDR-35 PVC UNLESS OTHERWISE NOTED.
- 13. CONTRACTOR SHALL COORDINATE WITH STORE OWNER ON CONDUIT ROUTE TO STORE FROM THE TRANSFORMER AND/OR SERVICE UTILITY POLE FOR TELEPHONE AND ELECTRICAL SERVICE.
- 14. CONTRACTOR SHALL REFER TO OTHER PLANS WITHIN THIS CONSTRUCTION SET FOR OTHER PERTINENT INFORMATION.

LAYOUT NOTES:

- CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR THE EXACT LOCATION OF UTILITY ENTRANCES, BUILDING DIMENSIONS, ROOF LEADERS, EXIT DOORS, EXIT RAMPS AND PORCHES.
- ALL DIMENSIONS ARE TO BUILDING FACE, FACE OF CURB OR EDGE OF SIDEWALK UNLESS NOTED OTHERWISE
- CONTRACTOR SHALL PROVIDE ALL LABOR AND MATERIALS FOR THE INSTALLATION OF TRAFFIC SIGNAGE AND PAVEMENT MARKINGS AS SHOWN ON THE CONSTRUCTION PLANS.
- 4. ALL NON-LANDSCAPED ISLANDS SHALL BE PAINTED WITH STRIPES 4" WIDE, AT 45° AND 2 FEET O.C.
- ALL STRIPING SHALL BE 4" WIDE UNLESS NOTED OTHERWISE.
- 6. CONTRACTOR SHALL COORDINATE FINAL LOCATION OF THE PYLON SIGN WITH STORE OWNER.
- CONTRACTOR SHALL REFER TO OTHER PLANS WITHIN THIS CONSTRUCTION SET FOR OTHER PERTINENT INFORMATION.

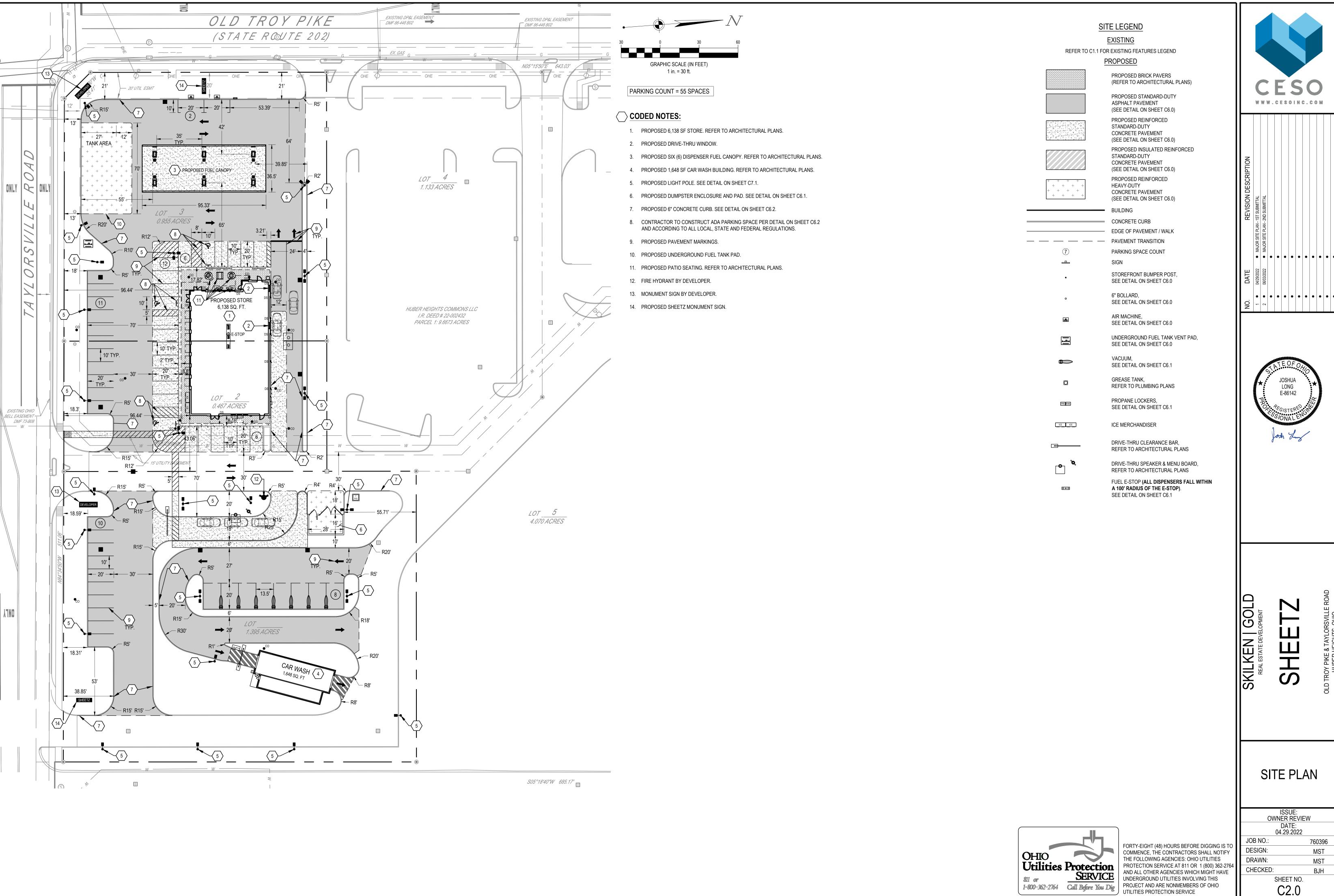


REVISION DESCRIPTION	MAJOR SITE PLAN - 1ST SUBMITTAL	MAJOR SITE PLAN - 2ND SUBMITTAL		•	•	•	•	•	•	•	•	•
DATE	04/29/2022	06/03/2022										
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GENERAL NOTES

OWNER REVIEW 04.29.2022 JOB NO .: DESIGN: DRAWN: MST CHECKED: SHEET NO.



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REVISION DESCRIPTION	 MAJOR SITE PLAN - 1ST SUBMITTAL 	 MAJOR SITE PLAN - 2ND SUBMITTAL 	•	•	•	•	•	•	•	•	•
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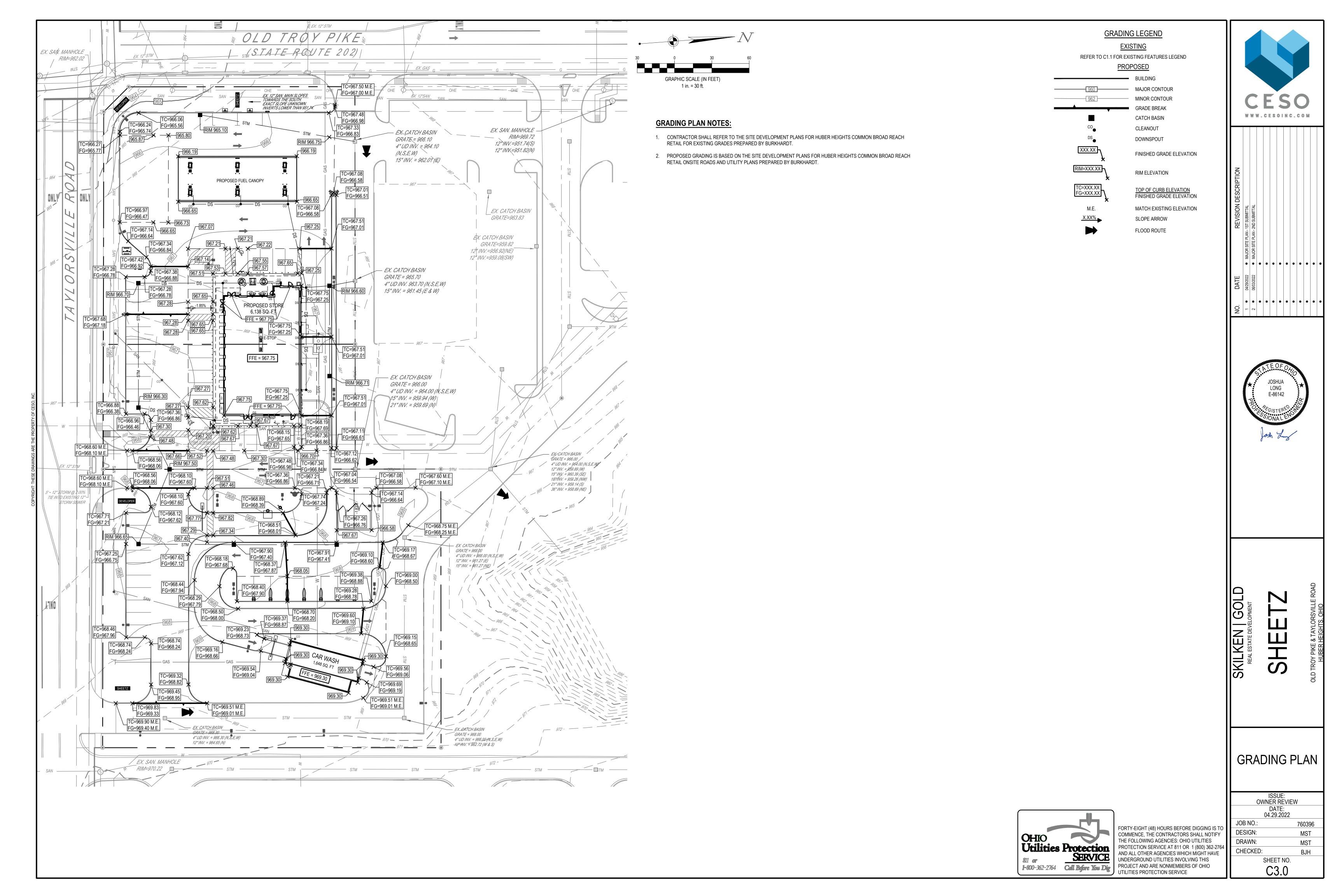


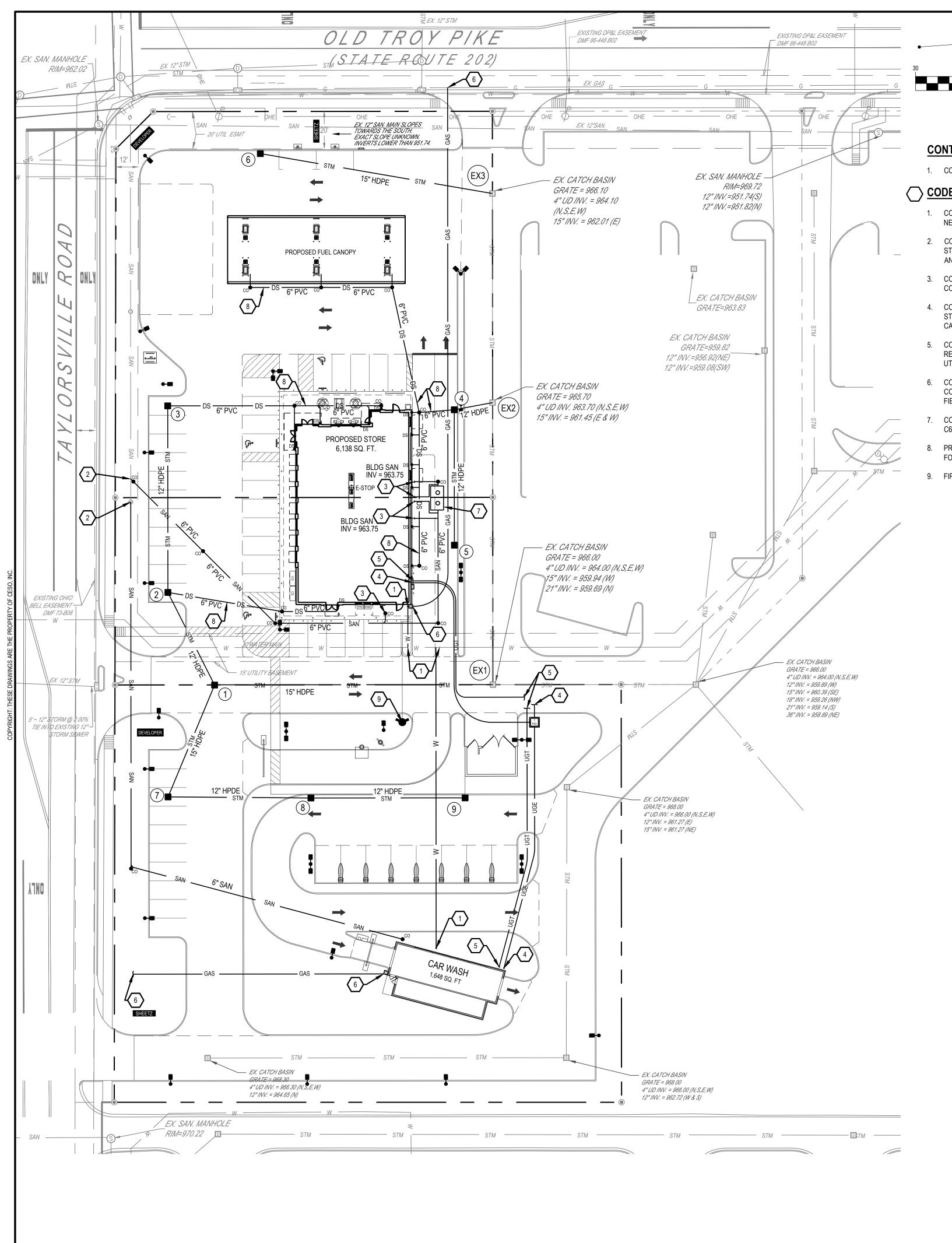
SITE PLAN

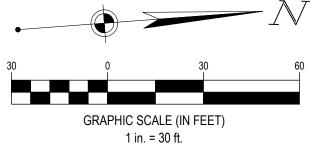
ISSUE: OWNER REVIEW

MST

DATE: 04.29.2022 JOB NO.: DESIGN: DRAWN: CHECKED: SHEET NO.







CONTRACTOR NOTE:

1. CONTRACTOR SHALL VERIFY ALL LOCATIONS AND DEPTHS OF EXISTING UTILITIES.

CODED NOTES:

- 1. CONTRACTOR SHALL FURNISH AND INSTALL 2" COPPER TUBE SIZE POLYETHYLENE PIPING FROM METER IN BUILDING TO NEW 2" TAP. NEW WATER TAPS WILL NEED TO BE INSTALLED AT WATER MAIN.
- 2. CONNECT 6" SDR-35 PVC SANITARY SERVICE (MINIMUM 1.00% SLOPE) TO EXISTING SANITARY CLEANOUT PER CITY OF HUBER HEIGHTS STANDARDS. CONTRACTOR SHALL FIELD LOCATE AND VERIFY EXISTING SANITARY CLEANOUT PRIOR TO CONSTRUCTION AND REPORT ANY DISCREPANCIES TO ENGINEER. CONTRACTOR SHALL PROVIDE ALL NECESSARY FITTINGS FOR FINAL CONNECTION.
- 3. COORDINATE UTILITIES WITH PLUMBING CONTRACTOR, CAP AND MARK FOR FUTURE CONNECTION. FINAL CONNECTION BY PLUMBING CONTRACTOR.
- 4. CONTRACTOR SHALL COORDINATE WITH THE POWER COMPANY TO VERIFY THE LOCATION, ORIGIN OF PRIMARY SERVICE, AND ALL STANDARDS FOR WORK. CONTRACTOR SHALL PROVIDE THE TRANSFORMER VAULT AND PAD, CT, METER SOCKET, CONDUIT AND CABLE, AND SECONDARY FINAL CONNECTION.
- CONTRACTOR SHALL PROVIDE (2) 4" CONDUIT FOR TELEPHONE. CONTRACTOR SHALL VERIFY EXACT ROUTING AND TERMINATION REQUIREMENTS WITH UTILITY COMPANIES BEFORE STARTING WORK. CONTRACTOR SHALL COORDINATE WITH OTHER UTILITIES AND UTILIZE SHARED TRENCHING IF PERMITTED.
- 6. CONNECTION TO GAS MAIN. LOCAL GAS COMPANY SHALL FURNISH AND INSTALL GAS LINE FROM METER TO NEW TAP. THE CONTRACTOR SHALL INSTALL THE GAS LINE FROM THE METER TO THE BUILDING PER THE BUILDING DRAWINGS. CONTRACTOR SHALL FIELD LOCATE AND VERIFY EXISTING GAS MAIN PRIOR TO CONSTRUCTION AND REPORT ANY DISCREPANCIES TO ENGINEER.
- CONTRACTOR SHALL SUPPLY AND INSTALL BELOW GRADE 2000 GALLON GREASE INTERCEPTOR. REFER TO UTILITY DETAILS, SHEET
- PROPOSED 6" PVC STORM LINE FROM DOWNSPOUTS TO STORM CATCH BASINS (MIN. SLOPE 1.00%). REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DOWNSPOUT LOCATIONS.
- 9. FIRE HYDRANT BY DEVELOPER.

UTILITY LEGEND

EXISTING

REFER TO C1.1 FOR EXISTING FEATURES LEGEND

DDODOGED

PROPOS	<u>SED</u>
	BUILDING
STM	STORM SEWER LINE
———— DS ————	STORM DOWNSPOUT LINE
SAN	SANITARY SEWER LINE
— w —	DOMESTIC WATER LINE
G	GAS SERVICE LINE
UGE -	UNDERGROUND ELECTRIC LINE
UGT —	UNDERGROUND TELEPHONE LINE
	CATCH BASIN
co	CLEANOUT
DS	DOWNSPOUT
T	ELECTRICAL TRANSFORMER PAD

GAS METER



REVISION DESCRIPTION	 MAJOR SITE PLAN - 1ST SUBMITTAL 	 MAJOR SITE PLAN - 2ND SUBMITTAL 	•	•		•	•	•	•	•	•	•	
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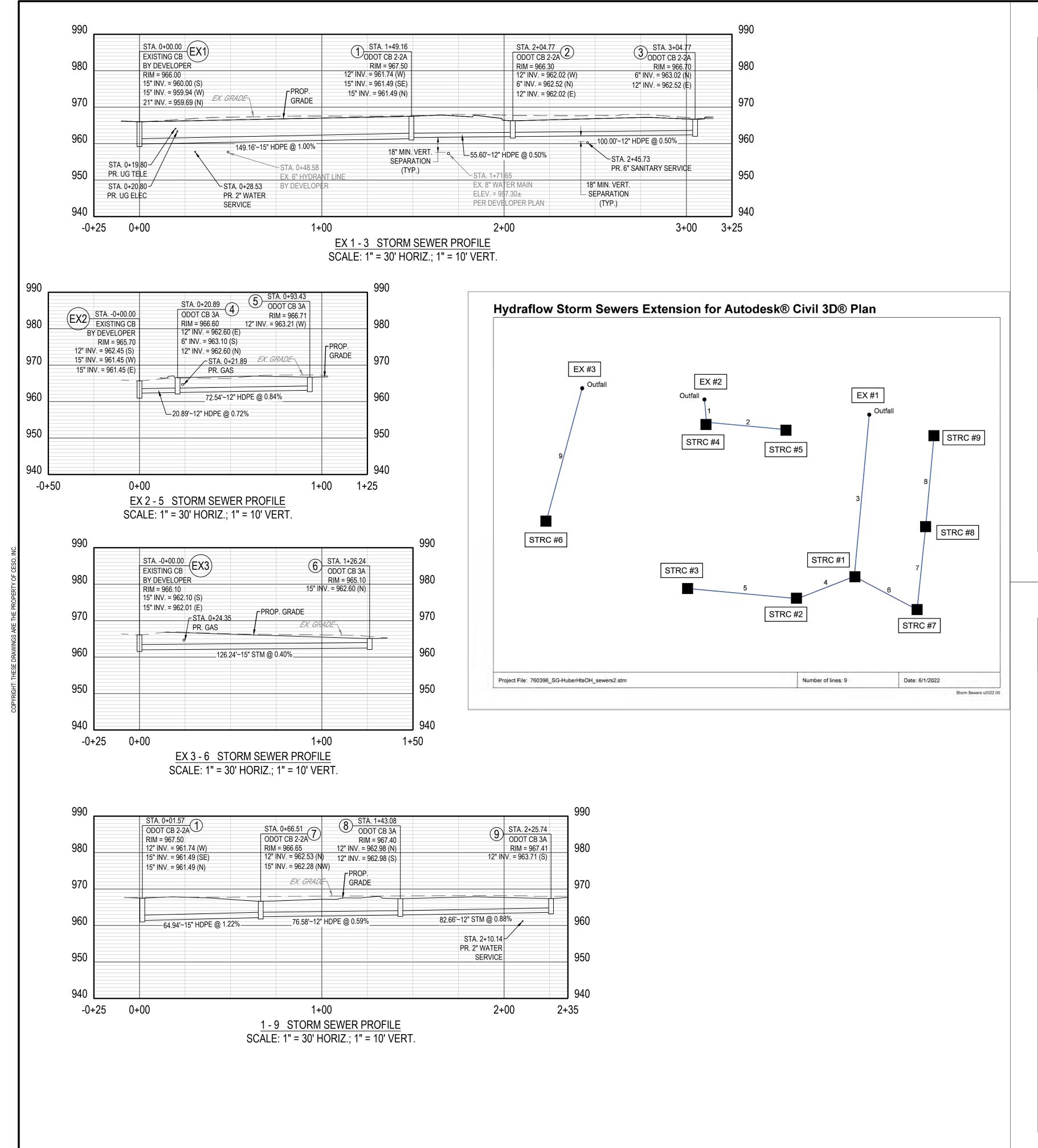
UTILITY PLAN

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ISSUE: OWNER REVIEW 04.29.2022 DESIGN: DRAWN: CHECKED: SHEET NO.



FORTY-EIGHT (48) HOURS BEFORE DIGGING IS T COMMENCE, THE CONTRACTORS SHALL NOTIFY THE FOLLOWING AGENCIES: OHIO UTILITIES PROTECTION SERVICE AT 811 OR 1 (800) 362-276 AND ALL OTHER AGENCIES WHICH MIGHT HAVE UNDERGROUND UTILITIES INVOLVING THIS PROJECT AND ARE NONMEMBERS OF OHIO



Statio	n	Len	Drng A	Area	Rnoff coeff	Area x	(C	Тс		Rain	Total flow	Cap full	Vel	Pipe		Invert Ele	èv	HGL Ele	₽V	Grnd / Ri	m Elev	Line ID
Line		'	Incr	Total	COem	Incr	Total	Inlet	Syst	(I)	HOW	Tun		Size	Slope	Dn	Up	Dn	Up	Dn	Up	
	Line	(ft)	(ac)	(ac)	(C)			(min)	(min)	(in/hr)	(cfs)	(cfs)	(ft/s)	(in)	(%)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	
1	End	20.889	0.09	0.12	0.90	0.08	0.11	10.0	16.6	4.2	0.45	3.02	1.63	12	0.72	962.45	962.60	963.19	962.88	965.70	966.60	EX2-4
2	1	72.542		0.03	0.90	0.03	0.03	10.0	10.0	5.3	0.14	3.27			0.84	962.60	963.21	962.88	963.36	966.60	966.71	4-5
3	End			1.12	0.90	0.02	0.89	10.0	13.4	4.6	4.13	6.45			1.00	960.00	961.49	961.02	962.31	966.00	967.50	EX1-1
4		55.604		0.35	0.88	0.20	0.31	10.0	12.4	4.8	1.48	2.53			0.50	961.74	962.02	962.31	962.56	967.50	966.30	1-2
5	4	100.000	0.12	0.12	0.87	0.10	0.10	10.0	10.0	5.3	0.55	2.52	1.70	12	0.50	962.02	962.52	962.70	962.85	966.30	966.70	2-3
6	3	64.941	0.27	0.75	0.74	0.20	0.56	10.0	12.9	4.7	2.66	7.12	3.60	15	1.22	961.49	962.28	962.31	962.93	967.50	966.65	1-7
7	6	76.578	0.38	0.48	0.73	0.28	0.36	10.0	12.4	4.8	1.75	2.73	3.69	12	0.59	962.53	962.98	963.11	963.56	966.65	967.40	7-8
8	7	83.000	0.10	0.10	0.86	0.09	0.09	10.0	10.0	5.3	0.46	3.34	1.66	12	0.88	962.98	963.71	963.67	963.99	967.40	967.41	8-9
9	End	126.000	0.51	0.51	0.89	0.45	0.45	10.0	10.0	5.3	2.40	4.07	3.20	15	0.40	962.10	962.60	962.92	963.27	965.70	965.10	EX3-6
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.ine	То	1	Incr	Total	coeff	Incr	Total	Inlet	Syst	- (I)	flow	full		Size	Slope	Dn	Up	Dn	Up	Dn	Up	
	Line	(ft)	(ac)	(ac)	(C)			(min)	(min)	(in/hr)	(cfs)	(cfs)	(ft/s)	(in)	(%)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	
1	End	20.889	0.09	0.12	0.90	0.08	0.11	10.0	16.6	4.2	3.02	3.02	4.58	12	0.72	962.45	962.60	963.19	963.43	965.70	966.60	EX2-4
2	1	72.542	0.03	0.03	0.90	0.03	0.03	10.0	10.0	5.3	3.27	3.27	4.16	12	0.84	962.60	963.21	963.86	964.47	966.60	966.71	4-5
3	End	149.165	0.02	1.12	0.90	0.02	0.89	10.0	13.4	4.6	6.45	6.45	6.00	15	1.00	960.00	961.49	961.02	962.52	966.00	967.50	EX1-1
4	3	55.604	0.23	0.35	0.88	0.20	0.31	10.0	12.4	4.8	2.53	2.53	3.22	12	0.50	961.74	962.02	963.30	963.58	967.50	966.30	1-2
5	4	100.000	0.12	0.12	0.87	0.10	0.10	10.0	10.0	5.3	2.52	2.52	3.21	12	0.50	962.02	962.52	963.70	964.20	966.30	966.70	2-3
6	3	64.941	0.27	0.75	0.74	0.20	0.56	10.0	12.9	4.7	7.12	7.12	5.80	15	1.22	961.49	962.28	963.30	964.09	967.50	966.65	1-7
7	6	76.578	0.38	0.48	0.73	0.28	0.36	10.0	12.4	4.8	2.73	2.73	3.48	12	0.59	962.53	962.98	964.87	965.32	966.65	967.40	7-8
8	7	83.000	0.10	0.10	0.86	0.09	0.09	10.0	10.0	5.3	3.34	3.34	4.25	12	0.88	962.98	963.71	965.42	966.15	967.40	967.41	8-9
9	End	126.000	0.51	0.51	0.89	0.45	0.45	10.0	10.0	5.3	4.07	4.07	4.13	15	0.40	962.10	962.60	962.92	963.73	965.70	965.10	EX3-6
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STORM SEWER

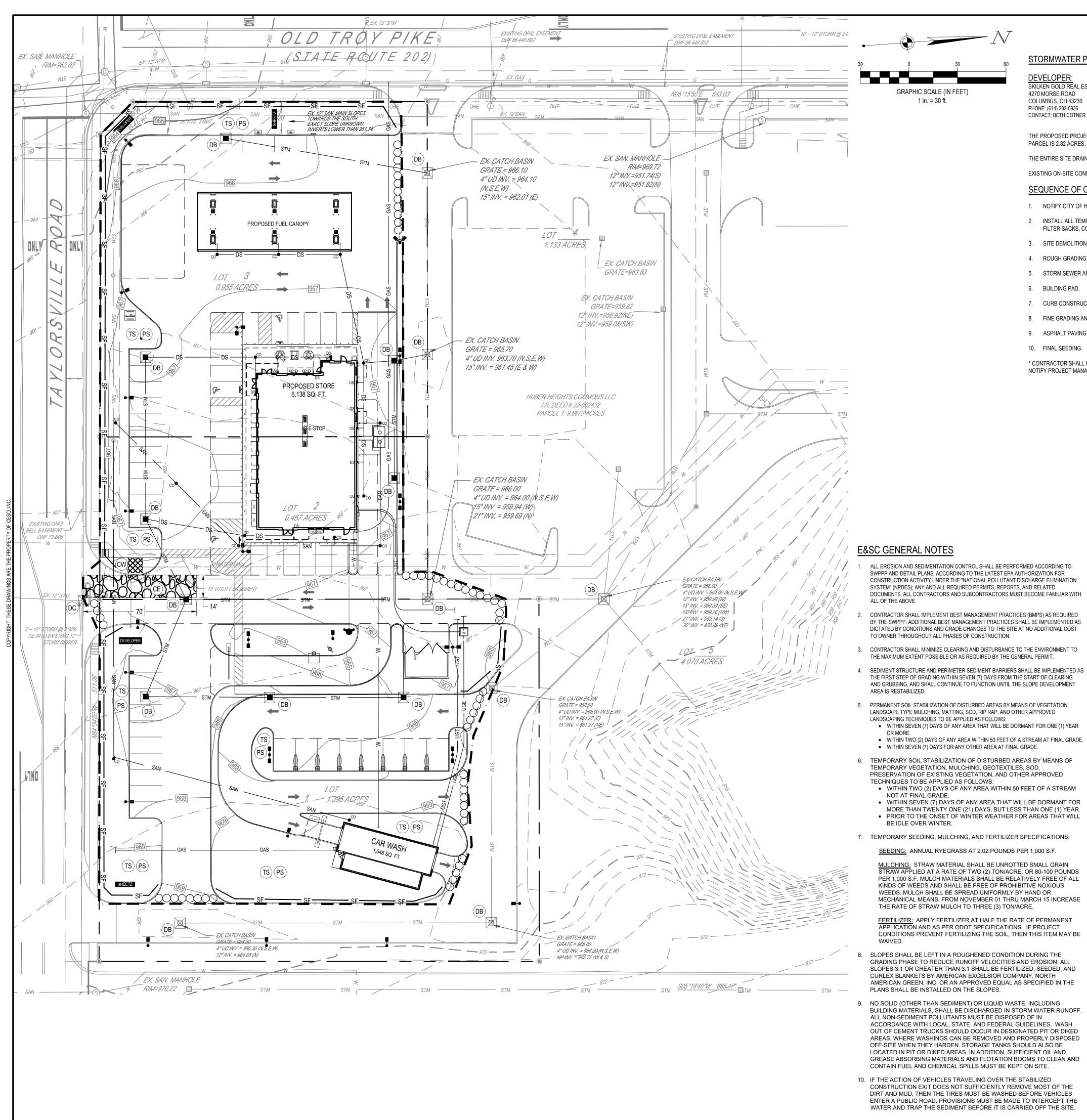
PROFILES

WWW.CESOINC.COM



FORTY-EIGHT (48) HOURS BEFORE DIGGING IS TO COMMENCE, THE CONTRACTORS SHALL NOTIFY THE FOLLOWING AGENCIES: OHIO UTILITIES PROTECTION SERVICE AT 811 OR 1 (800) 362-2764 AND ALL OTHER AGENCIES WHICH MIGHT HAVE UNDERGROUND UTILITIES INVOLVING THIS PROJECT AND ARE NONMEMBERS OF OHIO

UTILITIES PROTECTION SERVICE



STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PROJECT NARRATIVE:

KILKEN GOLD REAL ESTATE DEVELOPMENT GRAPHIC SCALE (IN FEET) 4270 MORSE ROAD 1 in. = 30 ft. COLUMBUS, OH 43230 PHONE: (614) 282-0936

CESO, INC. COLUMBUS, OH 43231 PHONE: (380) 799-5227

2800 CORPORATE EXCHANGE DR, SUITE 400 CONTACT: JOSH LONG

EMAIL: JOSH.LONG@CESOINC.COM

THE PROPOSED PROJECT IS THE CONSTRUCTION OF GAS STATION AND CONVENIENCE STORE. THE SUBJEC PARCEL IS 2.82 ACRES. THE TOTAL DISTURBED AREA IS 2.35 ACRES.

THE ENTIRE SITE DRAINS NORTHEAST TOWARDS THE EXISTING RETENTION BASIN.

EXISTING ON-SITE CONDITIONS: THE ENTIRE DEVELOPMENT IS PAD READY FOR CONSTRUCTION.

SEQUENCE OF CONSTRUCTION

- 1. NOTIFY CITY OF HUBER HEIGHTS ADMINISTRATOR BEFORE WORK IS TO BEGIN.
- 2. INSTALL ALL TEMPORARY EROSION CONTROL MEASURES INCLUDING SILT FENCE, CONSTRUCTION EXIT, FILTER SACKS, CONCRETE WASHOUT.
- SITE DEMOLITION AND CLEARING.
- 4. ROUGH GRADING. PROVIDE TEMPORARY SEEDING OF DISTURBED AREAS WHICH ARE INACTIVE.
- 5. STORM SEWER AND UNDERGROUND UTILITY CONSTRUCTION.
- BUILDING PAD.

CONTACT: BETH COTNER

- CURB CONSTRUCTION
- 8. FINE GRADING AND PAVEMENT SUBGRADE PREPARATION
- ASPHALT PAVING AND REMAINING CONCRETE FLATWORK.
- FINAL SEEDING.

* CONTRACTOR SHALL MODIFY THE SEQUENCE OF CONSTRUCTION BASED ON SITE CONDITIONS. CONTRACTOR TO NOTIFY PROJECT MANAGER PRIOR TO CHANGING SEQUENCE OF CONSTRUCTION.

BE DISPOSED INTO SEALED CONTAINERS. MATERIALS SHALL BE

12. DUST CONTROL USING APPROVED MATERIALS MUST BE PERFORMED AT

TOXIC LIQUIDS FOR DUST SUPPRESSION IS PROHIBITED.

INTO THE STORM SEWERS MUST BE REMOVED IMMEDIATELY.

SEDIMENT CONTROL PRACTICE PRIOR TO LEAVING THE SITE.

LEAVING THE STOCKPILE AREA.

GROWTH CHARACTERISTICS.

EROSION CONTROL MEASURES.

SWPPP MAINTENANCE NOTES

ACCORDING TO THE FOLLOWING:

CLEANED AND MAINTAINED.

REMOVED.

OR ASPHALT FOR ROAD CONSTRUCTION.

13. ON-SITE AND OFF-SITE STOCKPILE AND BORROW AREAS SHALL BE

PREVENTED FROM LEAVING THE SITE THROUGH THE ACTION OF WIND OR

STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE

ALL TIMES. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR

PROTECTED FROM EROSION AND SEDIMENTATION BY THE USE OF BEST

14. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED ONTO THE ROADWAYS OR

15. ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH DAY; THIS INCLUDES

BACKFILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL

16. THE LAST LAYER OF SOIL, INCLUDING TOP SOIL SHOULD BE COMPACTED TO 80% - 85% OF

WILL RECEIVE VEGETATION. THIS IS PARTICULARLY IMPORTANT IN CUT SLOPE AND

THE MAXIMUM STANDARD PROCTOR DENSITY, IN AREAS OUTSIDE THE PARKING LOT THAT

EMBANKMENT AREAS. IN PAVEMENT AND ISLAND AREAS, IT IS RECOMMENDED THAT THE

SOIL BE COMPACTED TO 98% AND 95% OF THE MAXIMUM STANDARD PROCTOR DENSITY

7. ALL DEWATERING ACTIVITIES SUCH AS PUMPING DOWN OF FLOODED FOUNDATION AND

UTILITY TRENCHES MUST PASS THROUGH THE RETROFITTED DETENTION BASIN OR A

18. SILT FENCE AND OTHER PERIMETER EROSION CONTROL MEASURES SHOWN OFF LIMITS

EROSION CONTROL MEASURES ARE PLACED AT THE LIMITS OF DISTURBANCE. ANY

ALL CONTROL MEASURES STATED IN THE SWPPP SHALL BE MAINTAINED IN FULLY

IS ACHIEVED. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE

INLET PROTECTION DEVICES AND CONTROLS SHALL BE REPAIRED OR REPLACED WHEN THEY SHOW SIGNS OF UNDERMINING AND OR

DETERIORATION. INLET PROTECTION DEVICES SHOULD BE ROUTINELY

3. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO ENSURE THAT A

MINIMIZE OFF-SITE SEDIMENT TRACKING OF VEHICLES BY THE USE OF

REGULARLY SCHEDULED SWEEPING/GOOD HOUSEKEEPING. STABILIZED

CONSTRUCTION ENTRANCES TO BE PROPERLY MAINTAINED BY GENERAL CONTRACTOR AND IN GOOD WORKING ORDER AT ALL TIMES; THIS MAY

THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD

STONE MATERIAL IN ALL CONSTRUCTION ENTRANCES, ALONG WITH

REQUIRE PERIODIC TOP DRESSING OF THE STONE AS CONDITIONS

CONDITION (SUITABLE FOR PARKING AND STORAGE) BY GENERAL

CONTRACTOR. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE

CONTRACTORS AND SUBCONTRACTORS WILL BE RESPONSIBLE FOR

SEDIMENT DEPOSITION DURING SITE STABILIZATION MUST ALSO BE

STONE CONSTRUCTION EXIT TO BE MAINTAINED BY GENERAL

CONTRACTOR UNTIL SITE HAS BEEN PAVED OR IS NO LONGER

REMOVING ALL SEDIMENT FROM THE SITE, AND STORM SEWER SYSTEMS.

GOOD STANDING OF GRASS IS MAINTAINED. AREAS SHOULD BE

FERTILIZED, WATERED, AND RESEEDED AS NEEDED.

TEMPORARY PARKING AS CONDITIONS DEMAND.

OR THE APPLICABLE PERMIT, WHICHEVER IS MORE STRINGENT, AND REPAIRED

OF DISTURBANCE FOR CLARITY PURPOSES ONLY. CONTRACTOR TO ENSURE PERIMETER

DISCREPANCIES SHOULD BE BROUGHT TO THE ENGINEER PRIOR TO PLACEMENT OF ANY

FUNCTIONAL CONDITION UNTIL TEMPORARY OR PERMANENT STABILIZATION OF THE SITE

INSPECTED BY A QUALIFIED PERSON IN ACCORDANCE TO THE CONTRACT DOCUMENTS

RESPECTIVELY; THE LAST COMPACTED LAYER MAY BE SCARIFIED TO IMPROVE THE SOIL

MANAGEMENT PRACTICES. THESE AREAS MUST BE SHOWN IN THE SITE MAP AND

PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS. AT A MINIMUM SILT FENCE TO BE PLACED AT PERIMETER OF STOCKPILE AREA TO PREVENT SOIL FROM

REFER TO C1.1 FOR EXISTING FEATURES LEGEND

SWPPP LEGEND

PROPOSED 960 MAJOR CONTOUR

MINOR CONTOUR PAVEMENT/WALK STM STORM SEWER

——SF ——— SANITARY SEWER LINE STRAW WATTLE

LIMITS OF DISTURBANCE STABILIZED CONSTRUCTION ENTRANCE

CONCRETE WASHOUT BASIN SEDIMENT FILTER

STABILIZED CONSTRUCTION ENTRANCE TEMPORARY SEEDING

CATCH BASIN

CONCRETE WASHOUT AREA DANDY CURB (INLET PROTECTION)

PERMANENT SOD

DANDY BAG (INLET PROTECTION)

11. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL 8. ALL CATCH BASIN GRATES ARE TO BE PROTECTED WITH INLET BAGS AFTER THEY ARE INSTALLED. THEY SHOULD BE ROUTINELY CLEANED AND

10. BRICKS, HARDENING CONCRETE AND SOIL WASTE SHALL BE FREE FROM CONTAMINATION WHICH MAY LEACH CONSTITUENTS TO WATERS OF THE STATE.

CONTAINERS SHALL BE AVAILABLE FOR DISPOSAL OF DEBRIS, TRASH,

COVERED AND LEAK-PROOF. ALL WASTE MATERIAL SHALL BE DISPOSED

HAZARDOUS OR PETROLEUM WASTES. ALL CONTAINERS MUST BE

OF AT FACILITIES APPROVED FOR THE PERTINENT MATERIAL

SUBJECT TO ANY LOCAL PROHIBITIONS FROM THIS TYPE OF DISPOSAL.

- 11. CLEAN CONSTRUCTION WASTES THAT WILL BE DISPOSED INTO THE PROPERTY SHALL BE
- 12. ALL CONSTRUCTION AND DEMOLITION DEBRIS (C&DD) WASTE SHALL BE DISPOSED OF IN AN OHIO EPA APPROVED C&DD LANDFILL AS REQUIRED BY OHIO REVISED CODE 3714. CONSTRUCTION DEBRIS MAY BE DISPOSED OF ON-SITE, BUT DEMOLITION DEBRIS MUS BE DISPOSED IN AN OHIO EPA APPROVED LANDFILL. ALSO, MATERIALS WHICH CONTAIN ASBESTOS MUST COMPLY WITH AIR POLLUTION REGULATIONS (SEE OHIO
- 13. AREA SHALL BE DESIGNATED BY CONTRACTOR AND SHOWN ON SWPPP MAP FOR MIXING OR STORAGE OF COMPOUNDS SUCH AS FERTILIZERS. LIME ASPHALT. OR CONCRETE. THESE DESIGNATED AREAS SHALL BE LOCATED AWAY FROM WATERCOURSES, DRAINAGE DITCHES, FIELD DRAINS, OR OTHER STORMWATER DRAINAGE AREA.
- 14. EQUIPMENT FUELING & MAINTENANCE SHALL BE IN DESIGNATED AREAS ONLY.
- 15. A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN MUST BE DEVELOPED FOR SITES WITH ONE ABOVE-GROUND STORAGE TANK OF 660 GALLONS OR MORE, TOTAL ABOVE-GROUND STORAGE OF 1,330 GALLONS OR BELOW-GROUND STORAGE OF 4,200 GALLONS OF FUEL.
- 16. ALL DESIGNATED CONCRETE WASHOUT AREAS SHALL BE LOCATED AWAY FROM WATERCOURSES, DRAINAGE DITCHES, FIELD DRAINS OR OTHER STORMWATER DRAINAGE
- 17. ALL CONTAMINATED SOIL MUST BE TREATED AND/OR DISPOSED IN AN OHIO EPA APPROVED SOLID WASTE MANAGEMENT FACILITY OR HAZARDOUS WASTE TREATMENT, STORAGE OR DISPOSAL FACILITIES.
- 18. THE CONTRACTOR SHALL CONTACT THE OHIO EPA, THE LOCAL FIRE DEPARTMENT AND THE LOCAL EMERGENCY PLANNING COMMITTEE IN THE EVENT OF A PETROLEUM SPILL (>25 GALLONS) OR THE PRESENCE OF SHEEN.
- 19. OPEN BURNING IS NOT PERMITTED ON THE SITE.

ADMINISTRATIVE CODE 3745-20).

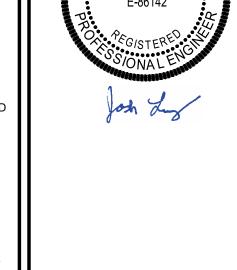
20. CONTRACTOR TO ENSURE STREETS SHALL BE CLEARED OF DEBRIS FROM SITE AND SWEPT CLEAN ON AN AS NEEDED BASIS.



COMMENCE, THE CONTRACTORS SHALL NOTIFY THE FOLLOWING AGENCIES: OHIO UTILITIES AND ALL OTHER AGENCIES WHICH MIGHT HAVE **UTILITIES PROTECTION SERVICE**



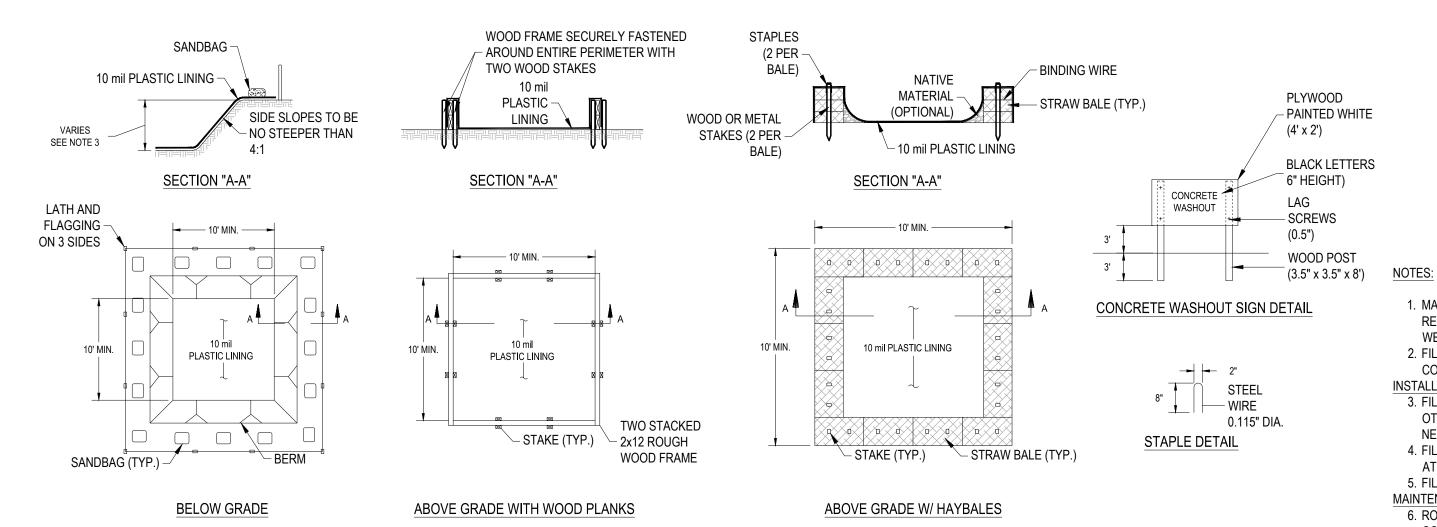
FORTY-EIGHT (48) HOURS BEFORE DIGGING IS PROTECTION SERVICE AT 811 OR 1 (800) 362-27 UNDERGROUND UTILITIES INVOLVING THIS PROJECT AND ARE NONMEMBERS OF OHIO



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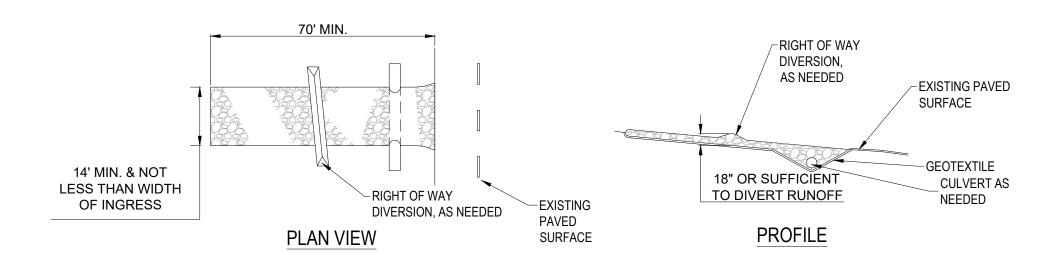
EROSION &

OWNER REVIEW 04.29.2022 **DESIGN:** DRAWN: MST CHECKED: SHEET NO.



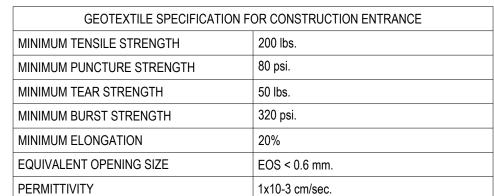
- 1. ACTUAL LAYOUT DETERMINED IN THE FIELD.
- 2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30' OF THE TEMPORARY CONCRETE WASHOUT FACILITY. 3. THE WASHOUT MUST HAVE SUFFICIENT VOLUME TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS INCLUDING BUT NOT LIMITED TO OPERATIONS ASSOCIATED WITH GROUT AND MORTAR.

CONCRETE WASHOUT

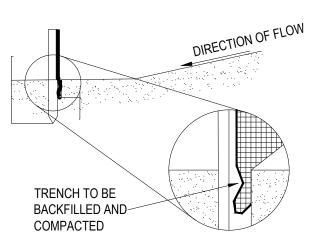


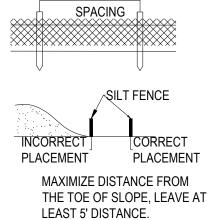
- STONE SIZE (1.5-2.5 INCH) STONE SHALL BE USED, OR RECYCLED CONCRETE EQUIVALENT.
- LENGTH THE CONSTRUCTION ENTRANCE SHALL BE AS LONG AS REQUIRED TO STABILIZE HIGH TRAFFIC AREAS BUT NOT LESS THAN 70 FT. (EXCEPTION: APPLY 30 FT. MINIMUM TO SINGLE RESIDENCE LOTS. 3. THICKNESS - THE STONE LAYER SHALL BE AT LEAST 6 INCHES THICK FOR LIGHT DUTY ENTRANCES OR AT LEAST 10 INCHES
- WIDTH THE ENTRANCE SHALL E AT LEAST 14 FEET WIDE, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS
- OR EGRESS OCCURS. GEOTEXTILE - A GEOTEXTILE SHALL BE LAID OVER THE ENTIRE AREA PRIOR TO PLACING STONE, IT SHALL BE COMPOSED OF 10. CONSTRUCTION ENTRANCES SHALL NOT BE RELIED UPON TO REMOVE MUD FROM VEHICLES AND PREVENT OFF-SITE
- STRONG ROT-PROOF POLYMERIC FIBERS AND MEET THE FOLLOWING SPECIFICATIONS: TIMING - THE CONSTRUCTION ENTRANCE SHALL BE INSTALLED AS SOON AS IS PRACTICAL BEFORE MAJOR GRADING
- ACTIVITIES.

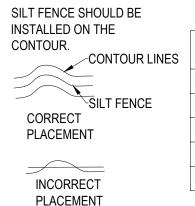
CULVERT - A PIPE OR CULVERT SHALL BE CONSTRUCTED UNDER THE ENTRANCE IF NEEDED TO PREVENT SURFACE WATER FROM FLOWING ACROSS THE ENTRANCE OR TO PREVENT RUNOFF FROM BEING DIRECTED OUT ONTO PAVED SURFACES. WATER BAR - A WATER BAR SHALL BE CONSTRUCTED AS PART OF THE CONSTRUCTION ENTRANCE IF NEEDED TO PREVENT SURFACE RUNOFF FROM FLOWING THE LENGTH OF THE CONSTRUCTION ENTRANCE AND OUT ONTO PAVED SURFACES. MAINTENANCE - TOP DRESSING OF ADDITIONAL STONE SHALL BE APPLIED AS CONDITIONS DEMAND. MUD SPILLED. DROPPED, WASHED OR TRACKED ONTO PUBLIC ROADS, ORA ANY SURFACE WHERE RUNOFF IS NOT CHECKED BY SEDIMENT CONTROLS, SHALL BE REMOVED IMMEDIATELY, REMOVAL SHALL BE ACCOMPLISHED BY SCRAPING OR SWEEPING. TRACKING. VEHICLES THAT ENTER AND LEAVE THE CONSTRUCTION-SITE SHALL BE RESTRICTED FROM MUDDY AREAS. 11. REMOVAL - THE ENTRANCE SHALL REMAIN IN PLACE UNTIL THE DISTURBED AREA IS STABILIZED OR REPLACED WITH A PERMANENT ROADWAY OR ENTRANCE.











FOR SILT FENCE	
VALUES	TEST METHODS
90 LB. MINIMUM	ASTM D-1682
190 PSI MINIMUM	ASTM D-3786
0.3 GAL/MIN/FT. MAX.	
40-80	US STD. SIEVE CW 02215
90% MINIMUM	ASTM - G 26
	90 LB. MINIMUM 190 PSI MINIMUM 0.3 GAL/MIN/FT. MAX. 40-80

NOTES:

- 1. SILT FENCE SHALL BE CONSTRUCTED BEFORE UPSLOPE LAND DISTURBANCE BEGINS.
- 2. ALL SILT FENCE SHALL BE PLACED AS CLOSE TO THE CONTOUR AS POSSIBLE SO THAT WATER WILL NOT CONCENTRATE AT LOW POINTS IN THE FENCE AND SO THAT SMALL SWALES OR DEPRESSIONS WHICH MAY CARRY SMALL CONCENTRATED FLOWS TO THE SILT FENCE ARE DISSIPATED ALONG ITS LENGTH.
- 3. TO PREVENT WATER PONDED BY THE SILT FENCE FROM FLOWING AROUND THE ENDS, EACH END SHALL BE CONSTRUCTED UPSLOPE SO THAT THE ENDS ARE AT A HIGHER ELEVATION.
- 4. WHERE POSSIBLE, SILT FENCE SHALL BE PLACED ON THE FLATTEST AREA AVAILABLE.
- 5. WHERE POSSIBLE, VEGETATION SHALL BE PRESERVED FOR 5 FT. (OR AS MUCH AS POSSIBLE) UPSLOPE FROM THE SILT FENCE. IF VEGETATION IS REMOVED, IT SHALL BE ESTABLISHED WITHIN 7 DAYS FROM THE INSTALLATION OF THE SILT FENCE.
- 6. THE HEIGHT OF THE SILT FENCE SHALL BE A MINIMUM OF 16 IN. ABOVE THE ORIGINAL GROUND SURFACE.
- 7. THE SILT FENCE SHALL BE PLACED IN A TRENCH CUT A MINIMUM F 6 IN. DEEP. THE TRENCH SHALL BE CUT WITH A TRENCHER, CABLE LAYING MACHINE, OR OTHER SUITABLE DEVICES WHICH WILL ENSURE ADEQUATE UNIFORM TRENCH DEPTH.
- 8. THE SILT FENCE SHALL BE PLACED WITH THE STAKES ON THE DOWNSLOPE SIDE OF THE GEOTEXTILE AND SO THAT THE 8 INCHES OF CLOTH ARE BELOW THE GROUND SURFACE. EXCESS MATERIAL SHALL LAY ON THE BOTTOM OF THE 6 IN. DEEP TRENCH. THE TRENCH SHALL BE BACKFILLED AND COMPACTED.

9. SEAMS BETWEEN SECTIONS OF SILT FENCE SHALL BE

OVERLAPPED WITH THE END STAKES OF EACH SECTION

WRAPPED TOGETHER BEFORE DRIVING INTO THE GROUND. 10. MAINTENANCE - SILT FENCE SHALL ALLOW RUNOFF TO PASS ONLY AS DIFFUSE FLOW THROUGH THE GEOTEXTILE. IF RUNOFF OVERTOPS SILT FENCE, FLOWS UNDER OR AROUND THE ENDS, OR IN ANY OTHER WAY BECOMES A CONCENTRATED FLOW, ONLY OF THE FOLLOWING SHALL BE PERFORMED, AS APPROPRIATE: 1) THE LAYOUT OF THE SILT FENCE SHALL BE CHANGED,

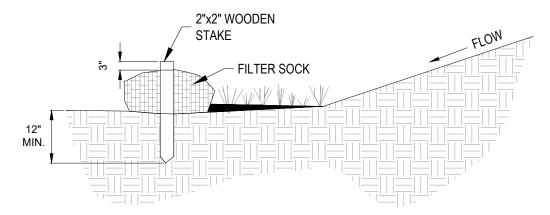
2) ACCUMULATED SEDIMENT SHALL BE REMOVED, OR

3) OTHER PRACTICES SHALL BE INSTALLED.

SILT FENCE DETAIL

CRITERIA FOR SILT FENCE MATERIALS

- 1. FENCE POSTS THE LENGTH SHALL BE A MINIMUM OF 32 INCHES LONG. WOOD POSTS WILL BE 2 IN. X 2 IN. HARDWOOD OF SOUND QUALITY. THE MAXIMUM SPACING BETWEEN POSTS
- SHALL BE 10 FT. 2. SILT FENCE FABRIC (SEE CHART BELOW)

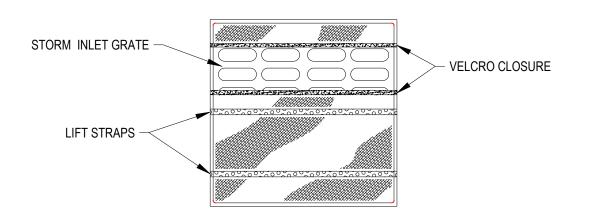


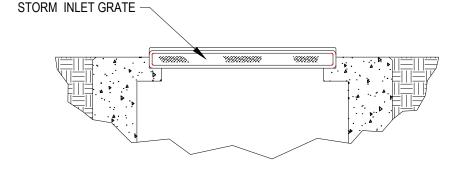
SECTION

- 1. MATERIALS COMPOST USED FOR FILTER SOCKS SHALL BE WEED, PATHOGEN AND INSECT FREE AND FREE OF ANY REFUSE, CONTAMINANTS OR OTHER MATERIALS TOXIC TO PLANT GROWTH. THEY SHALL BE DERIVED FROM A
- WELL-DECOMPOSED SOURCE OF ORGANIC MATTER AND CONSIST OF A PARTICLES RANGING FROM 3/8" TO 2". 2. FILTER SOCKS SHALL BE 5 MIL CONTINUOUS, TUBULAR, HDPE 3/8" KNITTED MESH NETTING MATERIAL, FILLED WITH
- COMPOST PASSING THE ABOVE SPECIFICATIONS FOR COMPOST PRODUCTS. INSTALLATION:
- 3. FILTER SOCKS WILL BE PLACED ON A LEVEL LINE ACROSS SLOPES, GENERALLY PARALLEL TO THE BASE OF THE SLOPE OR OTHER AFFECTED AREA. ON SLOPES APPROACHING 2:1, ADDITIONAL SOCKS SHALL BE PROVIDED AT THE TOP AND AS
- NEEDED MIDSLOPE. 4. FILTER SOCKS INTENDED TO BE LEFT AS A PERMANENT FILTER OR PART OF THE NATURAL LANDSCAPE, SHALL BE SEEDED AT THE TIME OF INSTALLATION FOR ESTABLISHMENT OF PERMANENT VEGETATION.
- 5. FILTER SOCKS ARE NOT TO BE USED IN CONCENTRATED FLOW SITUATIONS OR IN RUNOFF CHANNELS. MAINTENANCE:
- 6. ROUTINELY INSPECT FILTER SOCKS AFTER EACH SIGNIFICANT RAIN, MAINTAINING FILTER SOCKS IN A FUNCTIONAL CONDITION AT ALL TIMES.
- 7. REMOVE SEDIMENTS COLLECTED AT THE BASE OF THE FILTER SOCKS WHEN THEY REACH 1/3 OF THE EXPOSED HEIGHT OF THE PRACTICE.
- 8. WHERE THE FILTER SOCK DETERIORATES OR FAILS, IT WILL BE REPAIRED OR REPLACED WITH A MORE EFFECTIVE ALTERNATIVE.
- 9. REMOVAL FILTER SOCKS WILL BE DISPERSED ON SITE WHEN NO LONGER REQUIRED IN SUCH AS WAY AS TO FACILITATE AND NOT OBSTRUCT SEEDINGS.

FILTER SOCK

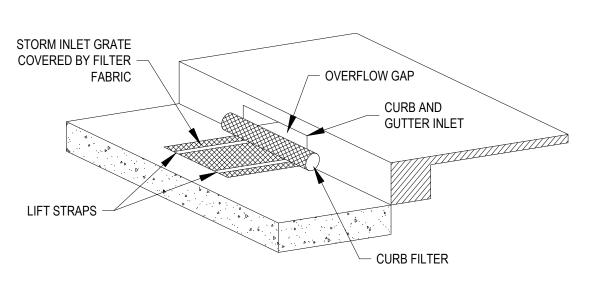
NTS





INLET PROTECTION SHALL BE DANDY BAG OR APPROVED OTHER.

INLET PROTECTION



NOTE:

INLET PROTECTION SHALL BE DANDY CURB BAG OR APPROVED OTHER.

CURB INLET PROTECTION

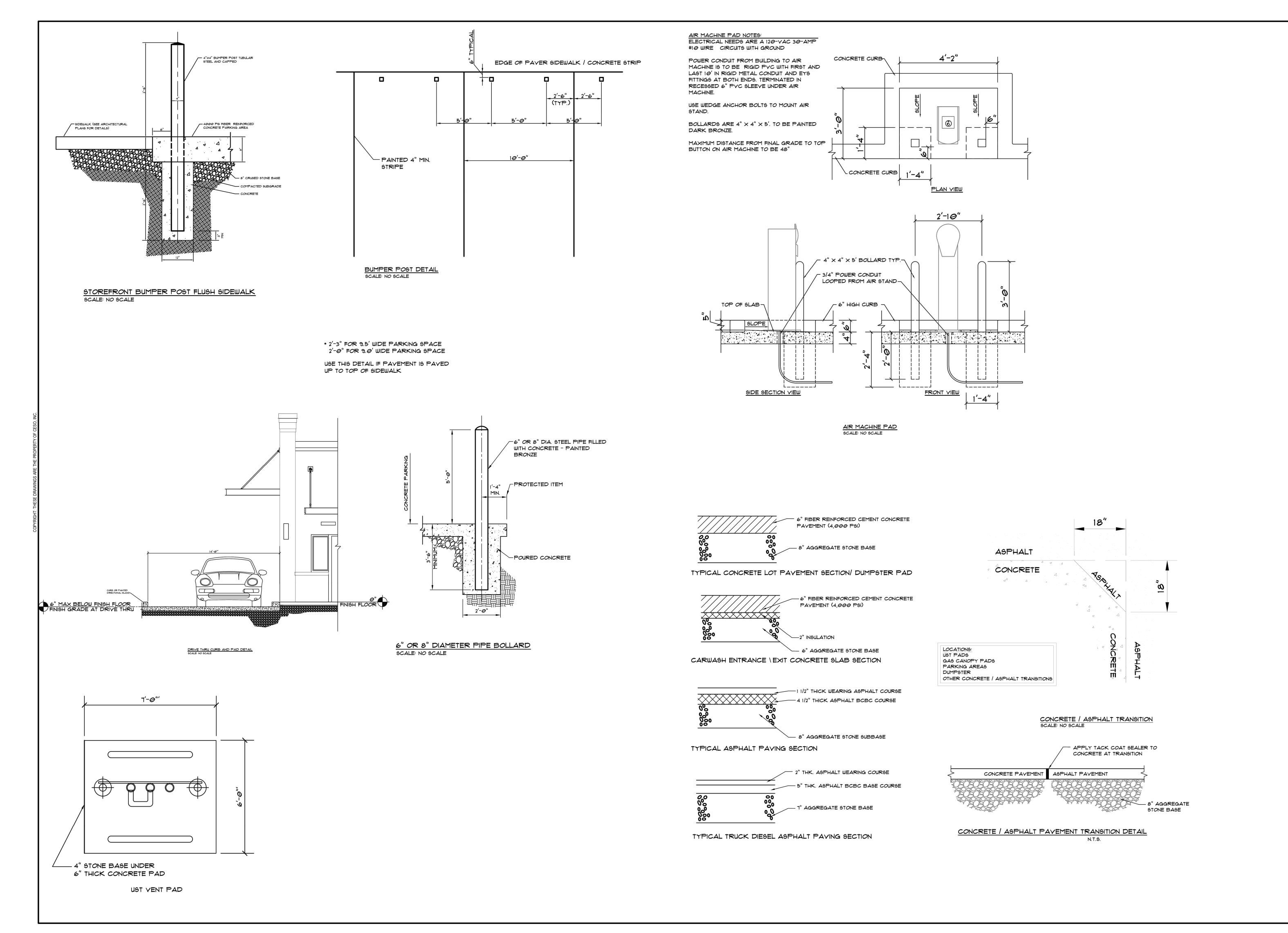


REVISION DESCRIPTION	MAJOR SITE PLAN - 1ST SUBMITTAL	 MAJOR SITE PLAN - 2ND SUBMITTAL 	•	•	•	•	•	•	•	•	•	•
DATE	04/29/2022	06/03/2022										
NO.	-	2	•	•	•	•	•	•	•	•	•	•



EROSION & SEDIMENT CONTROL **DETAILS**

OWNER REVIEW 04.29.2022 JOB NO.: DESIGN: DRAWN: MST CHECKED: SHEET NO.





REVISION DESCRIPTION	MAJOR SITE PLAN - 1ST SUBMITTAL	MAJOR SITE PLAN - 2ND SUBMITTAL	•	•	•	•	•	•	•	•	•
DATE	04/29/2022	06/03/2022									
NO.	•	2	•	•	•	•	•	•	•	•	•



SHEETZ

CONSTRUCTION DETAILS

ISSUE:
OWNER REVIEW

DATE:
04.29.2022

JOB NO.: 760396

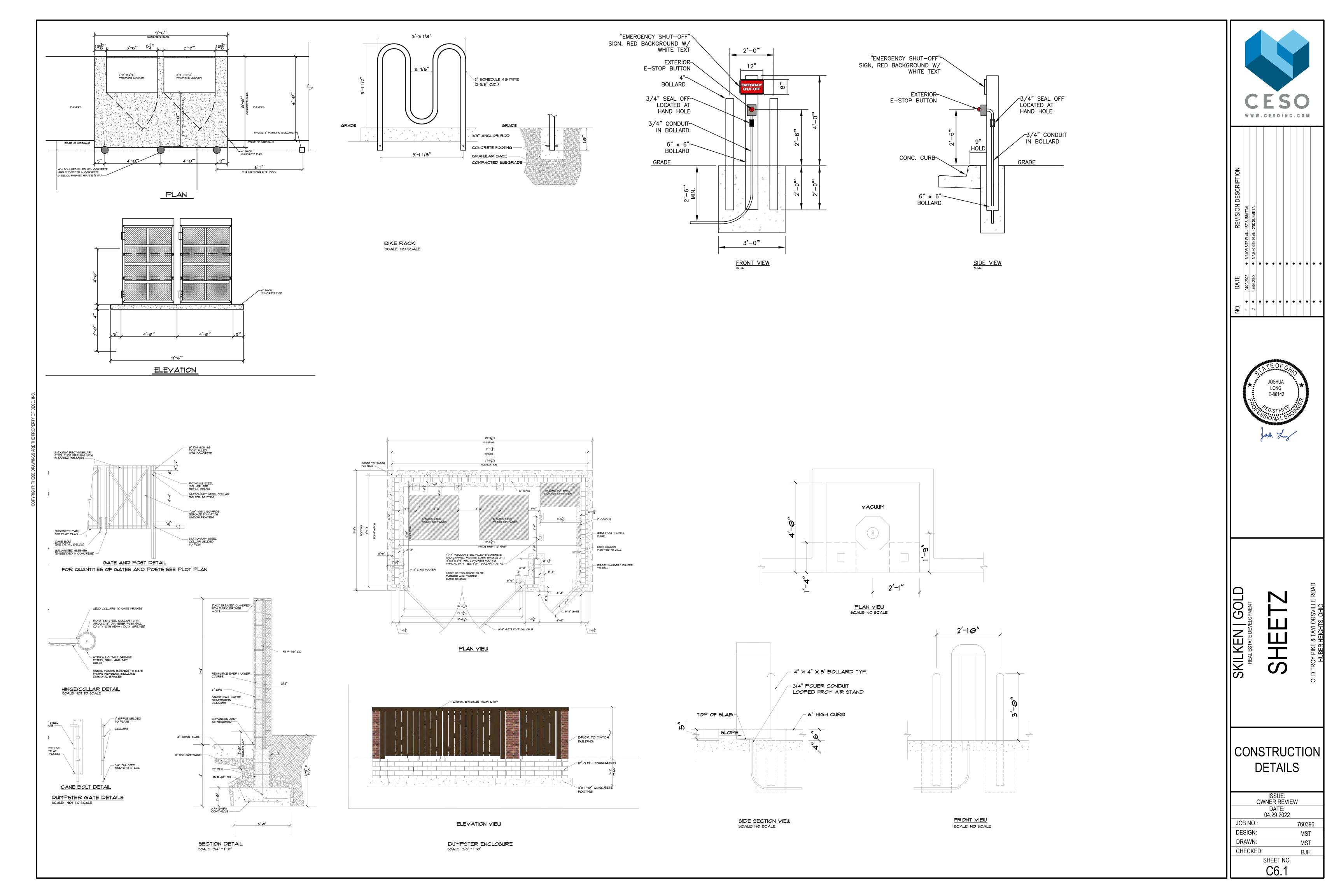
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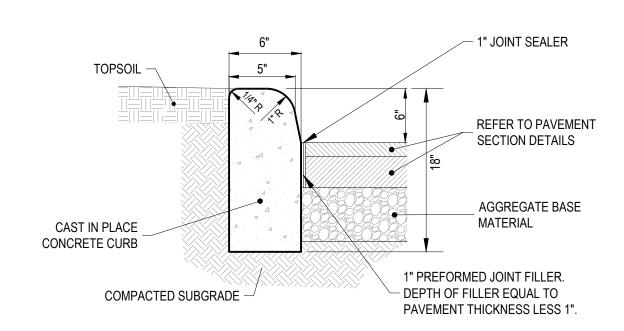
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SHEET NO.

C6.0

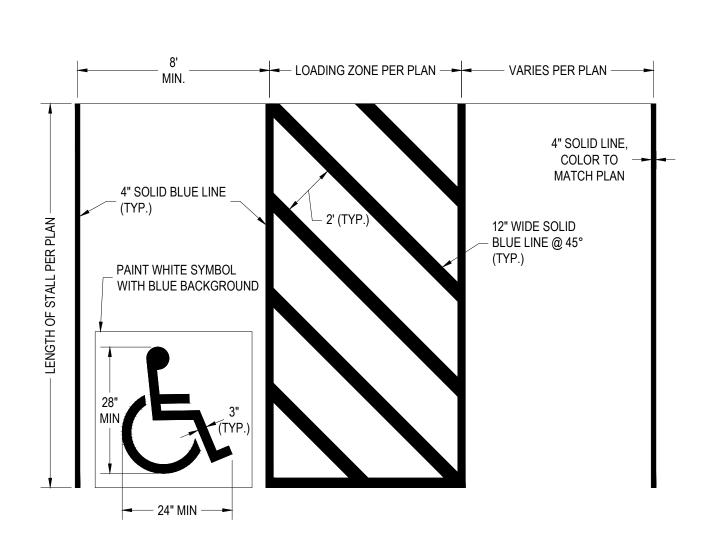




NOTES:

- 1. ALL CONCRETE CURBS TO BE 4,000 P.S.I. CONCRETE AT 28 DAYS. 2. TRANSVERSE EXPANSION JOINTS, 1/2" WIDE, SHALL BE INSTALLED IN THE CURB
- 20'-0" APART MAXIMUM. 3. EXPANSION JOINTS SHALL BE FILLED WITH 1/2" PREFORMED JOINT FILLER,
- RECESSED 1/4" FROM TOP AND FACE OF CURB.
- 4. MAXIMUM HEIGHT OF CURB TO PAVING IS 6".

CONCRETE CURB



ACCESSIBLE PARKING SPACE STRIPING NTS

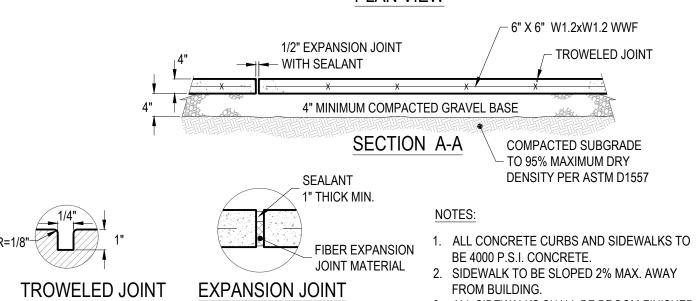
EXPANSION JOINTS 20'-0" oc. MAXIMUM 4 SPACES @ 5'-0" oc. OR AS DIRECTED OR SHOWN ON THE SITE TROWELED JOINT(TYP.) 1/2" EXPANSION JOINT 1/2" EXPANSION LAWN OR PLANTING IF SHOWN ON SITE

PLAN VIEW

CURB OR GUTTER LINE

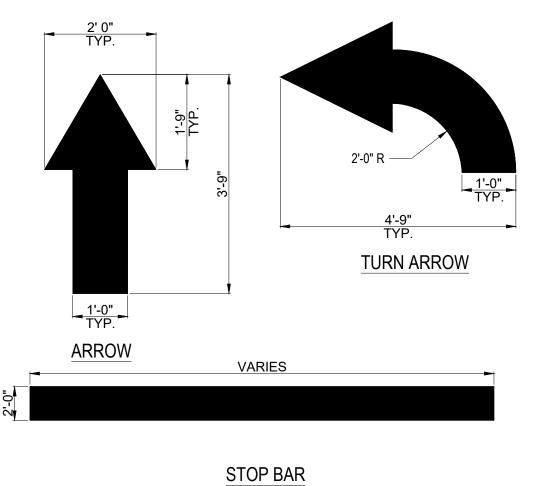
FROM BUILDING.

3. ALL SIDEWALKS SHALL BE BROOM FINISHED.

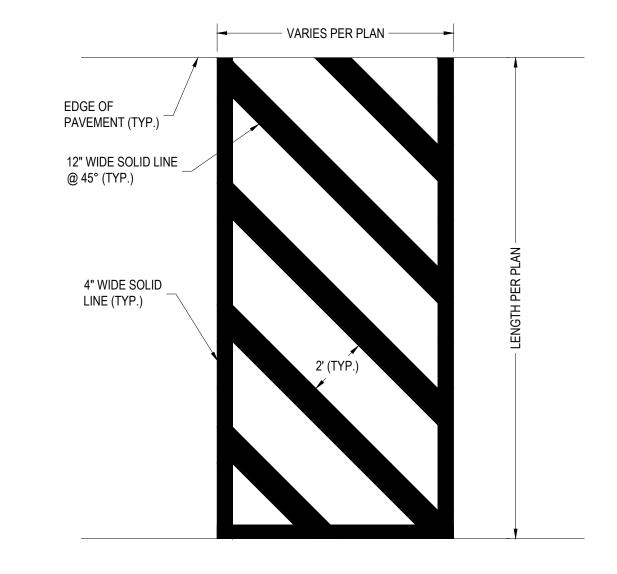


PLAN

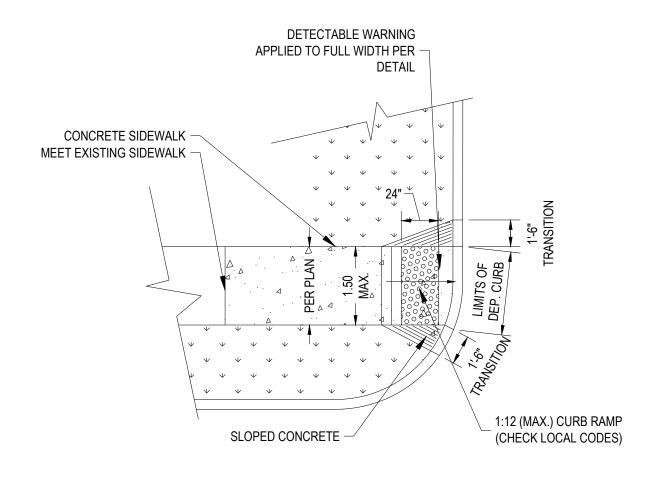
CONCRETE SIDEWALK







PAINTED ISLAND NTS



ACCESSIBLE CURB RAMP (TYPE II)



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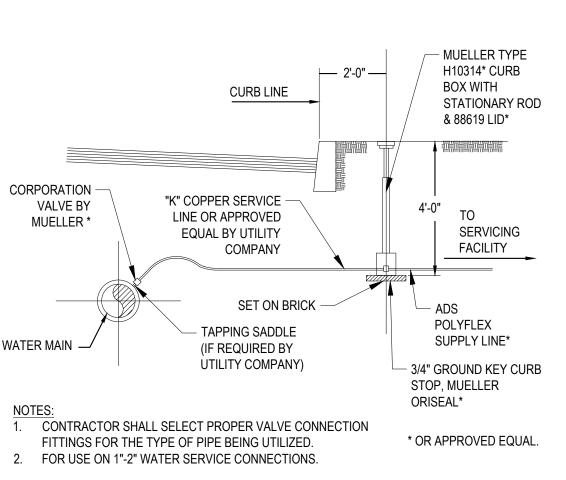
CONSTRUCTION

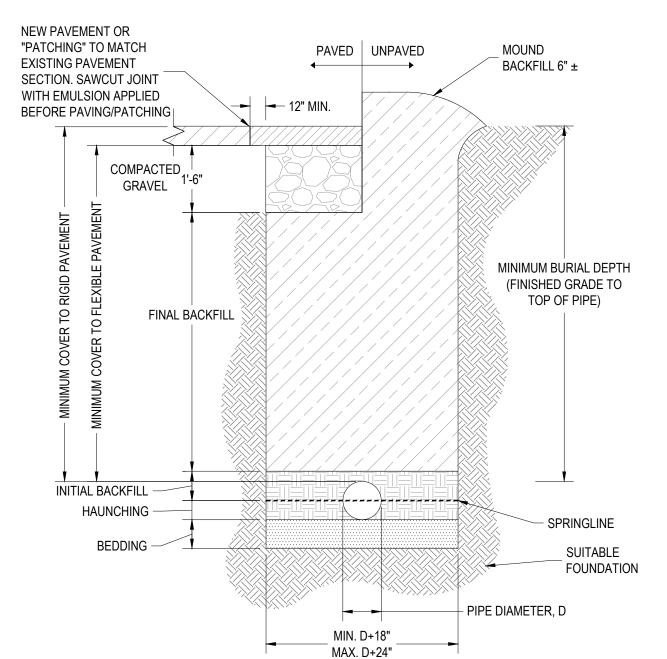
DATE: 04.29.2022 JOB NO.: DESIGN: DRAWN: MST CHECKED: SHEET NO. C6.2

DETAILS ISSUE: OWNER REVIEW

- MUELLER TYPE H10314* CURB **BOX WITH CURB LINE** STATIONARY ROD & 88619 LID* CORPORATION -"K" COPPER SERVICE 4'-0" TO VALVE BY LINE OR APPROVED MUELLER * SERVICING EQUAL BY UTILITY FACILITY COMPANY SET ON BRICK POLYFLEX TAPPING SADDLE SUPPLY LINE* WATER MAIN -(IF REQUIRED BY UTILITY COMPANY) - 3/4" GROUND KEY CURB STOP, MUELLER ORISEAL* 1. CONTRACTOR SHALL SELECT PROPER VALVE CONNECTION * OR APPROVED EQUAL. FITTINGS FOR THE TYPE OF PIPE BEING UTILIZED.

WATER SERVICE CONNECTION





	IVI/OX. D · Z+							
TABLE 1: BA	TABLE 1: BACKFILL AND EMBEDMENT MATERIALS							
SOIL CLASSIF	SOIL CLASSIFICATIONS (AS DEFINED IN ASTM D2487 AND D2321)							
CLASS I	CRUSHED ROCK ANGULAR (CLEAN).							
CLASS II	GRAVEL AND/OR SANDS, WITH LITTLE OR NO FINES.							
CLASS III	SAND/SILT AND SAND/CLAY MIXTURES.							
CLASS IV	INORGANIC CLAYS							
CLASS V	ORGANIC SILTS, CLAYS, AND PEATS.							
SOIL CL	ASSIFICATIONS (AS DEFINED IN ASCE 15-98)							
CATEGORY I	GRAVELLY SAND							
CATEGORY II	SANDY SILT							
CATEGORY III	SILTY CLAY							

- 1. IN THE CASE OF TRENCH BOTTOM BEING UNSTABLE, THE CONTRACTOR SHALL REPLACE FOUNDATION WITH SUITABLE
- MATERIAL AS SPECIFIED BY GEOTECHNICAL ENGINEER. COMPACTION PERCENTAGES SPECIFIED REFER TO STANDARD PROCTOR PERCENT COMPACTION.
- CONTRACTOR TO MANDATE DEWATERING IN TRENCHES DURING CONSTRUCTION.
- TRENCHING OPERATIONS SHALL CONFORM TO ALL OSHA REQUIREMENTS.
- FOR HDPE AND PVC WATERLINES AND LONG SEWER LATERALS, INSTALL METALLIC LOCATOR TAPE 12" (MIN) AND 18" (MAX) BELOW FINISHED SUBGRADE ELEVATION. INSTALL TRACER WIRE LOCATED AT THE TOP OF THE PIPE WITHIN THE INITIAL

	PVC PIPE
ZONE	DEPTH / SOIL MATERIAL
FINAL BACKFILL	CLASS I-V*
INITIAL BACKFILL	MINIMUM DEPTH = D/2 (12" COMMON)** CLASS I, II, AND III*
HAUNCHING	DEPTH = D/2** CLASS I, II, AND III COMPACTED*
BEDDING	DEPTH = 4-6" CLASS I, II, AND III COMPACTED*

NOTE: HAUNCHING ZONE MUST BE COMPACTED PRIOR TO PLACEMENT AND COMPACTION OF INITIAL AND FINAL BACKFILLS TO PREVENT PIPE DEFLECTION.

	HDPE PIPE
ZONE	DEPTH / SOIL MATERIAL
FINAL BACKFILL	MINIMUM COVER UNPAVED AREAS = 12" MINIMUM COVER PAVED AREAS (D <=48") = 12"**,*** MINIMUM COVER PAVED AREAS (D>48") = 24"**,*** CLASS I AND II (COMPACTED 90% SPD) AND CLASS III (COMPACTED 95% SPD)*
INITIAL BACKFILL	MINIMUM DEPTH = D/2 (CAN EXTEND TO THE CROWN OF THE PIPE)** CLASS I, II, AND III (TYPE IV CAN BE USED WITH THE APPROVAL OF GEOTECHNICAL ENGINEER)*
HAUNCHING	DEPTH = D/2** CLASS I, II, AND III (TYPE IV CAN BE USED WITH THE APPROVAL OF GEOTECHNICAL ENGINEER)*
BEDDING	DEPTH (D <= 24") = 4"** DEPTH (D > 24") = 6"** CLASS I, II, AND III (TYPE IV CAN BE USED WITH THE APPROVAL OF GEOTECHNICAL ENGINEER)*

NOTE: THE MIDDLE $\frac{1}{3}$ BENEATH THE PIPE INVERT IN THE BEDDING ZONE SHALL BE LOOSELY

	RC PIPE
ZONE	DEPTH / SOIL MATERIAL
FINAL BACKFILL	CATEGORY I, II, III*
INITIAL BACKFILL	DEPTH = D/2** CATEGORY I (85-95% COMPACTION), CATEGORY II (90-95% COMPACTION), OR CATEGORY III (85-95% COMPACTION)*
HAUNCHING	DEPTH = D/2** CATEGORY I (85-95% COMPACTION), CATEGORY II (90-95% COMPACTION), OR CATEGORY III (85-95% COMPACTION)*
BEDDING	MINIMUM DEPTH = D/24 (NOT LESS THAN 3")** IF ROCK FOUNDATION, MINIMUM DEPTH = D/12 (NOT LESS THAN 6")** CATEGORY I (85-95% COMPACTION), CATEGORY II (90-95% COMPACTION), OR CATEGORY III (85-95% COMPACTION)*

NOTE: FOR ELLIPTICAL AND ARCH PIPE, D SHALL REPRESENT HORIZONTAL SPAN OF PIPE.

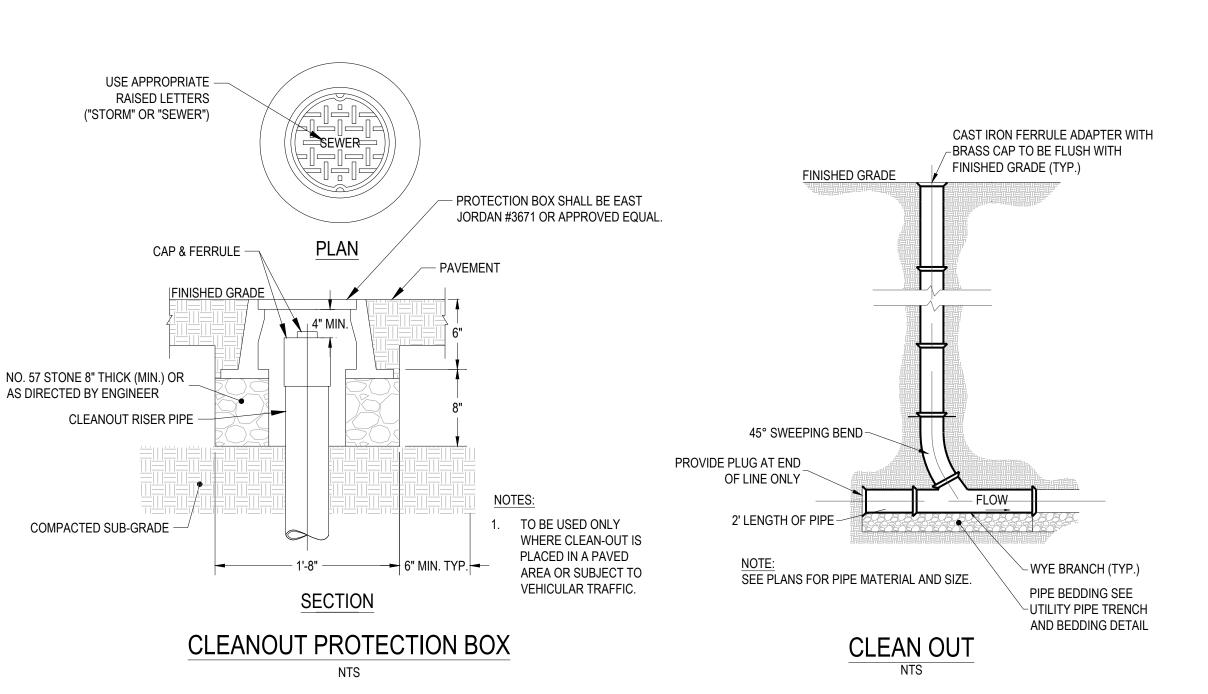
DI PIPE							
ZONE	DEPTH / SOIL MATERIAL						
FINAL BACKFILL	CLASS I-V*						
INITIAL BACKFILL	DEPTH = D/2** CLASS I, II, AND III (APPROX. 90% STANDARD PROCTOR PER AASHTO T-99)*						
HAUNCHING	DEPTH = D/2** CLASS I, II, AND III*						
BEDDING	MINIMUM DEPTH = 4" CLASS I, II, AND III*						

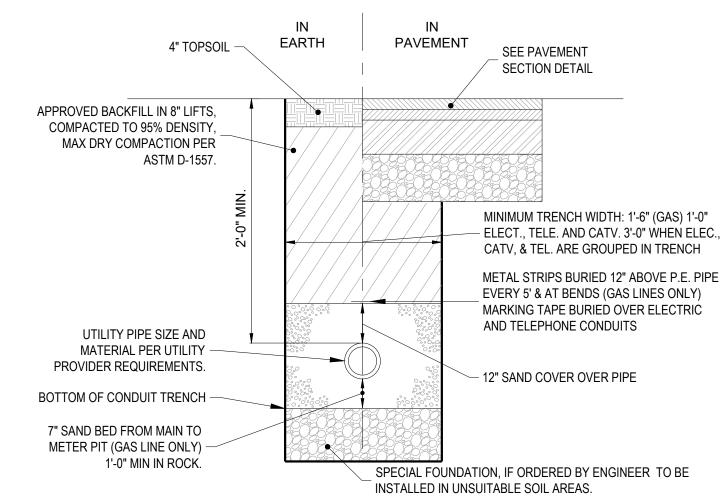
CLASS I, II, AND III *SEE TABLE 1 FOR SPECIFICATIONS ON SOIL MATERIALS

** D = PIPE DIAMETER

*** MEASURED FROM TOP OF PIPE TO BOTTOM OF FLEXIBLE PAVEMENT OR TO TOP OF RIGID

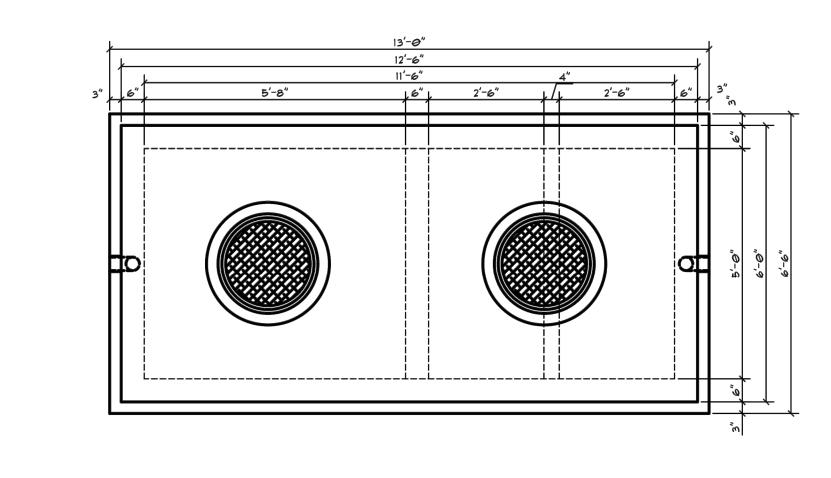
UTILITY PIPE TRENCH AND BEDDING

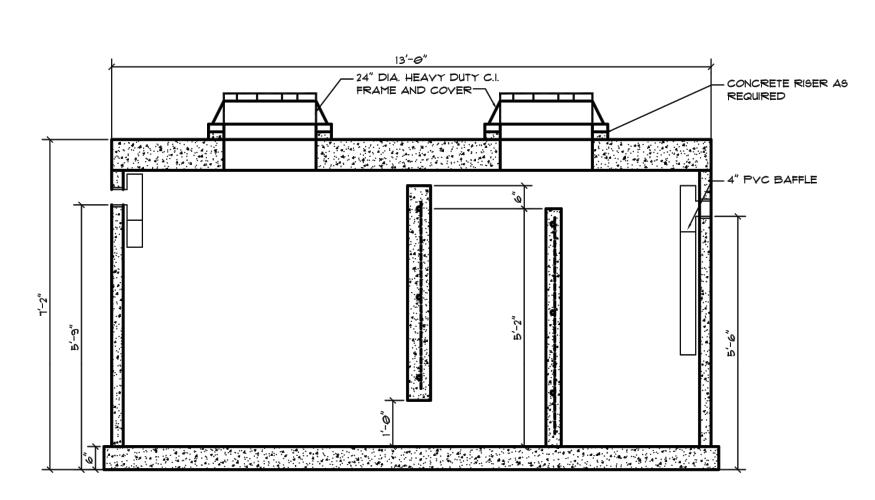




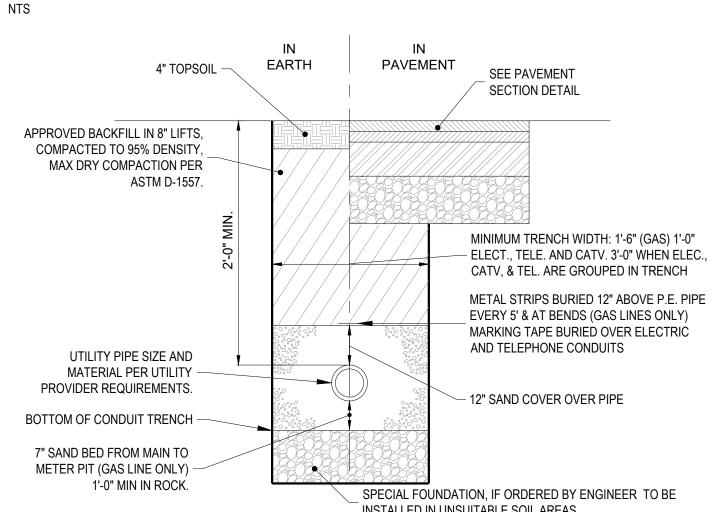
1. CONTRACTOR TO VERIFY SPECIFIC REQUIREMENTS WITH UTILITY PROVIDERS PRIOR TO BEGINNING CONSTRUCTION.

DRY UTILITY TRENCH





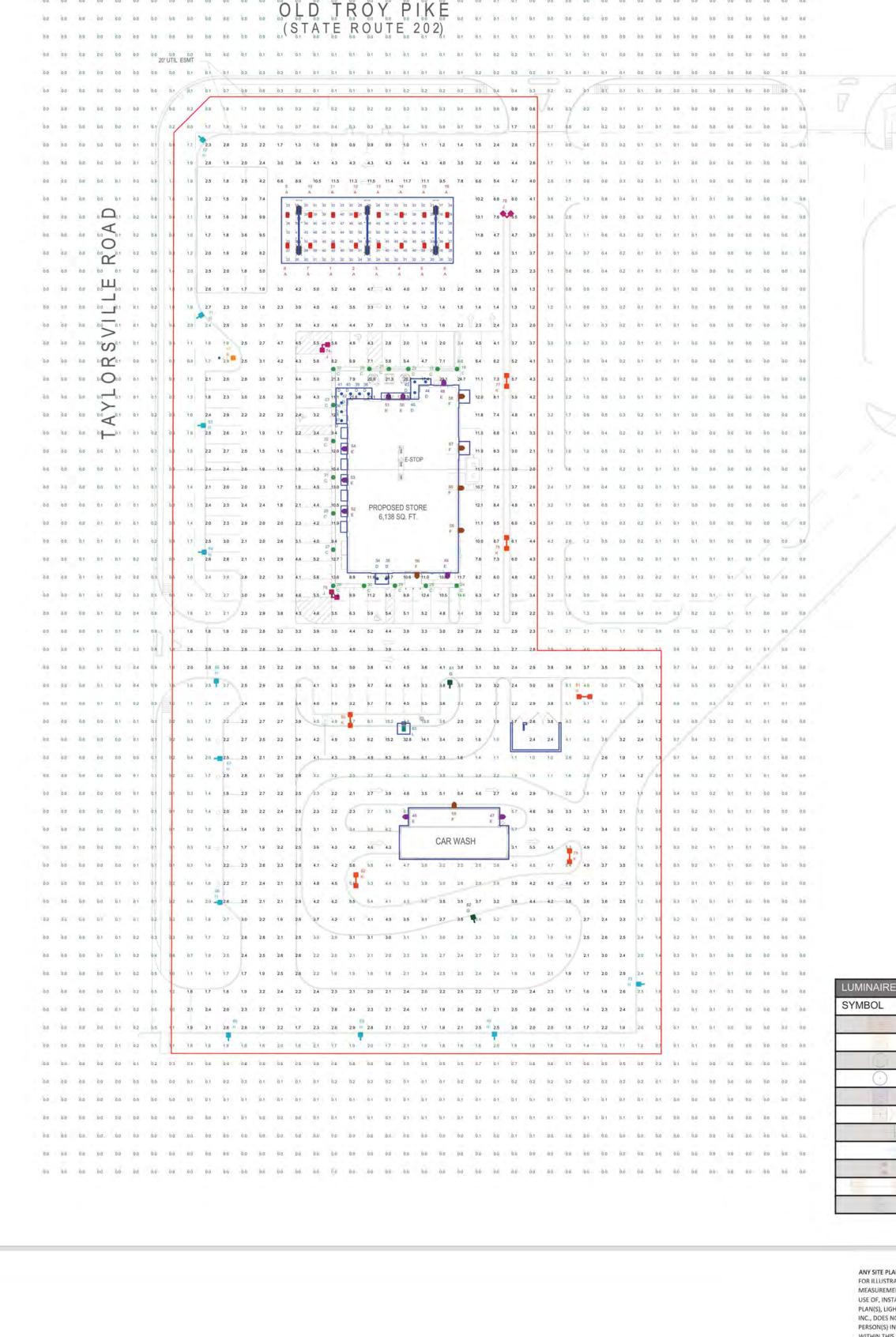
PRECAST CONCRETE 2000 GALLON GREASE INTERCEPTOR SCALE: NO SCALE



UTILITY DETAILS

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OWNER REVIEW 04.29.2022 JOB NO.: DESIGN: DRAWN: MST CHECKED: SHEET NO. C6.3



1340 Kemper Meadow Dr, Forest Park, OH 45240

513-574-9500 | redleonard.com

	LOCATION SUI		TU T
JM NO.	LABEL	MTG. HT.	TILT
	A	17.54	5
	A	17.54	5
3	Α	17.54	5
	Α	17.54	5
	Α	17.54	5
6	Α	17.54	5
7	Α	17.54	5
3	Α	17.54	5
9	Α	19.02	5
10	Α	19.02	5
1	Α	19.02	5
12	Α	19.02	5
3	Α	19.02	5
4	Α	19.02	5
5	Α	19.02	5
6	Α	19.02	5
7	В	1	166
8	С	3	0
9	С	3	0
20	С	3	0
1	С	3	0
2	С	3	0
3	С	3	0
24	С	3	0
25	С	3	0
.6	С	3	0
27	С	3	0
28	С	3	0
29	С	3	0
30	С	3	0
1	C	3	0
32	С	3	0
33	C	3	0
34	D	11.33	0
35	D	11.33	0
-	D	11.33	0
36	D	11.33	0
37			_
88	D	11.33	0
39	D	11.33	0
10	D	11.33	0
11	D	11.33	0

LUM NO.	LABEL	MMARY (CONTIN	TILT
42	D	11.33	0
43	D	11.33	0
	D	11.33	
44			0
45	D	11.33	0
46	E	9.33	0
47	E	9.33	0
48	E	9.33	0
49	E	9.33	0
50	E	12	0
51	E	12	0
52	E	12	0
53	E	12	0
54	E	12	0
55	F	12	0
56	F	12	0
57	F	10	0
58	F	10	0
59	F	12	0
60	F	12	0
61	G	23	0
62	G	23	0
63	н	23	0
64	Н	23	0
65	Н	23	0
66	Н	23	0
67	н	23	0
68	Н	23	0
69	н	23	0
70	Н	23	0
71	Н	23	0
72	Н	23	0
73	Н	23	0
74	J	23	0
75	J	23	0
76	J	23	0
77	К	23	0
78	К	23	0
79	К	23	0
80	K	23	0
81	K	23	0
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~			-
82	K	23	0
83	L	11	0

GRAPHIC SCALE

40 80 120 160

THIS SITE IS LOCATED IN A REGION WHERE LIGHTING	IS
REGULATED BY LOCAL ORDINANCES	

FOOTCANDLE LEVELS CAL	CULATED AT GRA	ADE USING	INITIAL LUI	MEN VALUES	
LABEL	AVG	MAX	MIN	AVG/MIN	MAX/MIN
SITE PAVED AREA	3.99	32.8	0.6	6.65	54.67
UNDEFINED	0.53	15.2	0.0	N.A.	N.A.
UNDER CANOPY	35.67	50	15	2.38	3.33

- ALL AREA LIGHTS ON NEW 20 FT. POLE MOUNTED ON 3 FT. CONCRETE BASE

UMINAIRE SCH	EDULE									
YMBOL	QTY	LABEL	ARRANGEMENT	LUMENS	LLF	BUG RATING	WATTS/LUMINAIRE	TOTAL WATTS	MANUFACTURER	CATALOG LOGIC
	16	Α	SINGLE	11213	1.030	B3-U0-G0	99	1584	CREE, INC.	CAN-228-PS-RM-06-E-UL-XX-525-57K
	1	В	SINGLE	11950	1.040	B4-U0-G0	72	72	CREE, INC.	OSQ-ML-B-AA-XX w/PGM-1 + OSQM-B-11L-57K7-N3-UL-NM-XX
101	16	С	SINGLE	1441	1.030	B1-U0-G1	22	352	CREE, INC.	PWY-EDG-3M-P3-02-E-UL-XX-350-57K
0	12	D	SINGLE	484	1.000	N.A.	6.9	82.8	B-K LIGHTING, INC.	BKLT CH-LED-e69-FL-BZP-12 (BY OTHERS)
	9	E	SINGLE	2947	1.030	B1-U0-G1	36	324	CREE, INC.	SEC-EDG-3M-WM-02-E-UL-XX-525
	6	F	SINGLE	5893	1.030	B2-U0-G2	68	408	CREE, INC.	SEC-EDG-3M-WM-04-E-UL-XX-525
	2	G	SINGLE	11174	1.030	B2-U0-G2	72	144	CREE, INC.	OSQ-ML-B-DA-XX + OSQM-B-11L-57K7-4M-UL-NM-XX
	11	Н	SINGLE	8574	1.030	B1-U0-G2	72	792	CREE, INC.	OSQ-ML-B-DA-XX + OSQM-B-11L-57K7-4M-UL-NM-XX-w_OSQ-BLSMF
2	3	J	2 @ 90 DEGREES	11174	1.030	B2-U0-G2	72	432	CREE, INC.	OSQ-ML-B-DA-XX + OSQM-B-11L-57K7-4M-UL-NM-XX
	6	K	BACK-BACK	11174	1.030	B2-U0-G2	72	864	CREE, INC.	OSQ-ML-B-DA-XX + OSQM-B-11L-57K7-4M-UL-NM-XX
	1	L	SINGLE	13946	1.030	B3-U0-G1	132	132	CREE, INC.	BXCT9020&/CAN-228-SL-RM-06-E-UL-XX-700 (BRIGHT RED FINISH, ORDERED SEPARATELY)

DISCLAIMER

ANY SITE PLAN(S), FLOOR PLAN(S), RENDERING(S), LIGHTING LAYOUT(S) AND PHOTOMETRIC PLAN(S) INCLUDING BUT NOT LIMITED TO ANY PROJECT(S) CREATED/PRODUCED BY RED LEONARD ASSOCIATES INC., ARE ONLY INTENDED FOR ILLUSTRATION AND QUOTING PURPOSES ONLY. RED LEONARD ASSOCIATES HAS THE RIGHT TO USE THIRD PARTY LASERS, SCANNERS, AND CAMERAS BUT ACTUAL PROJECT CONDITIONS, DIMENSIONS, AND ACCURACY OF MEASUREMENTS MAY DIFFER FROM THESE OR ANY PARAMETERS. RED LEONARD ASSOCIATES INC. ASSUMES NO LIABILITY FOR WHAT IS CREATED/PRODUCED IN THESE RECREATIONS. THIS INCLUDES BUT IS NOT LIMITED TO THE USE OF, INSTALLATION OF AND/OR INTEGRITY OF EXISTING BUILDING(S), SURROUNDING AREA FOR PRODUCT(S) SUCH AS EXISTING POLE(S), ANCHOR BOLT(S), BASE(S), ARCHITECTURAL AND SIGNAGE STRUCTURE(S), LANDSCAPING PLAN(S), LIGHTING PLAN(S), FIXTURE SELECTION(S) AND PLACEMENT, MATERIAL(S), COLOR ACCURACY, TEXTURE(S), AND ANYTHING ATTRIBUTED TO PHOTO REALISM THAT IS CREATED. FURTHERMORE, RED LEONARD ASSOCIATES INC., DOES NOT ASSUME LIABILITY WHATSOEVER FOR ANY PURCHASES MADE BY CLIENT BEFORE, DURING, OR AT THE CONCLUSION OF THE PUBLISHED WORK. THE CUSTOMER, ITS RELATIVE AFFILIATES, AS WELL AS ANY OTHER PERSON(S) IN VIEWING OF THIS PRODUCT IS RESPONSIBLE FOR VERIFYING COMPILANCE WITH ANY BUT NOT LIMITED TO ALL CODES, PERMITS, RESTRICTIONS, INSTRUCTIONS, PURCHASES, AND INSTALLATIONS OF OBJECTS VIEWED WITHIN THIS DOCUMENT(S) OR PROJECT(S). SYMBOLS ARE NOT DRAWN TO SCALE. SIZE IS FOR CLARITY PURPOSES ONLY. SIZES AND DIMENSIONS ARE APPROXIMATE, ACTUAL MEASUREMENTS MAY VARY. DRAWINGS ARE NOT INTENDED FOR ENGINEERING OR CONSTRUCTION USE. THIS DOCUMENT, ANY RED LEONARD DRAWING(S), OR PROJECT(S) IS NOT TO BE USED AND/OR INTENDED FOR INSUFFICIENT LIGHTING DURING AN EMERGENCY EVENT. ANY USE OF THIS DOCUMENTATION AND/OR OTHER ARTICLES PRODUCED BY RED LEONARD WITHOUT WRITTEN AUTHORIZATION FROM JAYME J. LEONARD IS STRICTLY PROHIBITED.

SCALE: LAYOUT BY:
1" = 40' DAR

DWG SIZE: DATE:
D 4/5/22

HUBER HEIGHTS, OH

DRAWING NUMBER:

RL-7986-S1

PROJECT NAME:

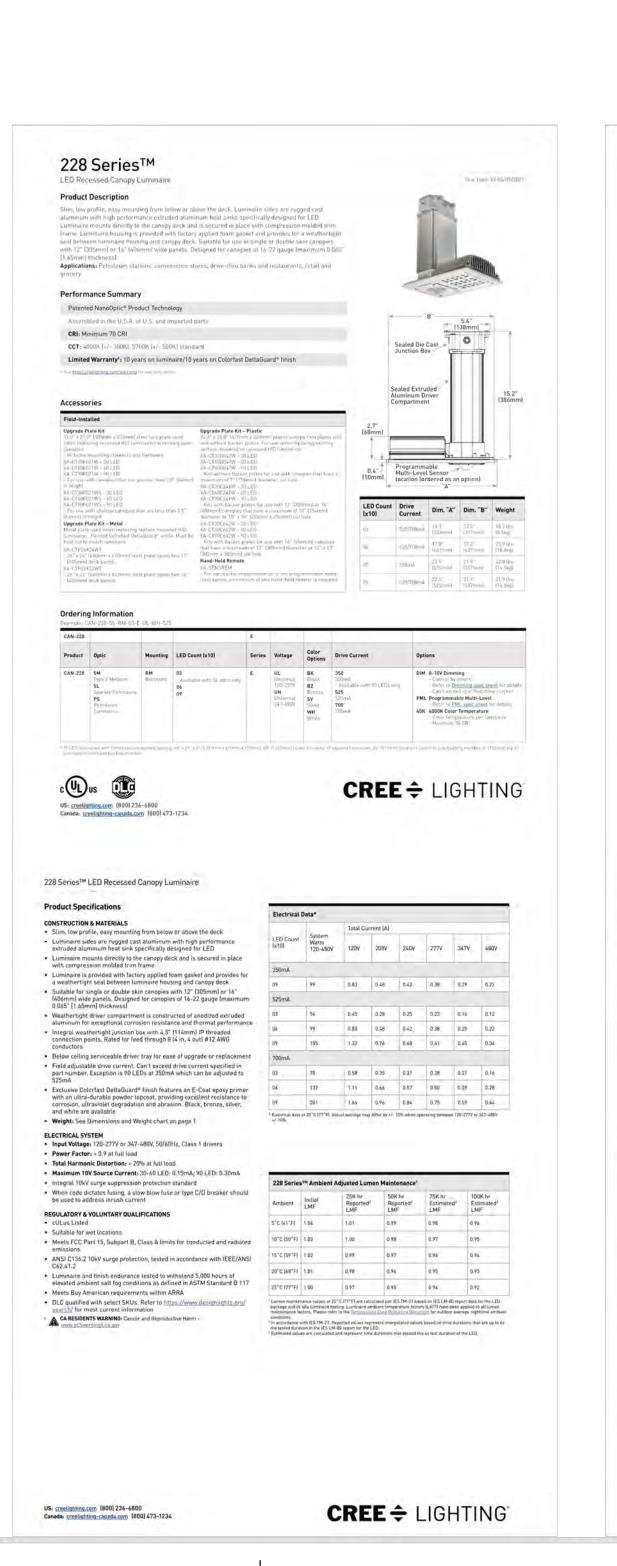
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	W W W . CESOINC.COM											
REVISION DESCRIPTION	MAJOR SITE PLAN - 1ST SUBMITTAL	 MAJOR SITE PLAN - 2ND SUBMITTAL 	•	•		•	•	•	•	•	•	•
DATE	04/29/2022	06/03/2022										
	•	•	•	•	•	•	•	•	•	•	•	•

SKILKEN | GOLD REAL ESTATE DEVELOPMENT SHEETZ

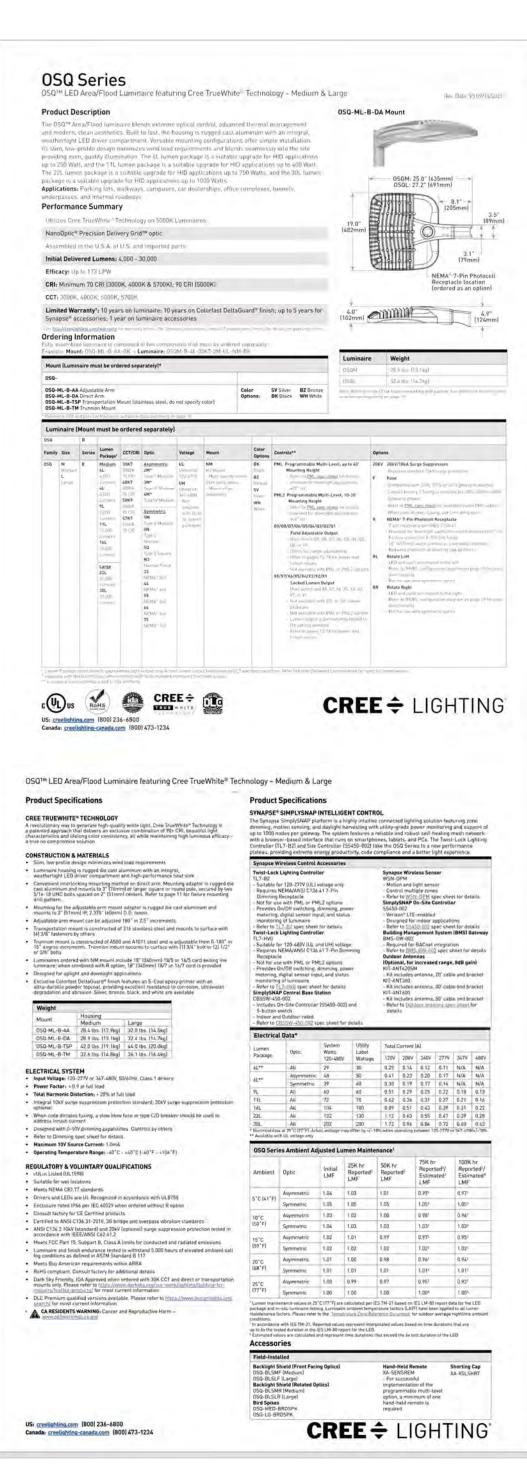
PHOTOMETRIC PLAN

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VIEW
22
760396
MST
MST
BJH
IO.



OTY LABEL DESCRIPTION

CANOPY 16 A CAN-228-PS-RM-06-E-UL-XX-525-57K



QTY LABEL DESCRIPTION

OSO-BLSMF

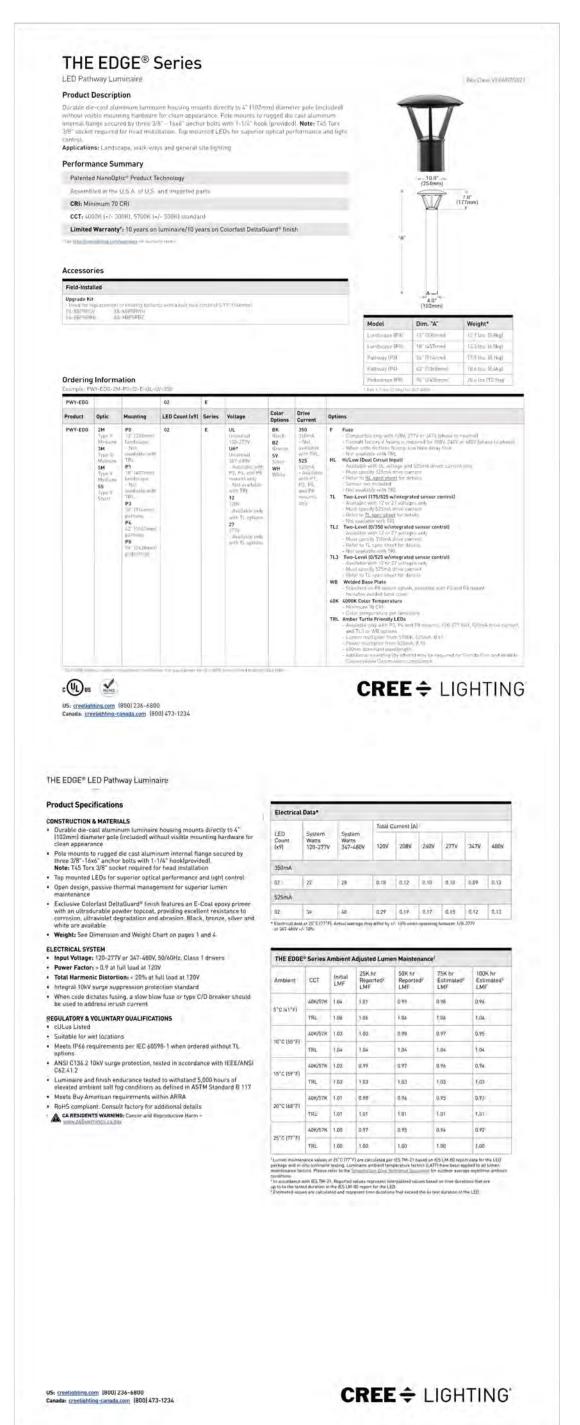
1 B OSQ-ML-B-AA-XX W/PGM-1 + OSQM-B-11L-57K7-N3-UL-

OSQ-ML-B-DA-XX + OSQM-B-11L-57K7-4M-UL-NM-XX

OSQ-ML-B-DA-XX + OSQM-B-11L-57K7-4M-UL-NM-XX

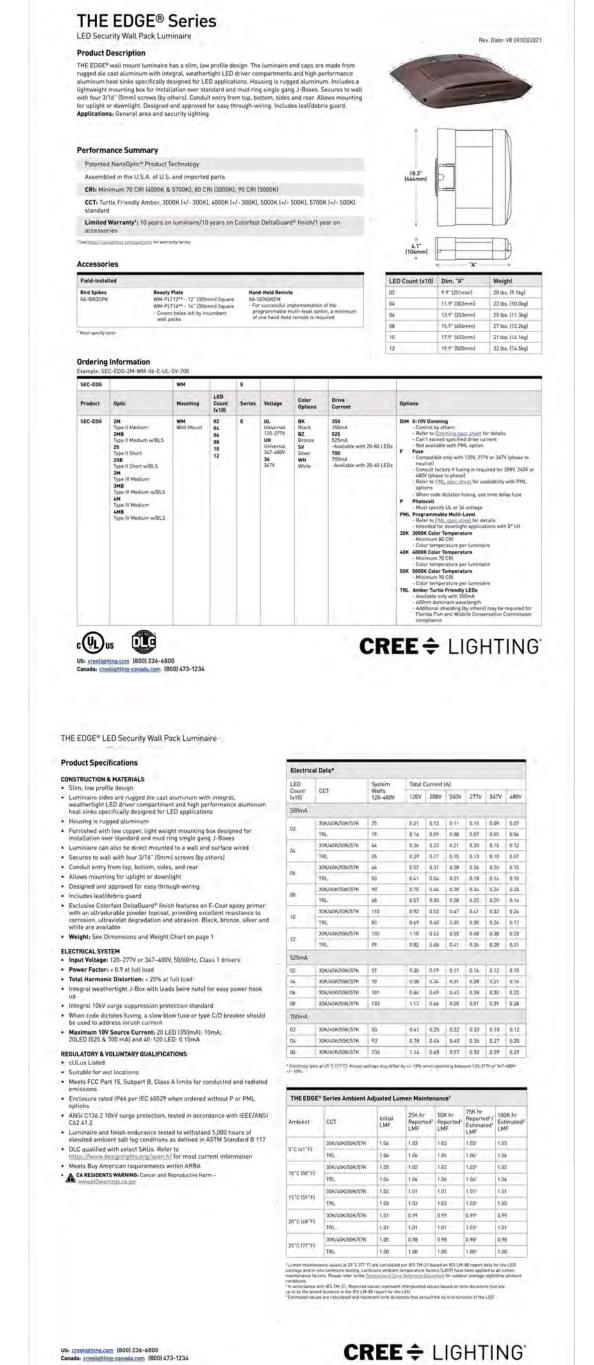
K OSQ-ML-B-DA-XX + OSQM-B-11L-57K7-4M-UL-NM-XX

OSQ-ML-B-DA-XX + OSQM-B-11L-57K7-4M-UL-NM-XX-W_



QTY LABEL DESCRIPTION

16 C PWY-EDG-3M-P3-02-E-UL-XX-350-57K



QTY LABEL DESCRIPTION

6 F SEC-EDG-3M-WM-04-E-UL-XX-525

WALL MOUNTED 9 E SEC-EDG-3M-WM-02-E-UL-XX-525

REDLEONARD
ASSOCIATES

1340 Kemper Meadow Dr, Forest Park, OH 45240

513-574-9500 ∣ redleonard.com

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HUBER HEIGHTS, OH
DRAWING NUMBER:
RL-7986-S1

PROJECT NAME:

CESO

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REVISION DESCRIPTION	MAJOR SITE PLAN - 1ST SUBMITTAL	MAJOR SITE PLAN - 2ND SUBMITTAL	•	•	•	•	•	•	•	•	•
DATE	04/29/2022	06/03/2022									
NO.	-	2	•	•	•	•	•	•	•	•	•

SHEETZ

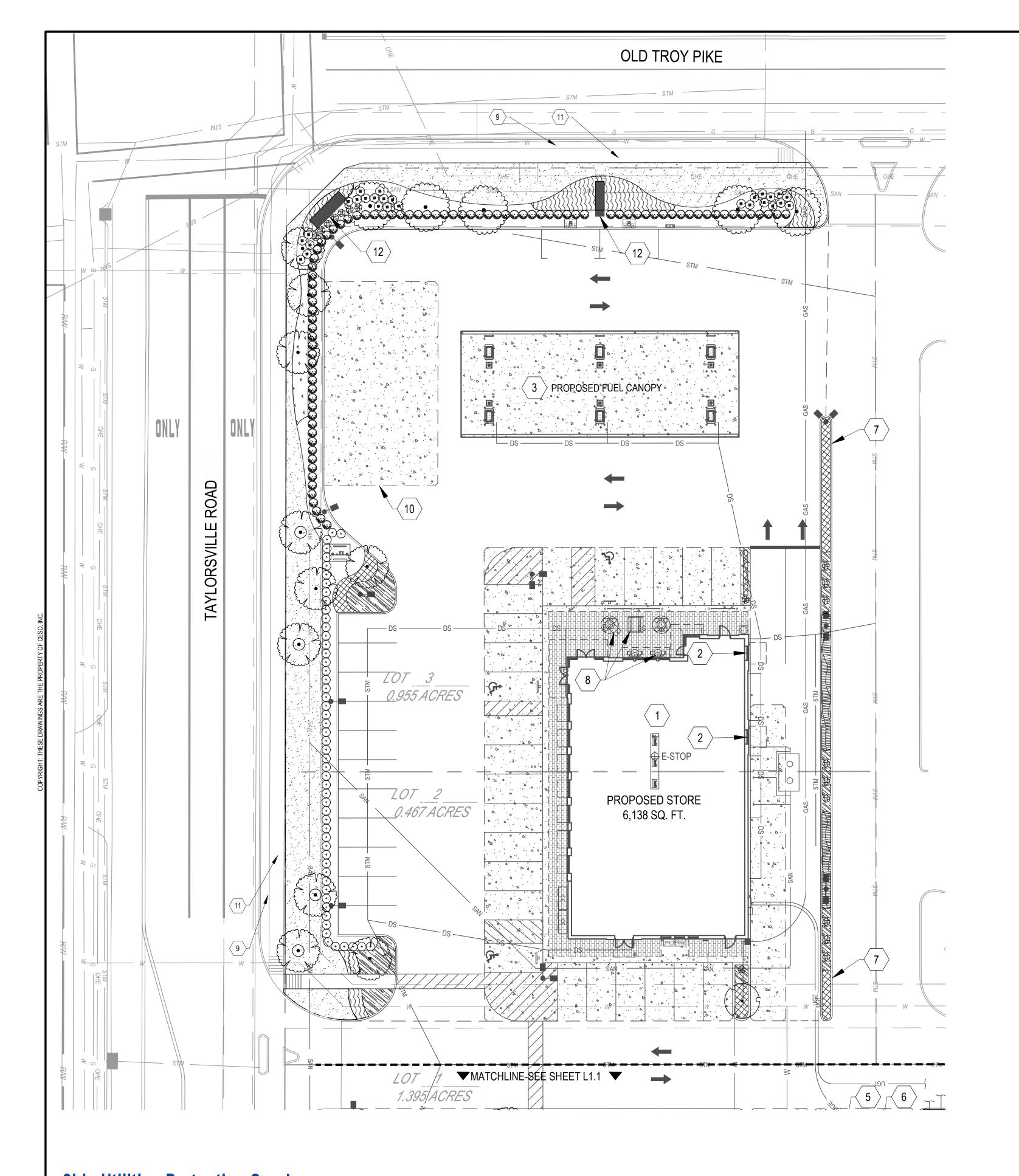
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KILKEN

PHOTOMETRIC DETAILS

ISSUE:						
OWNER REVIEW						
DATE:	0					
04.29.202	Ζ					
IOB NO.:	760396					
DESIGN:	MST					
DRAWN:	MST					
CHECKED:	BJH					
SHEET NO).					
C7.1						



LEGEND

PROPOSED BRICK PAVERS (REFER TO ARCHITECTURAL PLANS)

PROPOSED REINFORCED STANDARD-DUTY CONCRETE PAVEMENT

BUILDING CONCRETE CURB PAVEMENT TRANSITION

CODED NOTES:

- 1. PROPOSED 6,138 SF STORE. REFER TO ARCHITECTURAL PLANS.
- 2. PROPOSED DRIVE-THRU WINDOW.
- 3. PROPOSED SIX (6) DISPENSER FUEL CANOPY. REFER TO ARCHITECTURAL PLANS.
- 5. PROPOSED VACUUM STORAGE SHED. REFER TO ARCHITECTURAL PLANS.
- CURBED MEDIAN.
- 8. PROPOSED PATIO SEATING. REFER TO ARCHITECTURAL PLANS.
- 10. EXISTING LANDSCAPE TO REMAIN.
- 12. PROPOSED MONUMENT SIGN.

PLANT SCH	EDULE				
TREES V	QTY	BOTANICAL / COMMON NAME	SIZE	MIN HT / SPR	SPACING
	5	ACER BUERGERIANUM TRIDENT MAPLE	2.5" CAL	10° HT / 5° SPR	AS SHOWN
	5	ACER RUBRUM 'ARMSTRONG' ARMSTRONG RED MAPLE	2.5" CAL	10` HT / 5` SPR	AS SHOWN
	2	PICEA ABIES NORWAY SPRUCE		6` HT	AS SHOWN
· s)	5	PRUNUS SERRULATA 'FIRST BLUSH' FIRST BLUSH CHERRY	1.5" CAL	7` HT / 4` SPR	AS SHOWN
**************************************	51	THUJA OCCIDENTALIS 'SMARAGD' EMERALD GREEN ARBORVITAE		6` HT	4`-0" OC
Mark Comments	32	THUJA STANDISHII X PLICATA 'GREEN GIANT' GREEN GIANT ARBORVITAE		6` HT	10`-0" OC
	21	TILIA CORDATA 'CORZAM' CORZAM LITTLE LEAF LINDEN	2.5" CAL	10` HT / 5` SPR	AS SHOWN
SHRUBS	QTY	BOTANICAL / COMMON NAME	SIZE	MIN HT / SPR	SPACING
Ø	126	ABELIA X 'EDWARD GOUCHER' EDWARD GOUCHER ABELIA		24" HT	3`-0" OC
•	105	ILEX CRENATA JAPANESE HOLLY		24" HT	3`-0" OC
⊕	21	ILEX CRENATA 'PIIIC-I' TM STRAIGHT AND NARROW JAPANESE HOLLY		60" HT	2`-6" O.C.
0	50	JUNIPERUS X PFITZERIANA 'GOLD COAST' GOLD COAST PFITZER JUNIPER		24" HT	3`-0" OC
•	62	PRUNUS LAUROCERASUS 'SCHIPKAENSIS' SCHIPKA ENGLISH LAUREL		24" HT	3`-0" OC
•	55	RHODODENDRON X 'AUTUM BONFIRE' TM AUTUMN BONFIRE ENCORE AZALEA		24" HT	3`-0" OC
SHRUB AREAS	QTY	BOTANICAL / COMMON NAME	SIZE	MIN HT/ SPR	SPACING
Ψ , Ψ ,	128	MISCANTHUS SINENSIS 'MORNING LIGHT' MORNING LIGHT EULALIA GRASS		12" HT	2`-6" OC
	99	PENNISETUM ALOPECUROIDES 'HAMELN' HAMELN FOUNTAIN GRASS		12" HT	2`-0" OC
	302	ROSA X 'MEISENTMIL' TM LEMON DRIFT GROUNDCOVER ROSE		12" HT / SPR	2`-0" OC
GROUND COVERS	QTY	BOTANICAL / COMMON NAME	SIZE	MIN HT / SPR	SPACING
	354	HYPERICUM CALYCINUM CREEPING ST. JOHN'S WORT	1 GAL	6" HT	1`-6" OC
	601	LIRIOPE MUSCARI 'SUPER BLUE' SUPER BLUE LILYTURF	1 GAL	1` HT / SPR	1`-6" OC
100 A	14,628 SF	POA PRATENSIS KENTUCKY BLUEGRASS	SOD		

 ALL PLANT BEDS SHALL CONTAIN A 3" LAYER OF DOUBLE HAMMERED HARDWOOD MULCH CONTRACTOR TO PLACE 4' DIAMETER MULCH RING AROUND ALL TREES IN LAWN

 THE CONTRACTOR SHALL DESIGN, SUPPLY, AND INSTALL IRRIGATION SYSTEM FOR ALL SODDED AND PLANTING AREAS AS SHOWN ON THIS SHEET. DESIGN SHALL BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION

TAYLORSVILLE ROAD (440 LF, NOT INCL DRIVES)

PROPOSED SHRUBS: 128 (NOT INCL ORNAMENTAL GRASSES)

REQUIRED CANOPY TREES (1 PER 35'): 13

PROPOSED CANOPY TREES: 13 REQUIRED SHRUBS (10 PER 35'): 126

REQUIRED WIDTH: 10' PROPOSED WIDTH: 12.5' TO 18'

LANDSCAPE REQUIREMENTS

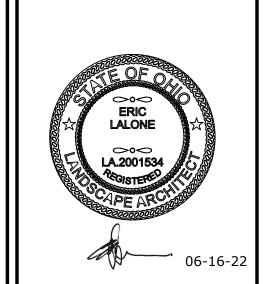
REQUIRED WIDTH: 10'

PROPOSED WIDTH: 20.4' REQUIRED CANOPY TREES (1 PER 35'): 5 PROPOSED CANOPY TREES: 5 REQUIRED SHRUBS (10 PER 35'): 50 PROPOSED SHRUBS: 73 (NOT INCL ORNAMENTAL GRASSES)

PARKING LOT INTERIOR REQUIREMENTS
REQUIRED PERCENTAGE PERVIOUS AREA: 4 PROPOSED PERCENTAGE PERVIOUS AREA: 10 TERMINAL ISLAND PLANTING
REQUIRED COVERING OTHER THAN SOD: 75%

PROPOSED COVERING OTHER THAN SOD: 100% SIDE YARD SCREENING REQUIRED MINIMUM HEIGHT: 6

PROPOSED MINIMUM HEIGHT: 6'



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SKILKEN (

PLANTING PLAN

ISSUE: OWNER REVIEW								
DATE: 04.29.2022								
JOB N	10.:		760396					
DESIG	GN:	EAB						
DRAV	VN:	EAB						
CHEC	CKED:	CJC						

SHEET NO.

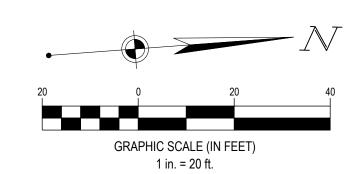
Ohio Utilities Protection Service



FORTY-EIGHT (48) HOURS BEFORE DIGGING IS TO COMMENCE, THE CONTRACTORS SHALL NOTIFY THE FOLLOWING AGENCIES: OHIO UTILITIES PROTECTION SERVICE AT 811 OR 1 (800) 362-2764 AND ALL OTHER AGENCIES WHICH MIGHT HAVE

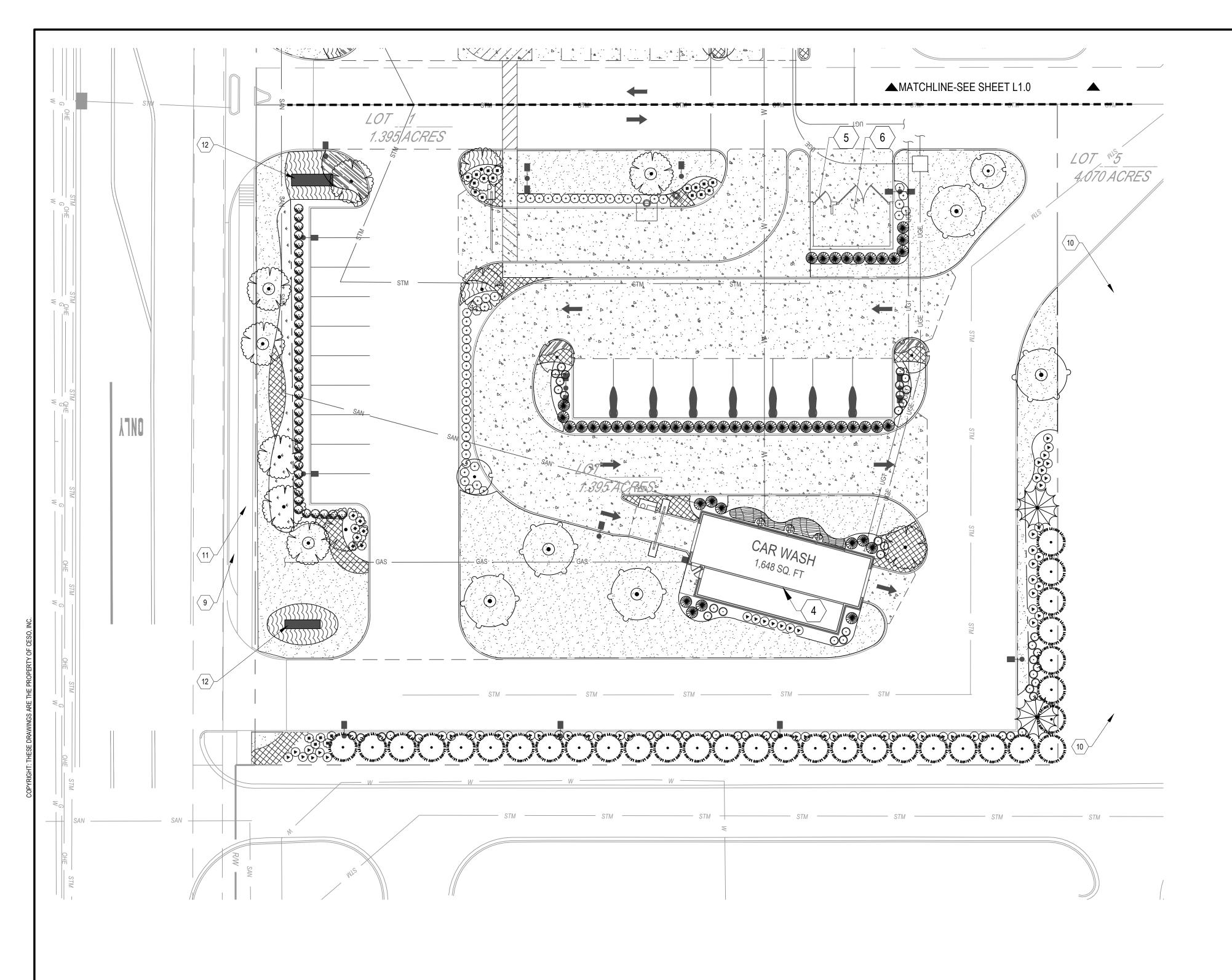
UNDERGROUND UTILITIES INVOLVING THIS PROJECT AND ARE NONMEMBERS OF

OHIO UTILITIES PROTECTION SERVICE



EDGE OF PAVEMENT / WALK SIGN 6" BOLLARD AIR MACHINE UNDERGROUND FUEL TANK VENT PAD VACUUM GREASE TANK, REFER TO PLUMBING PLANS PROPANE LOCKERS ICE MERCHANDISER SITE LIGHTING

- 4. PROPOSED 1,648 SF CAR WASH BUILDING. REFER TO ARCHITECTURAL PLANS.
- 6. PROPOSED DUMPSTER ENCLOSURE AND PAD. SEE DETAIL ON SHEET C6.1.
- 9. EXISTING TURF TO REMAIN.
- 11. EXISTING SIDEWALK TO REMAIN.





- 1. PROPOSED 6,138 SF STORE. REFER TO ARCHITECTURAL PLANS.
- PROPOSED DRIVE-THRU WINDOW.
- 3. PROPOSED SIX (6) DISPENSER FUEL CANOPY. REFER TO ARCHITECTURAL PLANS.
- 4. PROPOSED 1,648 SF CAR WASH BUILDING. REFER TO ARCHITECTURAL PLANS.
- 5. PROPOSED VACUUM STORAGE SHED. REFER TO ARCHITECTURAL PLANS.
- 6. PROPOSED DUMPSTER ENCLOSURE AND PAD. SEE DETAIL ON SHEET C6.1.
- CURBED MEDIAN.

Ohio Utilities Protection Service

before you dig

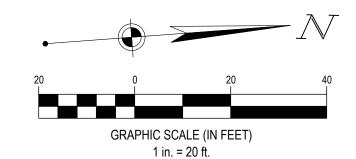
OHIO UTILITIES PROTECTION SERVICE

FORTY-EIGHT (48) HOURS BEFORE DIGGING IS TO COMMENCE, THE CONTRACTORS

SHALL NOTIFY THE FOLLOWING AGENCIES: OHIO UTILITIES PROTECTION SERVICE AT 811 OR 1 (800) 362-2764 AND ALL OTHER AGENCIES WHICH MIGHT HAVE

UNDERGROUND UTILITIES INVOLVING THIS PROJECT AND ARE NONMEMBERS OF

- 8. PROPOSED PATIO SEATING. REFER TO ARCHITECTURAL PLANS.
- 9. EXISTING TURF TO REMAIN.
- 10. EXISTING LANDSCAPE TO REMAIN.
- 11. EXISTING SIDEWALK TO REMAIN.
- 12. PROPOSED MONUMENT SIGN.





LEGEND PROPOSED BRICK PAVERS (REFER TO ARCHITECTURAL PLANS)

PROPOSED REINFORCED STANDARD-DUTY CONCRETE PAVEMENT

BUILDING CONCRETE CURB EDGE OF PAVEMENT / WALK PAVEMENT TRANSITION

6" BOLLARD

AIR MACHINE

UNDERGROUND FUEL TANK VENT PAD

VACUUM

ICE ICE

GREASE TANK,

REFER TO PLUMBING PLANS

PROPANE LOCKERS ICE MERCHANDISER

SITE LIGHTING

PLANT SCHEDULE BOTANICAL / COMMON NAME SIZE MIN HT / SPR SPACING 2.5" CAL 10` HT / 5` SPR AS SHOWN ACER BUERGERIANUM ACER RUBRUM 'ARMSTRONG' 2.5" CAL 10` HT / 5` SPR AS SHOWN ARMSTRONG RED MAPLE NORWAY SPRUCE PRUNUS SERRULATA 'FIRST BLUSH' 1.5" CAL 7` HT / 4` SPR AS SHOWN THUJA OCCIDENTALIS 'SMARAGD EMERALD GREEN ARBORVITAE THUJA STANDISHII X PLICATA 'GREEN GIANT' --- 6` HT 10`-0" OC GREEN GIANT ARBORVITAE TILIA CORDATA 'CORZAM' 2.5" CAL 10` HT / 5` SPR AS SHOWN CORZAM LITTLE LEAF LINDEN BOTANICAL / COMMON NAME SIZE MIN HT / SPR SPACING **③** ABELIA X 'EDWARD GOUCHER 24" HT EDWARD GOUCHER ABELIA JAPANESE HOLLY ILEX CRENATA 'PIIIC-I' TM STRAIGHT AND NARROW JAPANESE HOLLY JUNIPERUS X PFITZERIANA 'GOLD COAST' ---PRUNUS LAUROCERASUS 'SCHIPKAENSIS' SCHIPKA ENGLISH LAUREL AUTUMN BONFIRE ENCORE AZALEA SHRUB AREAS BOTANICAL / COMMON NAME SIZE MIN HT/ SPR SPACING MORNING LIGHT EULALIA GRASS PENNISETUM ALOPECUROIDES 'HAMELN' 12" HT 2`-0" OC HAMELN FOUNTAIN GRASS ROSA X 'MEISENTMIL' TM --- 12" HT / SPR 2`-0" OC LEMON DRIFT GROUNDCOVER ROSE GROUND COVERS QTY BOTANICAL / COMMON NAME SIZE MIN HT / SPR SPACING



HYPERICUM CALYCINUM CREEPING ST. JOHN'S WORT

1 GAL 1` HT / SPR 1`-6" OC

TAYLORSVILLE ROAD (440 LF, NOT INCL DRIVES)

REQUIRED WIDTH: 10'



14,628 SF POA PRATENSIS KENTUCKY BLUEGRASS

LIRIOPE MUSCARI 'SUPER BLUE'

SUPER BLUE LILYTURF

 ALL PLANT BEDS SHALL CONTAIN A 3" LAYER OF DOUBLE HAMMERED HARDWOOD MULCH CONTRACTOR TO PLACE 4' DIAMETER MULCH RING AROUND ALL TREES IN LAWN

IRRIGATION

 THE CONTRACTOR SHALL DESIGN, SUPPLY, AND INSTALL IRRIGATION SYSTEM FOR ALL SODDED AND PLANTING AREAS AS SHOWN ON THIS SHEET. DESIGN SHALL BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION

LANDSCAPE REQUIREMENTS

PARKING BUFFERS ALONG PUBLIC RIGHTS-OF WAY OLD TROY PIKE (175 LF, NOT INCL DRIVES) REQUIRED WIDTH: 10' PROPOSED WIDTH: 20.4' REQUIRED CANOPY TREES (1 PER 35'): 5

PROPOSED WIDTH: 12.5' TO 18' REQUIRED CANOPY TREES (1 PER 35'): 13 PROPOSED CANOPY TREES: 13 PROPOSED CANOPY TREES: 5 REQUIRED SHRUBS (10 PER 35'): 50 REQUIRED SHRUBS (10 PER 35'): 126 PROPOSED SHRUBS: 73 (NOT INCL ORNAMENTAL GRASSES) PROPOSED SHRUBS: 128 (NOT INCL ORNAMENTAL GRASSES)

PROPOSED PERCENTAGE PERVIOUS AREA: 10

TERMINAL ISLAND PLANTING REQUIRED COVERING OTHER THAN SOD: 75% PROPOSED COVERING OTHER THAN SOD: 100%

> SIDE YARD SCREENING REQUIRED MINIMUM HEIGHT: 6' PROPOSED MINIMUM HEIGHT: 6'



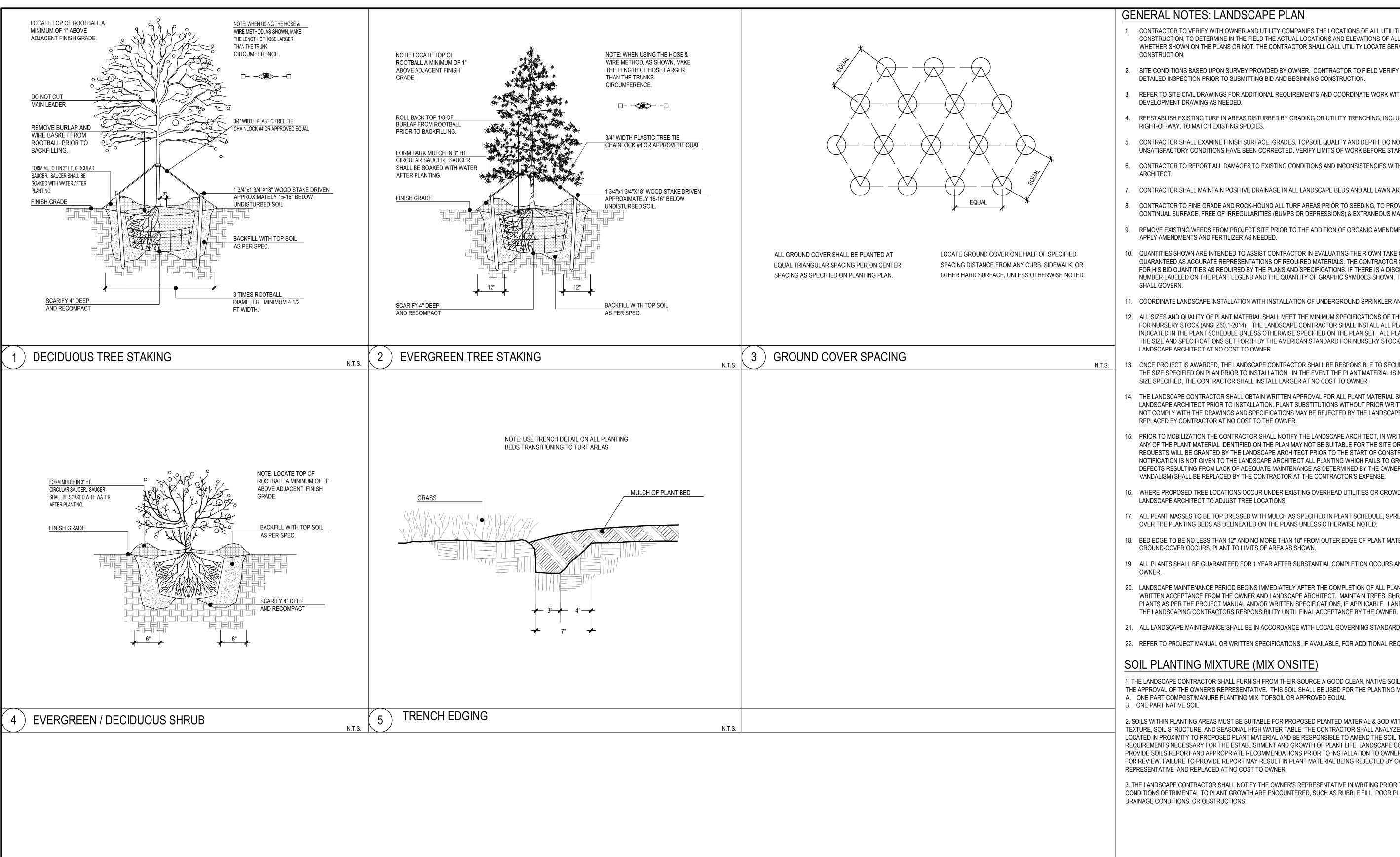
REVISION DESCRIPTION	MAJOR SITE PLAN - 1ST SUBMITTAL	MAJOR SITE PLAN - 2ND SUBMITTAL	•	•	•	•	•	•	•	•	•	•
DATE	04/29/2022	06/03/2022										
NO.	-	2	•	•	•	•	•	•	•	•	•	•



PLANTING PLAN

OWNER REVIEW 04.29.2022 JOB NO.: DESIGN: EAB DRAWN: EAB CHECKED: CJC

SHEET NO.



GENERAL NOTES: LANDSCAPE PLAN

- CONTRACTOR TO VERIFY WITH OWNER AND UTILITY COMPANIES THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION, TO DETERMINE IN THE FIELD THE ACTUAL LOCATIONS AND ELEVATIONS OF ALL EXISTING UTILITIES, WHETHER SHOWN ON THE PLANS OR NOT. THE CONTRACTOR SHALL CALL UTILITY LOCATE SERVICE 72 HOURS PRIOR TO CONSTRUCTION.
- SITE CONDITIONS BASED UPON SURVEY PROVIDED BY OWNER. CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS BY DETAILED INSPECTION PRIOR TO SUBMITTING BID AND BEGINNING CONSTRUCTION.
- REFER TO SITE CIVIL DRAWINGS FOR ADDITIONAL REQUIREMENTS AND COORDINATE WORK WITH OTHER SITE RELATED DEVELOPMENT DRAWING AS NEEDED.
- REESTABLISH EXISTING TURF IN AREAS DISTURBED BY GRADING OR UTILITY TRENCHING, INCLUDING AREAS IN
- CONTRACTOR SHALL EXAMINE FINISH SURFACE, GRADES, TOPSOIL QUALITY AND DEPTH. DO NOT START ANY WORK UNTIL UNSATISFACTORY CONDITIONS HAVE BEEN CORRECTED. VERIFY LIMITS OF WORK BEFORE STARTING.
- 6. CONTRACTOR TO REPORT ALL DAMAGES TO EXISTING CONDITIONS AND INCONSISTENCIES WITH PLANS TO LANDSCAPE
- CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE IN ALL LANDSCAPE BEDS AND ALL LAWN AREAS.
- CONTRACTOR TO FINE GRADE AND ROCK-HOUND ALL TURF AREAS PRIOR TO SEEDING, TO PROVIDE A SMOOTH AND CONTINUAL SURFACE, FREE OF IRREGULARITIES (BUMPS OR DEPRESSIONS) & EXTRANEOUS MATERIAL OR DEBRIS.
- 9. REMOVE EXISTING WEEDS FROM PROJECT SITE PRIOR TO THE ADDITION OF ORGANIC AMENDMENTS AND FERTILIZER. APPLY AMENDMENTS AND FERTILIZER AS NEEDED.
- 10. QUANTITIES SHOWN ARE INTENDED TO ASSIST CONTRACTOR IN EVALUATING THEIR OWN TAKE OFFS AND ARE NOT GUARANTEED AS ACCURATE REPRESENTATIONS OF REQUIRED MATERIALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS BID QUANTITIES AS REQUIRED BY THE PLANS AND SPECIFICATIONS. IF THERE IS A DISCREPANCY BETWEEN THE NUMBER LABELED ON THE PLANT LEGEND AND THE QUANTITY OF GRAPHIC SYMBOLS SHOWN, THE GREATER QUANTITY SHALL GOVERN.
- 11. COORDINATE LANDSCAPE INSTALLATION WITH INSTALLATION OF UNDERGROUND SPRINKLER AND DRAINAGE SYSTEMS.
- 12. ALL SIZES AND QUALITY OF PLANT MATERIAL SHALL MEET THE MINIMUM SPECIFICATIONS OF THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014). THE LANDSCAPE CONTRACTOR SHALL INSTALL ALL PLANT MATERIAL IN SIZE AS INDICATED IN THE PLANT SCHEDULE UNLESS OTHERWISE SPECIFIED ON THE PLAN SET. ALL PLANTS THAT DO NOT MEET THE SIZE AND SPECIFICATIONS SET FORTH BY THE AMERICAN STANDARD FOR NURSERY STOCK WILL BE REJECTED BY LANDSCAPE ARCHITECT AT NO COST TO OWNER.
- 13. ONCE PROJECT IS AWARDED, THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE TO SECURE ALL PLANT MATERIAL IN THE SIZE SPECIFIED ON PLAN PRIOR TO INSTALLATION. IN THE EVENT THE PLANT MATERIAL IS NOT AVAILABLE IN THE SIZE SPECIFIED, THE CONTRACTOR SHALL INSTALL LARGER AT NO COST TO OWNER.
- 14. THE LANDSCAPE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FOR ALL PLANT MATERIAL SUBSTITUTIONS FROM THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. PLANT SUBSTITUTIONS WITHOUT PRIOR WRITTEN APPROVAL THAT DO NOT COMPLY WITH THE DRAWINGS AND SPECIFICATIONS MAY BE REJECTED BY THE LANDSCAPE ARCHITECT AND REPLACED BY CONTRACTOR AT NO COST TO THE OWNER.
- 15. PRIOR TO MOBILIZATION THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT, IN WRITING, IF HE/SHE BELIEVES ANY OF THE PLANT MATERIAL IDENTIFIED ON THE PLAN MAY NOT BE SUITABLE FOR THE SITE OR MAY DIE. SUBSTITUTION REQUESTS WILL BE GRANTED BY THE LANDSCAPE ARCHITECT PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. IF NOTIFICATION IS NOT GIVEN TO THE LANDSCAPE ARCHITECT ALL PLANTING WHICH FAILS TO GROW (EXCEPT FOR DEFECTS RESULTING FROM LACK OF ADEQUATE MAINTENANCE AS DETERMINED BY THE OWNER, NEGLECT, OR VANDALISM) SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
- 16. WHERE PROPOSED TREE LOCATIONS OCCUR UNDER EXISTING OVERHEAD UTILITIES OR CROWD EXISTING TREES, NOTIFY LANDSCAPE ARCHITECT TO ADJUST TREE LOCATIONS.
- 17. ALL PLANT MASSES TO BE TOP DRESSED WITH MULCH AS SPECIFIED IN PLANT SCHEDULE, SPREAD UNIFORMLY IN DEPTH OVER THE PLANTING BEDS AS DELINEATED ON THE PLANS UNLESS OTHERWISE NOTED.
- 18. BED EDGE TO BE NO LESS THAN 12" AND NO MORE THAN 18" FROM OUTER EDGE OF PLANT MATERIAL BRANCHING. WHERE GROUND-COVER OCCURS, PLANT TO LIMITS OF AREA AS SHOWN.
- 19. ALL PLANTS SHALL BE GUARANTEED FOR 1 YEAR AFTER SUBSTANTIAL COMPLETION OCCURS AND FINAL ACCEPTANCE BY
- 20. LANDSCAPE MAINTENANCE PERIOD BEGINS IMMEDIATELY AFTER THE COMPLETION OF ALL PLANTING OPERATIONS AND WRITTEN ACCEPTANCE FROM THE OWNER AND LANDSCAPE ARCHITECT. MAINTAIN TREES, SHRUBS, LAWNS, AND OTHER PLANTS AS PER THE PROJECT MANUAL AND/OR WRITTEN SPECIFICATIONS, IF APPLICABLE. LANDSCAPE MAINTENANCE IS
- 21. ALL LANDSCAPE MAINTENANCE SHALL BE IN ACCORDANCE WITH LOCAL GOVERNING STANDARDS.
- 22. REFER TO PROJECT MANUAL OR WRITTEN SPECIFICATIONS, IF AVAILABLE, FOR ADDITIONAL REQUIREMENTS.

SOIL PLANTING MIXTURE (MIX ONSITE)

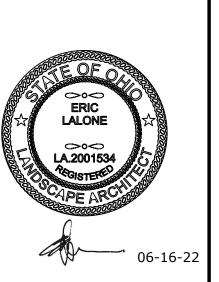
1. THE LANDSCAPE CONTRACTOR SHALL FURNISH FROM THEIR SOURCE A GOOD CLEAN, NATIVE SOIL WHICH SHALL MEET THE APPROVAL OF THE OWNER'S REPRESENTATIVE. THIS SOIL SHALL BE USED FOR THE PLANTING MIXTURE AS FOLLOWS: A. ONE PART COMPOST/MANURE PLANTING MIX. TOPSOIL OR APPROVED EQUAL B. ONE PART NATIVE SOIL

2. SOILS WITHIN PLANTING AREAS MUST BE SUITABLE FOR PROPOSED PLANTED MATERIAL & SOD WITH REGARD TO: ph, SOIL TEXTURE, SOIL STRUCTURE, AND SEASONAL HIGH WATER TABLE. THE CONTRACTOR SHALL ANALYZE EXISTING SOILS LOCATED IN PROXIMITY TO PROPOSED PLANT MATERIAL AND BE RESPONSIBLE TO AMEND THE SOIL TO OBTAIN ESSENTIAL REQUIREMENTS NECESSARY FOR THE ESTABLISHMENT AND GROWTH OF PLANT LIFE. LANDSCAPE CONTRACTOR TO PROVIDE SOILS REPORT AND APPROPRIATE RECOMMENDATIONS PRIOR TO INSTALLATION TO OWNER'S REPRESENTATIVE FOR REVIEW. FAILURE TO PROVIDE REPORT MAY RESULT IN PLANT MATERIAL BEING REJECTED BY OWNER'S REPRESENTATIVE AND REPLACED AT NO COST TO OWNER.

3. THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE IN WRITING PRIOR TO PLANTING, WHEN CONDITIONS DETRIMENTAL TO PLANT GROWTH ARE ENCOUNTERED, SUCH AS RUBBLE FILL, POOR PLANTING SOIL, ADVERSE DRAINAGE CONDITIONS, OR OBSTRUCTIONS.



	DATE 04/29/2022 06/03/2022	REVISION DESCRIPTION MAJOR SITE PLAN - 1ST SUBMITTAL MAJOR SITE PLAN - 2ND SUBMITTAL
. 		



PLANT DETAILS & NOTES

ISSUE: OWNER REVIEW DATE: 04.29.2022 JOB NO.: DESIGN: EAB DRAWN: EAB CHECKED: CJC SHEET NO.

L2.0



Huber Heights Fire Division

Inspections require two business days advance notice! (OAC)1301:7-7-09(A)(5)

Occupancy Nar	ne:	Broad Reach Development - Sheetz							
Occupancy Ado	lress:	Old Troy Pike & Taylorsville Road							
Type of Permit:		HHP&D Site Plan							
Additional Perm	nits:	Choose an item.							
Additional Perm	nits:	Choose an item.							
MCBR BLD:	Not Ye	et Assigned	HH P&D:						
MCBR MEC:		-	HHFD Plan:	22-088					
MCBR ELE:			HHFD Box:						
REVIEWER:	Suson	ıa	DATE:	5/17/2022					

Fire Department Comments:

The Huber Heights City Code Part 15 Refers to Fire Code Requirements and has adopted by reference OFC and IFC Appendices

These comments are based only on the proposed site work, fire department access and basic fire protection concept at this time. A full plan review of the building systems, fire protection, egress and life safety will need to be conducted once the architectural plans have been submitted for permit. The proposed development will need to meet the requirements of the Ohio Fire Code 2017, Ohio Building Code 2017, and the Huber Heights Codified Ordinance. Based on the drawings provided the following requirements need to be met.

Requirements: (Site Plan)

- The canopy over fuel pumps shall have a clearance of 13 feet 6 inches or higher for fire apparatus clearance. Ohio Fire Code 503.2.1.
- The turn radius for the first entrance off Old Troy Pike needs to be increased/decreased for Huber Heights Fire apparatus to make turn onto service road. Ohio Fire Code D103.3 and 503.2.4. (Confirm if island is a curbed concrete island or striped pavement.)
- The turn radius to car wash needs to be increased for Huber Heights Fire apparatus to make turn. Ohio Fire Code D103.3 and 503.2.4. (Drawing as shown we would not be able to get apparatus close to building in case of a fire.)
- Fire apparatus access roads will need to comply with OFC 503 as well as the adopted appendices from the OFC (2017) and the Huber Heights Codified

- Ordinance (HHCO) Section 15. (Size of access driveway to car wash needs to be increased for fire department access to and from the building.)
- Hydrants in multi-family and commercial districts shall be placed not more than 300 feet apart, measured on the main and not more than 400 feet from any opening in any building. All new fire hydrants and any existing fire hydrants that are in need of replacement, shall meet the Huber Heights hydrant standard for this district of two (2), five (5) inch diameter steamer nozzles. These steamer nozzles shall have a five (5) inch STORTZ quick connection and one steamer shall have a four (4) inch STORTZ connection approved by the Code Official. Huber Heights Codified Ordinance 1521.06(c). (Hydrants are not shown on drawing.)
- Unobstructed access to fire hydrants shall be maintained at all times. The fire
 department shall not be deterred or hindered from gaining immediate access to
 fire protection equipment or fire hydrants. Ohio Fire Code 507.5.4. (This will
 need to be confirmed once a drawing has been provided showing
 hydrants.)
- A 3-foot (914 mm) clear space shall be maintained around the circumference of fire hydrants except as otherwise required or approved. (No trees, bushes, plantings, etc.) Ohio Fire Code 507.5.5. (This will need to be confirmed once a drawing has been provided showing hydrants.)

Please reference contact information below for questions or concerns with this document.

Plans reviewed by the Huber Heights Fire Division are reviewed with the intent they comply in <u>ALL</u> respects to this code, as prescribed in <u>SECTION (D) 104.1 of the 2017 Ohio Fire Code</u>. Any omissions or errors on the plans or in this review do not relieve the applicant of complying with <u>ALL</u> applicable requirements of this code. These plans have been reviewed for compliance with the Ohio Fire Code adopted by this jurisdiction. There may be other regulations applicable under local, state, or federal statues and codes, which this department has no authority to enforce and therefore have not been evaluated as part of this plan review.

3601 Rigby Road, Suite 300 Miamisburg, OH 45342 (937) 435-8584 www.cesoinc.com



TRIP GENERATION COMPARISON

TO: Russ Bergman, P.E., City Engineer, City of Huber Heights

CC: Josh Long, P.E., Project Manager, CESO, Inc.

Robert Matko, PE, PS, PTOE, Senior Engineering Manager, CESO, Inc.

Beth Cotner, Project Manager, Skilken Gold

FROM: Taylor Cline, P.E., Lead Project Engineer, CESO, Inc.

DATE: May 26, 2022

SUBJECT: Capacity Analysis for Proposed C-Store Development, City of Huber Heights, Miami

County, Ohio

INTRODUCTION

This memo documents a preliminary analysis on the traffic related impacts associates with the proposed C-Store Development. The purpose of this document is to allow the city to review the changes from the initial Broad Reach Development plan to the proposed development plan.

OVERVIEW

A preliminary transportation impact assessment was prepared by TEC Engineering, Inc. for the proposed Broad Reach Development site located in the northeast quadrant of the intersection of Taylorsville Road and Old Troy Pike within the City of Huber Heights, Miami County, OH.

The proposed multi-use development included a combination of restaurant, retail, and multi-family housing land uses. TEC Engineering evaluated the proposed land uses and sizes identified on the site plan using ITE Land Use Codes to estimate the peak hour generated trips associates with this development. Internal trip capture and pass-by trip capture data was utilized to define the final trip generation for the site including new trips and redirected existing trips.

Based upon conversations with the City of Huber Heights, changes were made to the existing multi-use development to include the substitution of three (3) lots that the proposed C-Store Development will be replacing. Figure 1 below illustrates the proposed location of the C-Store Development.

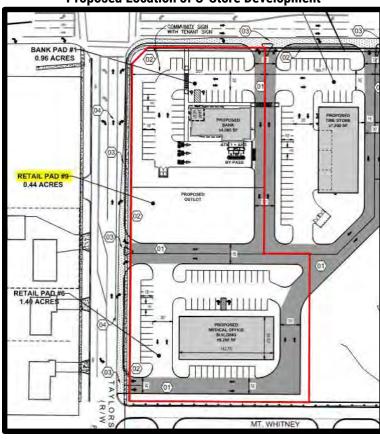


Figure 1
Proposed Location of C-Store Development

The three (3) existing lots consisted of:

- Existing Drive-In Bank occupying approximately 3,500 S.F.
- Existing Fast-Food Restaurant with Drive-Through Window occupying approximately 2,500 S.F.
- Existing Retail Shopping Center occupying approximately 9,280 S.F.

The proposed C-Store Development consists of:

- 6,138 S.F. convenience market
- 12 passenger car fueling stations
- Drive-through included as part of the convenience market
- Car wash including 1 service bay

TRIP GENERATION

Studies of similar developments throughout North America have shown that the amount of traffic generated will be functionally related to some unit of activity (i.e., number of dwelling units, vehicles, etc.). In development, site traffic fluctuates substantially on different days and hours throughout the year. Therefore, it is imperative to select an appropriate hourly volume on which to base the design of the external roadway and site access facilities. The Weekday AM and PM Peak Hours were selected based on the adjacent street traffic during this hour.

Utilizing the trip data from the preliminary transportation impact assessment prepared by TEC Engineering, Inc., CESO adjusted the generated trips to include the substitution of three (3) lots that the C-Store is taking over from the Broad Reach Development plan to determine the new Total Generated Trips.

Table 1
TEC Engineering Total Generated Trips

TEO Engineering Total Generated Trips												
		Pass-b	y Trips		Non-Pass-by Trips							
Land Use	Weekday AM		Weeko	lay PM	Weeko	lay AM	Weekday PM					
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit				
Drive-in Bank	5	4	11	11	12	9	21	21				
Tire Store	3	2	3	4	9	5	9	11				
Outparcel – Fast Food Restaurant with Drive-Through Window	23	22	19	18	24	23	19	18				
Retail - Shopping Center	30	18	14	15	58	35	27	29				
Retail – Shopping Center	30	18	13	14	57	35	25	27				
End Cap Drive-Through Coffee/Donut Shop with Drive-Through	50	48	24	24	52	50	24	24				
Fast Food Restaurant with Drive- Through Window	29	28	24	23	30	29	24	23				
Fast Food Restaurant with Drive- Through Window	18	18	16	14	19	18	16	14				
Multi-Family Housing (Mid Rise)	0	0	0	0	15	43	45	29				
Total Trips	188	158	124	123	276	247	210	196				
Adjusted Total Trips	130	114	80	79	182	180	143	128				

For analysis purposes, the base variable units for the trip-generation rates were KSF (3.4 KSF = 3,400 S.F.), number of fueling positions, and bays. The C-Store Development Weekday Generated Traffic Volumes (Table 2) were calculated by utilizing data contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition in combination with methods outlined in the (ITE) *Trip Generation Handbook*. Pass-by trips were applied and based on percentages found in the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*, 3rd Edition. CESO proposed a 76% pass-by rate for the AM and PM Peak Hours for ITE LUC Category 960. The C-Store Development Weekday Generated Traffic Volumes are presented below in Table 2.

Table 2
C-Store Development Weekday Generated Trips

			C-Store	nevelob	ment v	veekaay	/ Gene	ratea	ırıps						
				Total Generated Trips											
ITE Land Use	ITE	0:	Unit		Weekday			Weekday AM Peak Hour				Weekday PM Peak Hour			
Description	Cat.	Size	Unit		Trips			Tri	os			Tr	ips		
				Tot	In	Out	^A Tot	ln	Out	^B PB	^A Tot	In	Out	ВРВ	
Automated Car Wash	948	1	Bays	776	388	388					78	39	39	0	
ITE Cat. 948 Entering (%)/Exiting (%)			100%	50%	50%					100%	50%	50%	°0%		
Internal Capture Applied										20	10	10			
Internal Capture Rates											75%	75%			
Gasoline/Service Station with Convenience Market		12	Fuel Pos.	2,766*	1,383	1,383	314	38	38	238	318	38	38	242	
Entering (%)/Exiting (%)				100%	50%	50%	100%	50%	50%	^c 76%	100%	50%	50%	^c 76%	
Internal Capture Applied						314	38	38	238	318	38	38	242		
Internal Capture Rates								0%	0%			0%	0%		
Total (No Inter	nal Captu	re Applied	d)	3,542	1,771	1,771	314	38	38	238	396	77	77	242	
Total (Internal	Capture S	Subtracted	d)	3,542	1,771	1,771	314	38	38	238	338	48	48	242	

A – Primary Trips + Pass-by Trips, B – Pass-by Trips Generated, C – Percent (%) of ATot

^{* -} Taken from ITE LUC 960 based on Vehicle Fueling Positions

^{**-} No internal ITE capture rate. Internal Capture rate estimated at 75% since most car washes come directly from fueling customers.

Table 3
Total Development Weekday Peak Hour Generated Trips

, , , , , , , , , , , , , , , , , , ,										
		Pass-b	y Trips		Non-Pass-by Trips					
Land Use	Weekday AM		Weekday PM		Weeko	lay AM	Weekday PM			
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit		
Broad Reach Development	130	114	80	79	182	180	143	128		
C-Store Development	119	119	121	121	38	38	48	48		
Total Trips	249	233	201	200	220	218	191	176		

The proposed development is estimated to generate 920 trips during the Weekday AM Peak Hour (469 inbound and 451 outbound) and 768 trips will be generated during the Weekday PM Peak Hour (392 inbound and 376 outbound). The Trip Generation Resources and Calculations can be found in **Attachment A.**

TRIP DISTRIBUTION

The basis for the directional distribution of the proposed development was based upon existing traffic patterns in the area. CESO utilized the directional distribution percentages determined in the preliminary transportation impact assessment prepared by TEC Engineering, Inc. which are summarized below in Table 4.

Table 4
Directional Distribution Percentages

Directional Distributi	Distribution App	roach/Departure
Route	Passen	ger Cars
	AM Peak Hour	PM Peak Hour
Primary Trip Distribution - Cars (Figure 1.A)		
To/From the West via I-70	15%/15%	15%/15%
To/From the East via I-70	10%/10%	10%/10%
To/From the North via Old Troy Pike	40%/40%	40%/40%
To/From the South via Old Troy Pike	23%/23%	23%/23%
To/From the West via Taylorsville Road	4%/4%	4%/4%
To/From the East via Taylorsville Road	8%/8%	8%/8%
TOTAL	100%/100%	100%/100%
Pass-by Trip Distribution – Cars (Figures 1.B)		
Pass-by from the North/To the South via Old Troy Pike	50%/50%	50%/50%
Pass-by from the South/To the North via Old Troy Pike	50%/50%	50%/50%
TOTAL	100%/100%	100%/100%

Based upon the directional distributions illustrated on Figures 1.A-1.B, the estimated Total Development-Generated Weekday Peak Hour Traffic Volumes shown in Table 3 were distributed to the adjacent roadway system. The Total Development Generated Traffic Volumes are illustrated on Figures 2.A-2.B.

All Figures can be found in Attachment B.

CAPACITY ANALYSIS

The capacity of an intersection (signalized or unsignalized) can best be described by its corresponding Level of Service (LOS). The level of service of an intersection is a qualitative measure of the various attributes of an intersection. There are six levels of service ranging from "ideal" free flow conditions at LOS "A," to forced or "breakdown" conditions at LOS "F." The level of service for signalized intersections is based upon the average stopped delay per vehicle for various movements within the intersection. Although v/c affects delay, there are other parameters that more strongly affect it, such as the quality of progression, length of green phases, cycle lengths, and others. Thus, for any given v/c ratio, a range of delay values may result, and vice versa.

The level of service for unsignalized intersections is based upon total delay. Total delay is defined in the *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis*, as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position. Table 4 summarizes the LOS definitions for unsignalized intersections. Throughout the memo, "unsignalized intersections" are commonly referred to as "stop sign controlled."

Table 5
Level of Service Criteria (Unsignalized Intersections)

Level of Service	Delay per Vehicle (Sec.)	Description
А	≤ 10.0	Little or no delay.
В	> 10.0 and ≤ 15.0	Short traffic delays.
С	> 15.0 and ≤ 25.0	Average traffic delays.
D	> 25.0 and <u><</u> 35.0	Long traffic delays.
E	> 35.0 and ≤ 50.0	Very long traffic delays.
F	≥ 50.0	Extreme traffic delays.

Source: Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis. Transportation Research Board.

Highway Capacity Manual 2016 (HCM 6th Edition) methodology was used in the Traffic Impact Study to remain consistent with "state-of-the-practice" professional standards. It is important to note that the Level of Service Criteria for unsignalized intersections is different than for signalized intersections. For example, a delay of 18 seconds yields level of service C under the unsignalized LOS criteria (see Table 5) while yielding level of service B under the signalized intersection LOS criteria (see Table 6). Table 6 summarizes the LOS definitions for signalized intersections.

Table 6
Level of Service Criteria (Signalized Intersections)

Level of Service	Delay per Vehicle (Sec.)	Description
А	< 10.0	Most vehicles do not stop at all.
В	> 10.0 and <u><</u> 20.0	More vehicles stop than with LOS A.
С	> 20.0 and ≤ 35.0	The number of vehicles stopping is significant, although many pass through without stopping.
D	> 35.0 and <u><</u> 55.0	Many Vehicles stop. Individual cycle failures are noticeable.
E	> 55.0 and ≤ 80.0	Considered to be the limit of acceptable delay. Individual cycle failures are frequent.
F	> 80.0	Unacceptable delay.

Source: Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis. Transportation Research Board.

Synchro Version 11.0 was utilized to calculate delay and level of service values. Synchro 11 model parameters include traffic volumes, movements, heavy vehicle percentage, intersection traffic control, storage length, and lane widths. A peak hour factor (PHF) of 0.92 was used for all intersections.

Utilizing the 2022 Build Weekday Peak Hour Traffic Volumes illustrated on Figure 3, capacity calculations were performed for the Site driveways and key study intersections. Table 7 summarizes the capacity analyses results for the 2022 Build Traffic Scenario.

Table 7
Summary of 2022 Build Traffic Scenario Capacity Analysis

Summary of 2022 Build Traffic Scenario Capacity Analysis											
=	Year →	2022 AM and	PM Peak Hours								
Intersection —	Volume →	Build- Year 20	022								
ectic	Geometry →	Build	Build								
n →	Direction	Movement	AM Pea	ık Hour	PM Pea	k Hour					
	Direction	Movement	Original Study	New Study	Original Study	New Study					
	Intersection	Overall \rightarrow	C (23.2)	C (23.2)	D (36.6)	D (36.0)					
		EBL	C (23.9)	C (23.5)	D (42.2)	D (42.6)					
	Eastbound	EBT	C (28.2)	C (27.8)	D (37.3)	D (37.3)					
		EBR	C (23.6)	C (23.3)	C (26.0)	C (26.0)					
		WBL	C (23.9)	C (23.8)	C (27.8)	C (28.4)					
Old Town Diles & Toules will be and	Westbound	WBT	C (28.8)	C (28.4)	D (35.3)	D (35.3)					
Old Troy Pike & Taylorsville Road (Signal Controlled)		WBR	C (26.0)	C (26.6)	C (28.0)	C (28.2)					
(Signal Controlled)		NBL	B (16.3)	B (16.3)	C (28.4)	C (27.9)					
	Northbound	NBT	C (23.7)	C (23.5)	C (33.4)	C (32.8)					
		NBR	B (15.7)	B (15.9)	B (19.5)	B (19.8)					
		SBL	B (17.0)	B (17.0)	D (37.6)	D (36.6)					
	Southbound	SBT	C (23.3)	C (23.4)	D (46.8)	D (45.6)					
		SBTR	C (23.3)	C (23.5)	D (46.8)	D (45.5)					
Old Troy Pike & Access #1	Intersection	Overall →									
(Stop Sign Controlled)	Westbound	WBR	B (13.6)	B (13.5)	C (17.3)	C (16.8)					
	Intersection	Overall →									
Old Troy Pike & IHOP	Eastbound	EBLTR	D (28.0)	D (27.5)	F (70.0)	F (120.3)					
Driveway/Access #2	Westbound	WBLTR	F (412.1)	F (78.5)	F (1059.7)	F (624.4)					
(Stop Sign Controlled)	Northbound	NBL	A (9.4)	A (9.3)	B (12.8)	B (12.5)					
	Southbound	SBL	C (21.3)	C (21.2)	D (30.0)	E (40.8)					
	Intersection	Overall →	B (18.2)	B (18.7)	B (18.9)	C (20.5)					
	E ab d	EBL	D (35.4)	D (35.4)	C (32.4)	C (32.4)					
	Eastbound	EBTR	D (39.7)	D (39.8)	D (45.8)	D (45.9)					
	Waathad	WBL	C (33.9)	C (33.8)	C (32.3)	C (32.6)					
Old Troy Pike & Burger King	Westbound	WBTR	D (37.3)	D (36.1)	C (35.9)	C (34.2)					
Driveway /Access #3		NBL	B (10.6)	B (10.7)	B (18.0)	B (19.1)					
(Signal Controlled)	Northbound	NBT	B (16.5)	B (16.9)	A (3.8)	A (4.0)					
		NBR	A (9.0)	A (8.9)	A (0.8)	A (0.8)					
		SBL	B (10.9)	B (11.1)	B (10.1)	B (10.8)					
	Southbound	SBT	B (16.8)	B (16.9)	C (29.1)	C (31.8)					
		SBTR	B (16.7)	B (16.9)	C (29.1)	C (31.8)					
Taylorsville Road & Access #4	Intersection	Overall →									
(Stop Sign Controlled)	Southbound	SBR	B (10.5)	B (10.7)	B (11.2)	B (11.3)					
	Intersection	Overall →									
Taylorsville Road & Access #5	Eastbound	EBL	A (8.8)	A (8.8)	A (9.2)	A (9.3)					
(Stop Sign Controlled)	Southbound	SBLR	C (15.4)	C (15.1)	C (19.0)	C (19.4)					
	*Del <u>ay</u> i	in secon <u>ds L</u> –	Left T - Through I								

^{\$ -} Delay exceeds 300 seconds.

Utilizing the 2042 Build Weekday Peak Hour Traffic Volumes illustrated on Figure 4, capacity calculations were performed for the Site driveways and key study intersections. Table 8 summarizes the capacity analyses results for the 2042 Build Traffic Scenario.

Table 8
Summary of 2042 Build Traffic Scenario Capacity Analysis

Summary of 2042 Build Traffic Scenario Capacity Analysis											
=	Year →	2042 AM and	PM Peak Hours								
Intersection —	Volume →	Build- Year 20	042								
ectio	Geometry →	Build	Build								
on →	Direction	Movement	AM Pea	ık Hour	PM Pea	k Hour					
	Direction	Movement	Original Study	New Study	Original Study	New Study					
	Intersection	Overall \rightarrow	C (29.2)	C (28.9)	E (77.9)	E (75.4)					
		EBL	C (22.3)	C (22.1)	F (121.7)	F (123.2)					
	Eastbound	EBT	C (26.2)	C (26.0)	D (49.8)	D (49.8)					
		EBR	C (21.5)	C (21.3)	C (26.7)	C (26.7)					
	Westbound	WBL	C (22.5)	C (22.6)	D (38.0)	D (40.7)					
		WBT	C (27.3)	C (27.1)	D (42.9)	D (42.9)					
Old Troy Pike & Taylorsville Road (Signal Controlled)		WBR	C (25.1)	C (25.2)	D (35.9)	D (36.3)					
(Signal Controlled)		NBL	C (20.1)	C (20.2)	E (65.0)	E (65.0)					
	Northbound	NBT	C (32.6)	C (32.5)	E (56.1)	D (52.5)					
		NBR	B (19.1)	B (19.5)	C (20.6)	C (20.9)					
		SBL	C (27.6)	C (25.8)	F (144.5)	F (140.8)					
	Southbound	SBT	D (36.2)	D (36.1)	F (112.3)	F (107.4)					
		SBTR	D (36.3)	D (36.2)	F (116.1)	F (110.8)					
Old Troy Pike & Access #1	Intersection	Overall →									
(Stop Sign Controlled)	Westbound	WBR	C (15.4)	C (15.4)	C (22.0)	C (21.0)					
	Intersection	Overall →									
Old Troy Pike & IHOP	Eastbound	EBLTR	F (62.3)	F (60.2)	F (\$)	F (\$)					
Driveway/Access #2	Westbound	WBLTR	F (\$)	F (\$)	F (\$)	F (\$)					
(Stop Sign Controlled)	Northbound	NBL	B (10.4)	B (10.2)	C (16.3)	C (15.9)					
	Southbound	SBL	D (32.9)	D (32.8)	F (61.3)	F (114.6)					
	Intersection	Overall →	B (16.6)	B (16.6)	E (57.6)	E (61.4)					
	Footbound	EBL	C (28.8)	C (28.8)	C (30.0)	C (29.9)					
	Eastbound	EBTR	D (33.4)	D (33.4)	D (51.0)	D (51.0)					
	Westbound	WBL	C (27.5)	C (27.8)	C (30.5)	C (30.8)					
Old Troy Pike & Burger King	westbound	WBTR	C (30.8)	C (29.9)	C (34.1)	C (32.6)					
Driveway /Access #3		NBL	B (12.7)	B (12.6)	D (39.9)	D (39.9)					
(Signal Controlled)	Northbound	NBT	A (7.6)	A (7.7)	C (30.1)	C (24.4)					
		NBR	A (2.6)	A (2.6)	A (2.1)	A (1.9)					
		SBL	B (11.5)	B (11.8)	C (22.1)	C (20.8)					
	Southbound	SBT	C (24.3)	C (23.9)	F (86.6)	F (100.3)					
		SBTR	C (24.1)	C (23.7)	F (94.8)	F (106.9)					
Taylorsville Road & Access #4	Intersection	Overall →				-					
(Stop Sign Controlled)	Southbound	SBR	B (11.1)	B (11.4)	B (12.2)	B (12.4)					
- I II S	Intersection	Overall →				-					
Taylorsville Road & Access #5	Eastbound	EBL	A (9.3)	A (9.3)	B (10.0)	B (10.1)					
(Stop Sign Controlled)	Southbound	SBLR	C (17.6)	C (17.3)	C (23.8)	C (24.1)					
	*Delay i	in seconds L –	Left T - Through I	R – Right							

^{\$ -} Delay exceeds 300 seconds.

CONCLUSIONS

The recommendations identified in the preliminary transportation impact assessment prepared by TEC Engineering, Inc. were found to be suitable for the substitution of three (3) lots of the existing Broad Reach Development. Based upon the capacity analysis results of the initial development plan in comparison to the proposed development plan, there were minimal changes in level of service and delay. Therefore, CESO determined no further improvements will be required at the study locations.

ATTACHMENTS INCLUDED:

- A. Trip Generation Resources and Calculations
- **B.** Study Figures
- C. Capacity Analysis Summary Sheets

ATTACHMENT A TRIP GENERATION RESOURCES AND CALCULATIONS



April 13, 2022

www.cesoinc.com

Traffic Impact Study – Proposed C-Store Development

City of Huber Heights, OH

CESO Trip Generation Calculations

ITE 948 - Automated Car Wash

For AM Peak Hour → 50% Enter/50% Exit

77.50 x 1 Car Wash Tunnels = $77.50 \approx 78$ Trips

78 Trips x 0.50 (50%) = $\frac{39 \text{ Trips Enter}}{39 \text{ Trips Exit}}$

ITE 960 - Super Convenience Market/Gas Station

For Weekday → 50% Enter/50% Exit

230.52 x 12 Fueling Positions = $2,766.24 \approx \frac{2,766}{1}$ Trips

2,766 Trips x 0.50 (50%) = 1,383 Trips Enter/1,383 Trips Exit

Independent Study:

For AM Peak Hour → 50% Enter/50% Exit

26.18 x 12 Fueling Positions = 314.16 \approx 314 Trips

Pass-by Trips = 314 Trips x $0.76 (76\%) = \frac{238 \text{ Trips}}{6}$ for Even Number

Pass-by Trips = 238 Trips x 0.50 (50%) = 119 Trips Enter/119 Trips Exit

Primary Trips = 314 - 238 = 76 Trips

Primary Trips = $76 \times 0.50 (50\%) = \frac{38 \text{ Trips Enter/38 Trips Exit}}{38 \text{ Trips Exit}}$

For PM Peak Hour → 50% Enter/50% Exit

26.55 x 12 Fueling Positions = $318.60 \approx 318$ Trips

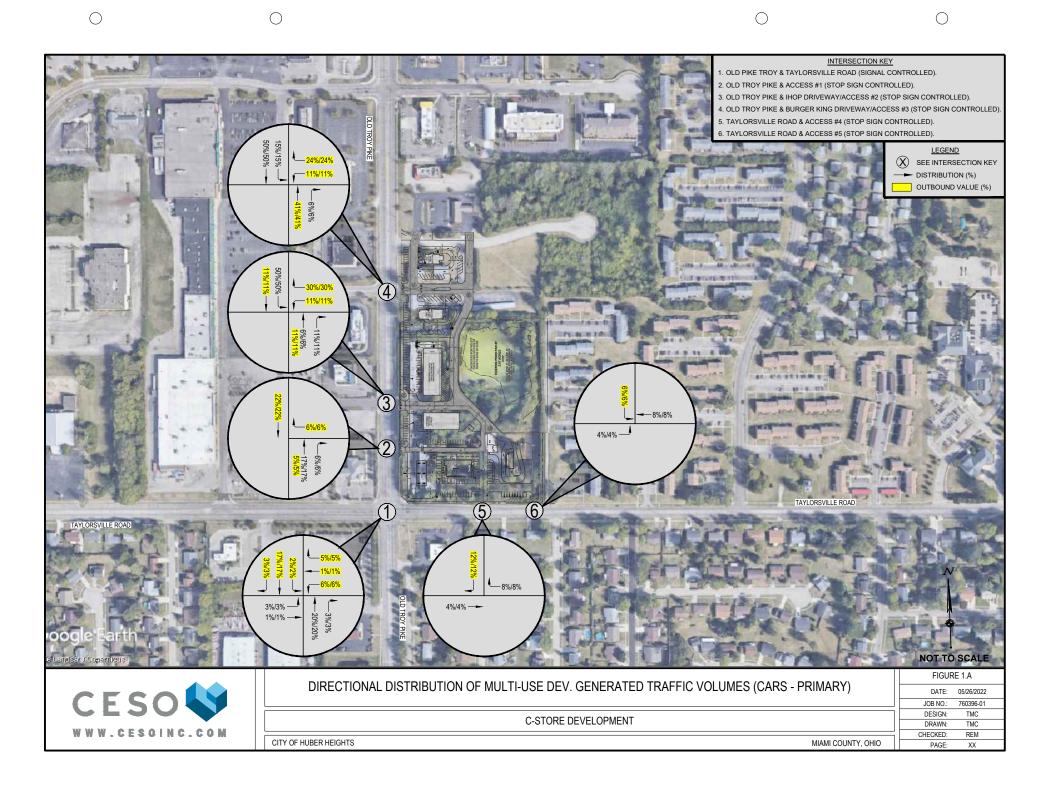
Pass-by Trips = 318 Trips x 0.76 (76%) = 242 Trips for Even Number

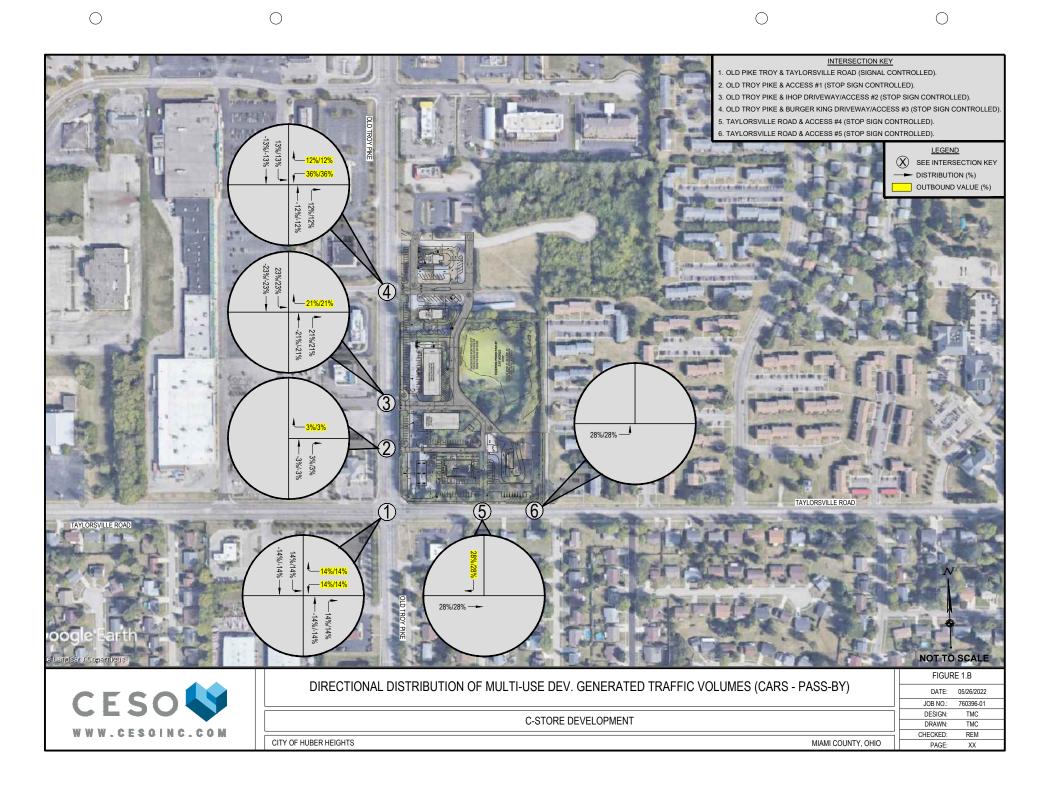
Pass-by Trips = 242 Trips x 0.50 (50%) = 121 Trips Enter/121 Trips Exit

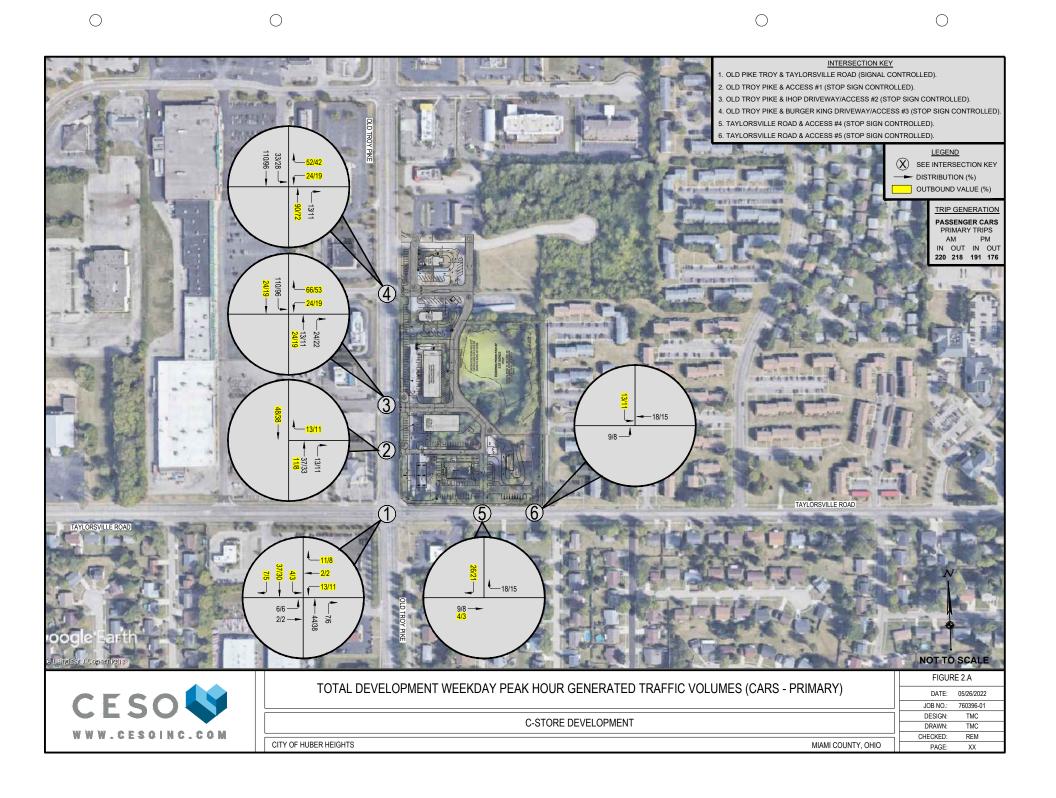
Primary Trips = 318 - 242 = 76 Trips

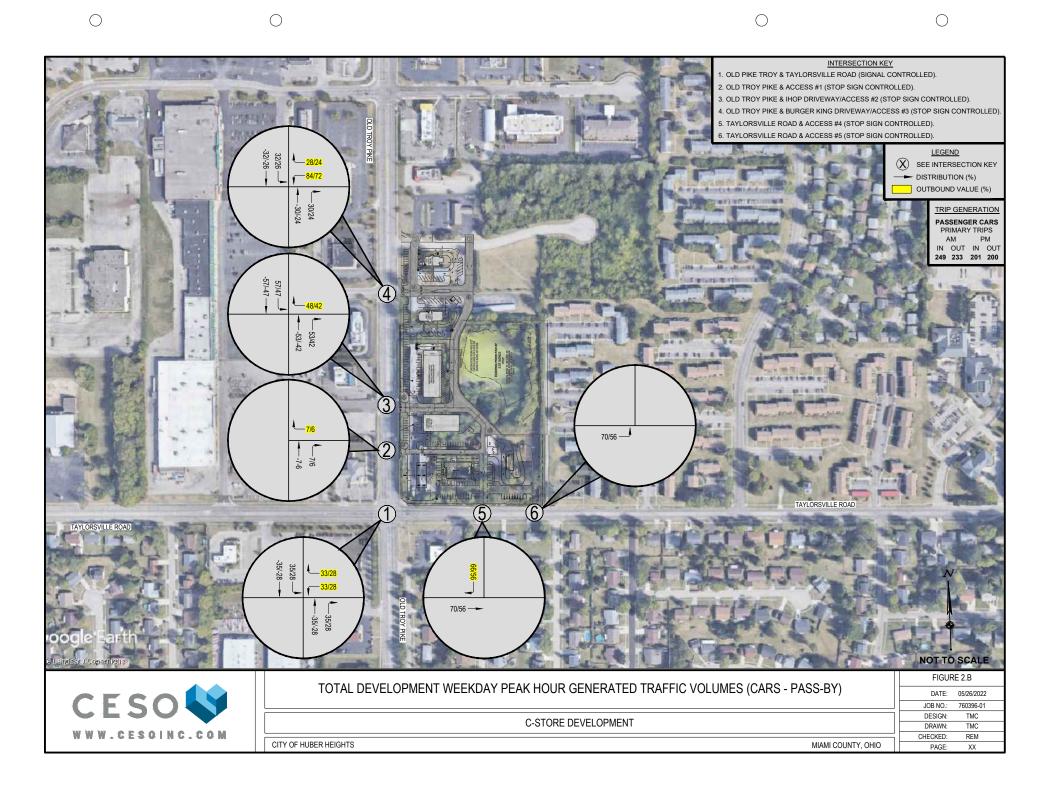
Primary Trips = $76 \times 0.50 (50\%) = \frac{38 \text{ Trips Enter/38 Trips Exit}}{38 \text{ Trips Exit}}$

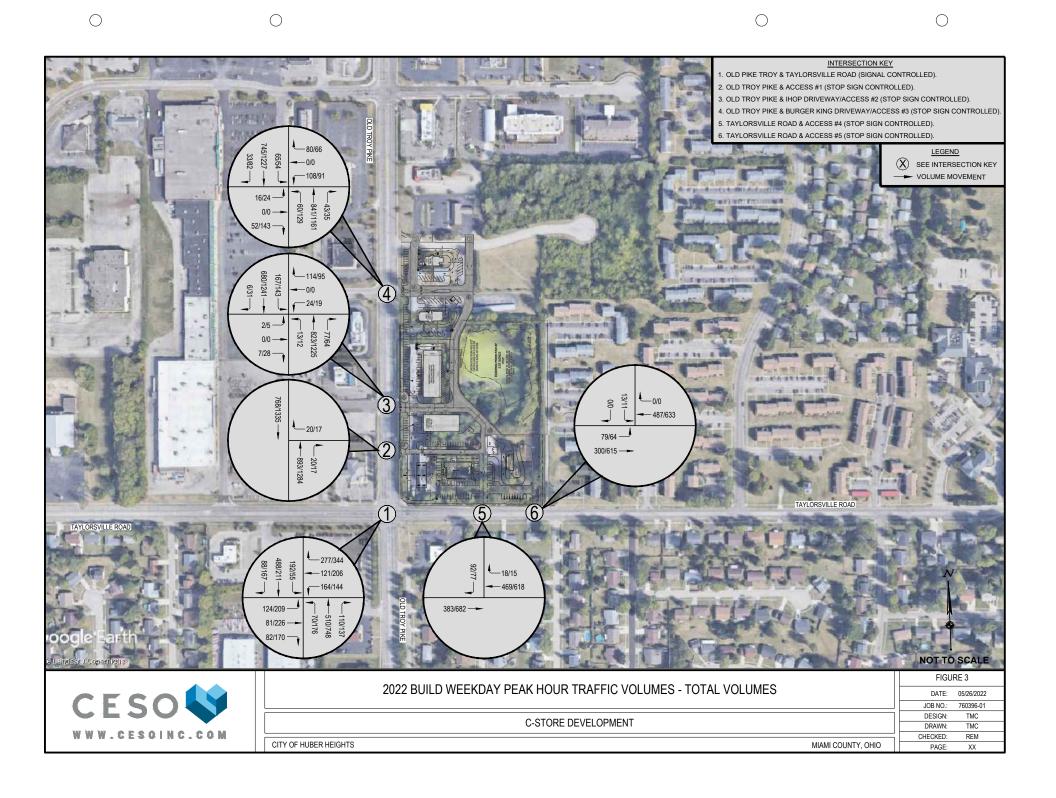
ATTACHMENT B STUDY FIGURES

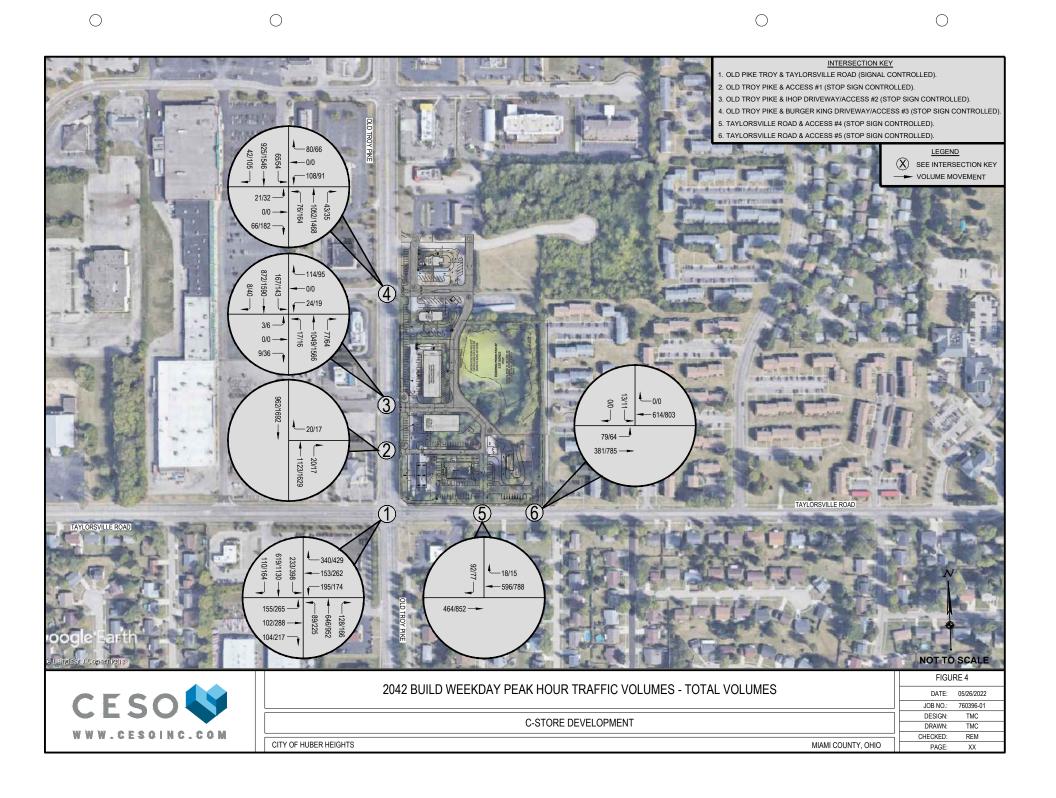












ATTACHMENT C CAPACITY ANALYSIS SUMMARY SHEETS

	۶	→	•	•	•	•	4	†	-	/	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	†	7	*	†	7	*	^	#	*	1	
Traffic Volume (vph)	124	82	82	153	121	269	70	529	102	203	504	88
Future Volume (vph)	124	82	82	153	121	269	70	529	102	203	504	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	265		215	160		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			65			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3461	0
FIt Permitted	0.673			0.699			0.398			0.323		
Satd. Flow (perm)	1254	1863	1583	1302	1863	1583	741	3539	1583	602	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			179			123		25	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		978			357			1156			241	
Travel Time (s)		19.1			7.0			22.5			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	135	89	89	166	132	292	76	575	111	221	548	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	89	89	166	132	292	76	575	111	221	644	0
Enter Blocked Intersection	No	No	No									
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		

	•	→	•	•	←	*	1	†	1	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	7.0	7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0	13.0	13.0	24.0	13.0	13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0	13.0	13.0	24.0	16.0	13.0	27.0	13.0	16.0	30.0	
Total Split (%)	16.3%	30.0%	16.3%	16.3%	30.0%	20.0%	16.3%	33.8%	16.3%	20.0%	37.5%	
Maximum Green (s)	7.0	18.0	7.0	7.0	18.0	10.0	7.0	21.0	7.0	10.0	24.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	16.7	11.7	22.2	16.7	11.7	24.9	37.7	30.1	43.1	44.4	35.4	
Actuated g/C Ratio	0.21	0.15	0.28	0.21	0.15	0.31	0.47	0.38	0.54	0.56	0.44	
v/c Ratio	0.44	0.33	0.17	0.53	0.49	0.47	0.17	0.43	0.12	0.46	0.42	
Control Delay	26.1	33.4	2.4	28.9	37.2	9.7	11.1	22.2	2.8	13.0	18.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	26.1	33.4	2.4	28.9	37.2	9.7	11.1	22.2	2.8	13.0	18.6	
LOS	С	С	Α	С	D	Α	В	С	Α	В	В	
Approach Delay		21.4			21.3			18.3			17.2	
Approach LOS		С			С			В			В	

Intersection Summary

Area Type: Other

Cycle Length: 80 Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

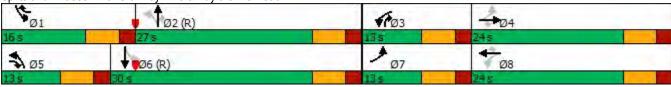
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53
Intersection Signal Delay:

Intersection Signal Delay: 19.0 Intersection LOS: B
Intersection Capacity Utilization 64.7% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Old Troy Pike & Taylorsville Road



	۶	→	•	•	•	•	1	1	~	/	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑	7	7	↑	7	*	^	7	7	↑ ↑	
Traffic Volume (veh/h)	124	82	82	153	121	269	70	529	102	203	504	88
Future Volume (veh/h)	124	82	82	153	121	269	70	529	102	203	504	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	135	89	89	166	132	292	76	575	111	221	548	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	349	409	422	357	472	383	1134	645	422	1072	187
Arrive On Green	0.08	0.19	0.19	0.09	0.19	0.19	0.07	0.32	0.32	0.11	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3024	528
Grp Volume(v), veh/h	135	89	89	166	132	292	76	575	111	221	321	323
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1775
Q Serve(g_s), s	4.8	3.3	3.5	6.0	4.9	12.7	2.2	10.5	3.6	6.5	11.4	11.5
Cycle Q Clear(g_c), s	4.8	3.3	3.5	6.0	4.9	12.7	2.2	10.5	3.6	6.5	11.4	11.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	363	349	409	422	357	472	383	1134	645	422	630	630
V/C Ratio(X)	0.37	0.26	0.22	0.39	0.37	0.62	0.20	0.51	0.17	0.52	0.51	0.51
Avail Cap(c_a), veh/h	371	421	470	422	421	526	412	1134	645	455	630	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	27.8	23.3	23.3	28.2	24.2	16.0	22.1	15.1	16.0	20.3	20.4
Incr Delay (d2), s/veh	0.6	0.4	0.3	0.6	0.6	1.9	0.3	1.6	0.6	1.0	2.9	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.4	1.3	2.4	2.2	4.7	0.9	4.4	1.3	2.5	4.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	28.2	23.6	23.9	28.8	26.0	16.3	23.7	15.7	17.0	23.3	23.3
LnGrp LOS	С	С	С	С	С	С	В	С	В	В	С	С
Approach Vol, veh/h		313			590			762			865	
Approach Delay, s/veh		25.0			26.1			21.8			21.7	
Approach LOS		С			С			С			С	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	31.5	13.0	20.9	11.7	34.4	12.7	21.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	10.0	21.0	7.0	18.0	7.0	24.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	8.5	12.5	8.0	5.5	4.2	13.5	6.8	14.7				
Green Ext Time (p_c), s	0.1	2.7	0.0	0.5	0.0	2.8	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			23.2									
HCM 6th LOS			С									

7: Old Troy Pike & IHOP Driveway/Access #2

	۶	→	•	•	←	*	1	†	~	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	**		7	1	
Traffic Volume (vph)	2	0	7	60	0	107	13	845	69	162	719	6
Future Volume (vph)	2	0	7	60	0	107	13	845	69	162	719	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	80		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95
Frt		0.892			0.913			0.989			0.999	
Flt Protected		0.990			0.982		0.950			0.950		
Satd. Flow (prot)	0	1645	0	0	1670	0	1770	5029	0	1770	3536	0
Flt Permitted		0.990			0.982		0.950			0.950		
Satd. Flow (perm)	0	1645	0	0	1670	0	1770	5029	0	1770	3536	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		336			329			158			423	
Travel Time (s)		7.6			7.5			3.1			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	0	8	65	0	116	14	918	75	176	782	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	181	0	14	993	0	176	789	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	60		60	15		60	60		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other Control Type: Unsignalized

Intersection Capacity Utilization 53.1%

Analysis Period (min) 15

ICU Level of Service A

Intersection													
Int Delay, s/veh	36.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		*	ተ ቀጭ		*	1		
Traffic Vol, veh/h	2	0	7	60	0	107	13	845	69	162	719	6	
Future Vol, veh/h	2	0	7	60	0	107	13	845	69	162	719	6	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	80	-	-	100	-	-	
Veh in Median Storag	e,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	2	0	8	65	0	116	14	918	75	176	782	7	
Major/Minor	Minor2		ľ	Minor1			Major1		N	Major2			
Conflicting Flow All	1533	2159	395	1727	2125	497	789	0	0	993	0	0	
Stage 1	1138	1138	-	984	984	-	-	-	-	-	-	-	
Stage 2	395	1021	_	743	1141	_	_	_	_	-	_	_	
Critical Hdwy	6.99	6.54	6.94	6.99	6.54	7.14	4.14	-	-	5.34	-	_	
Critical Hdwy Stg 1	6.54	5.54	-	7.34	5.54	-	-	_	_	-	_	_	
Critical Hdwy Stg 2	6.74	5.54	_	6.54	5.54	_	_	_	_	_	_	_	
Follow-up Hdwy	3.67	4.02	3.32	3.67	4.02	3.92	2.22	_	_	3.12	_	_	
Pot Cap-1 Maneuver	99	47	604	73	49	444	827	_	_	394	_	_	
Stage 1	210	275	-	209	325	_	-	_	_	-	_	_	
Stage 2	569	312	-	363	274	_	-	-	_	-	-	_	
Platoon blocked, %		0.2			=: :			_	_		_	_	
Mov Cap-1 Maneuver	47	26	604	~ 46	27	444	827	-	-	394	-	_	
Mov Cap-2 Maneuver		26	-	~ 46	27	_	-	-	-	-	_	_	
Stage 1	206	152	_	205	319	-	-	-	-	_	-	_	
Stage 2	413	307	-	198	152	-	-	_	-	-	-	-	
<u>.</u>													
Approach	EB			WB			NB			SB			
HCM Control Delay, s			\$	412.1			0.1			3.9			
HCM LOS	D		φ	412.1 F			0.1			0.5			
TIOW LOO	U			'									
Minor Lane/Major Mvr	mt	NBL	NBT	NIPD I	EBLn1V	VRI n1	SBL	SBT	SBR				
	III			ו אטויו				ODT	אמט				
Capacity (veh/h)		827	-	-	166	108	394	-	-				
HCM Cantrol Dalay (a	.\	0.017	-		0.059		0.447	-	-				
HCM Control Delay (s HCM Lane LOS	9)	9.4	-	-		412.1	21.3	-	-				
HCM 95th %tile Q(ver	١)	0.1	-	-	D 0.2	F 14	2.2	-	-				
`	1)	U. I	-	-	0.2	14	2.2	-	-				
Notes													
~: Volume exceeds ca	apacity	\$: De	lay exc	eeds 30	00s	+: Com	putation	Not De	efined	*: All	major v	olume ir	n platoon

t Lane Group **EBL EBR WBL WBT NBT EBT WBR NBL** NBR **SBL SBT SBR** Lane Configurations ሻ Þ ٦ 44 **1** þ Traffic Volume (vph) 16 0 52 69 0 60 864 50 74 33 85 801 Future Volume (vph) 16 0 52 69 0 85 60 864 50 74 801 33 1900 Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 Storage Length (ft) 100 50 110 0 110 0 0 0 Storage Lanes 0 0 1 1 0 Taper Length (ft) 50 50 50 25 1.00 Lane Util. Factor 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 0.95 Frt 0.850 0.850 0.850 0.994 FIt Protected 0.950 0.950 0.950 0.950 Satd. Flow (prot) 1770 1583 0 1770 1583 0 1770 3539 1583 1770 3518 0 0.697 0.567 0.245 Flt Permitted 0.229 1583 0 Satd. Flow (perm) 1298 1583 0 1056 456 3539 1583 427 3518 0 Right Turn on Red Yes Yes Yes Yes 349 393 Satd. Flow (RTOR) 106 4 Link Speed (mph) 30 30 35 35 353 Link Distance (ft) 430 423 803 Travel Time (s) 9.8 8.2 8.0 15.6 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 Adj. Flow (vph) 17 0 57 75 0 92 65 939 54 80 871 36 Shared Lane Traffic (%) Lane Group Flow (vph) 17 57 0 75 92 0 65 939 54 80 907 0 Enter Blocked Intersection No No No No No No No No Νo No No No Left Lane Alignment Left Left Right Left Left Right Left Right Left Left Right Median Width(ft) 12 12 12 12 Link Offset(ft) 0 0 0 0 Crosswalk Width(ft) 16 16 16 16 Two way Left Turn Lane Yes Yes Headway Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 60 Turning Speed (mph) 15 60 15 60 60 **Number of Detectors** 1 2 1 2 1 2 1 2 1 **Detector Template** Left Thru Left Thru Left Thru Right Left Thru Leading Detector (ft) 20 100 20 100 20 20 20 100 100 Trailing Detector (ft) 0 0 0 0 0 0 0 0 0 Detector 1 Position(ft) 0 0 0 0 0 0 0 0 0 Detector 1 Size(ft) 20 6 20 6 20 6 20 20 6 Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex **Detector 1 Channel** Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Queue (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Detector 2 Position(ft) 94 94 94 94 Detector 2 Size(ft) 6 6 6 6 Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex **Detector 2 Channel** Detector 2 Extend (s) 0.0 0.0 0.0 0.0 Turn Type NA NA NA pm+pt pm+pt pm+pt NA pm+ov pm+pt Protected Phases 4 8 2 3 5 3 6

8

4

Permitted Phases

2

6

2

8: Old Troy Pike & Burger King Driveway/Access #3

	•	→	*	1	←	*	1	†	1	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0		13.0	24.0		13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0		13.0	37.0		13.0	30.0	13.0	13.0	30.0	
Total Split (%)	14.0%	25.8%		14.0%	39.8%		14.0%	32.3%	14.0%	14.0%	32.3%	
Maximum Green (s)	7.0	18.0		7.0	31.0		7.0	24.0	7.0	7.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Min	None	None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	15.0	10.0		17.4	15.2		58.8	54.1	64.5	59.2	54.3	
Actuated g/C Ratio	0.16	0.11		0.19	0.16		0.63	0.58	0.69	0.64	0.58	
v/c Ratio	0.07	0.12		0.30	0.16		0.17	0.46	0.05	0.21	0.44	
Control Delay	27.6	0.5		31.4	0.6		8.1	16.1	0.3	8.4	15.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	27.6	0.5		31.4	0.6		8.1	16.1	0.3	8.4	15.6	
LOS	С	Α		С	Α		Α	В	Α	Α	В	
Approach Delay		6.7			14.4			14.8			15.0	
Approach LOS		Α			В			В			В	

Intersection Summary

Area Type: Other

Cycle Length: 93

Actuated Cycle Length: 93

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

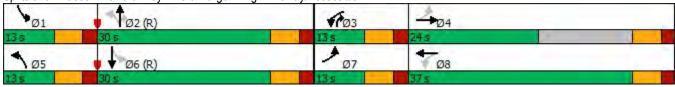
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 14.6 Intersection LOS: B
Intersection Capacity Utilization 55.2% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: Old Troy Pike & Burger King Driveway/Access #3



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	₽		7	1€		7	^	7	7	* 1>	
Traffic Volume (veh/h)	16	0	52	69	0	85	60	864	50	74	801	33
Future Volume (veh/h)	16	0	52	69	0	85	60	864	50	74	801	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	0	57	75	0	92	65	939	54	80	871	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	0	168	290	0	228	400	1797	904	390	1774	73
Arrive On Green	0.03	0.00	0.11	0.06	0.00	0.14	0.06	0.51	0.51	0.07	0.51	0.51
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3478	144
Grp Volume(v), veh/h	17	0	57	75	0	92	65	939	54	80	445	462
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1844
Q Serve(g_s), s	0.8	0.0	3.1	3.4	0.0	4.9	1.5	16.5	1.4	1.9	15.2	15.2
Cycle Q Clear(g_c), s	0.8	0.0	3.1	3.4	0.0	4.9	1.5	16.5	1.4	1.9	15.2	15.2
Prop In Lane	1.00	_	1.00	1.00	_	1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	244	0	168	290	0	228	400	1797	904	390	907	941
V/C Ratio(X)	0.07	0.00	0.34	0.26	0.00	0.40	0.16	0.52	0.06	0.20	0.49	0.49
Avail Cap(c_a), veh/h	330	0	307	309	0	528	425	1797	904	407	907	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	38.5	33.5	0.0	36.2	10.4	15.4	8.9	10.6	14.9	14.9
Incr Delay (d2), s/veh	0.1	0.0	1.2	0.5	0.0	1.2	0.2	1.1	0.1	0.3	1.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.3	1.5	0.0	2.0	0.6	6.4	0.5	0.7	6.1	6.4
Unsig. Movement Delay, s/veh		0.0	20.7	22.0	0.0	27.2	10.6	10 E	0.0	10.0	10.0	16.7
LnGrp Delay(d),s/veh	35.4 D	0.0	39.7	33.9 C	0.0	37.3 D	10.6 B	16.5	9.0 A	10.9	16.8 B	16.7 B
LnGrp LOS	U	A 74	D		A 167	U	D	1050	A	В		Б
Approach Vol, veh/h		74			167			1058			987	
Approach Delay, s/veh		38.7			35.8			15.8			16.3	
Approach LOS		D			D			В			В	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	53.0	12.0	15.9	11.7	53.5	8.5	19.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	24.0	7.0	18.0	7.0	24.0	7.0	31.0				
Max Q Clear Time (g_c+I1), s	3.9	18.5	5.4	5.1	3.5	17.2	2.8	6.9				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.2	0.0	3.0	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			18.2									
HCM 6th LOS			В									

	•	•	†	1	/	ļ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	ተተጉ		7	^
Traffic Volume (vph)	0	17	908	21	0	795
Future Volume (vph)	0	17	908	21	0	795
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	25	
Storage Lanes	0	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95
Frt		0.865	0.997			
Flt Protected						
Satd. Flow (prot)	0	1611	5070	0	1863	3539
Flt Permitted						
Satd. Flow (perm)	0	1611	5070	0	1863	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	296		241			158
Travel Time (s)	6.7		5.5			3.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	18	987	23	0	864
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	18	1010	0	0	864
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 28.0%			IC	U Level o	of Service
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.1					
		14/5-			05:	05-
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			ተተኩ		7	^
Traffic Vol, veh/h	0	17	908	21	0	795
Future Vol, veh/h	0	17	908	21	0	795
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	25	-
Veh in Median Storage,	# 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	987	23	0	864
					•	
	linor1		Major1		/lajor2	
Conflicting Flow All	-	505	0	0	1010	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	_	_	_	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	0	439	-	-	387	-
Stage 1	0	_	_	_	-	_
Stage 2	0	_	_	_	_	_
Platoon blocked, %			_	_		_
Mov Cap-1 Maneuver	_	439	_	_	387	_
Mov Cap-1 Maneuver	_	400	_	_	- 301	_
Stage 1	-	-	-	-		_
•	_					
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	13.6		0		0	
HCM LOS	В					
110111 200						
		NET	NDDI	<i>1</i>	001	007
Minor Lane/Major Mvmt		NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	439	387	-
HCM Lane V/C Ratio		-	-	0.042	-	-
HCM Control Delay (s)		-	-	13.6	0	-
HCM Lane LOS		-	-	В	Α	-
HCM 95th %tile Q(veh)		-	-	0.1	0	-

	•	→	—	•	1	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	↑	1		W	
Traffic Volume (vph)	84	303	485	5	16	0
Future Volume (vph)	84	303	485	5	16	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
FIt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1861	0	1770	0
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1861	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		194	1330		345	
Travel Time (s)		4.4	30.2		7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	329	527	5	17	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	91	329	532	0	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12	<u> </u>	12	<u> </u>
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	tion 43.8%			IC	CU Level o	of Service
Analysis Period (min) 15					. 5 25.010	
raisiyolo i onou (iliii) io						

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	^	1>		Y	
Traffic Vol, veh/h	84	303	485	5	16	0
Future Vol, veh/h	84	303	485	5	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	329	527	5	17	0
Maiaw/Misaas	NA=:4		4-:0		A: O	
	Major1		/lajor2		Minor2	
Conflicting Flow All	532	0	-	0	1041	530
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	511	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1036	-	-	-	255	549
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1036	-	-	-	233	549
Mov Cap-2 Maneuver	-	-	_	-	365	-
Stage 1	-	_	-	_	538	_
Stage 2	_	_	_	_	602	_
Glago 2					002	
Approach	EB		WB		SB	
HCM Control Delay, s	1.9		0		15.4	
HCM LOS					С	
Minor Long/Major My	-4	EDI	ГОТ	WDT	WDD	CDI 51
Minor Lane/Major Mvn	IL	EBL	EBT	WBT	WBR :	
Capacity (veh/h)		1036	-	-	-	365
HCM Lane V/C Ratio		0.088	-	-		0.048
HCM Control Delay (s)		8.8	-	-	-	15.4
HCM Lane LOS		A	-	-	-	С
HCM 95th %tile Q(veh		0.3	-	-	-	0.1

Lane Group EBL EBT WBT WBR SBL SBR Lane Configurations ↑ ↑
Traffic Volume (vph) 0 387 470 15 0 72 Future Volume (vph) 0 387 470 15 0 72
Traffic Volume (vph) 0 387 470 15 0 72 Future Volume (vph) 0 387 470 15 0 72
Ideal Flow (vphpl) 1900 1900 1900 1900 1900
1300 1300 1300 1300 1300 1300 1300
Lane Util. Factor 1.00 1.00 0.95 0.95 1.00 1.00
Frt 0.995 0.865
Flt Protected
Satd. Flow (prot) 0 1863 3522 0 0 1611
Flt Permitted
Satd. Flow (perm) 0 1863 3522 0 0 1611
Link Speed (mph) 30 30 30
Link Distance (ft) 357 194 328
Travel Time (s) 8.1 4.4 7.5
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92
Adj. Flow (vph) 0 421 511 16 0 78
Shared Lane Traffic (%)
Lane Group Flow (vph) 0 421 527 0 0 78
Enter Blocked Intersection No No No No No No
Lane Alignment Left Left Right Left Right
Median Width(ft) 12 12 0
Link Offset(ft) 0 0
Crosswalk Width(ft) 16 16
Two way Left Turn Lane Yes Yes
Headway Factor 1.00 1.00 1.00 1.00 1.00
Turning Speed (mph) 60 60 60 60
Sign Control Free Free Stop
Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 24.6% ICU Level of Service A
Analysis Period (min) 15

Original 2022 Build Traffic Scenario - AM Peak Hour CESO, Inc

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	1			7
Traffic Vol, veh/h	0	387	470	15	0	72
Future Vol, veh/h	0	387	470	15	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage	,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	421	511	16	0	78
	•		_ V I I			
	//ajor1		Major2		1inor2	
Conflicting Flow All	-	0	-	0	-	264
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	_	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	-	0	735
Stage 1	0	-	_	_	0	-
Stage 2	0	_	_	_	0	_
Platoon blocked, %	•	_	_	_		
Mov Cap-1 Maneuver	_	_	_	_	_	735
Mov Cap-1 Maneuver	_	_	_	_	_	100
Stage 1	-					
Stage 2	_	_	-	_		_
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		10.5	
HCM LOS					В	
					_	
			14/5-	14/5-	\D	
Minor Lane/Major Mvm	t	EBT	WBT	WBR S		
Capacity (veh/h)		-	-	-		
HCM Lane V/C Ratio		-	-	_	0.106	
HCM Control Delay (s)		-	-	-	10.5	
HCM Lane LOS		-	-	-	В	
HCM 95th %tile Q(veh)		-	-	-	0.4	
,						

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	↑	7	7	†	7	*	^	7	*	^ 1>	
Traffic Volume (vph)	124	81	82	164	121	277	70	510	110	192	488	88
Future Volume (vph)	124	81	82	164	121	277	70	510	110	192	488	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	265		215	160		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			65			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3458	0
FIt Permitted	0.673			0.700			0.407			0.339		
Satd. Flow (perm)	1254	1863	1583	1304	1863	1583	758	3539	1583	631	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			184			123		26	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		978			357			1156			241	
Travel Time (s)		19.1			7.0			22.5			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	135	88	89	178	132	301	76	554	120	209	530	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	88	89	178	132	301	76	554	120	209	626	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	7.0	7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0	13.0	13.0	24.0	13.0	13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0	13.0	13.0	24.0	16.0	13.0	27.0	13.0	16.0	30.0	
Total Split (%)	16.3%	30.0%	16.3%	16.3%	30.0%	20.0%	16.3%	33.8%	16.3%	20.0%	37.5%	
Maximum Green (s)	7.0	18.0	7.0	7.0	18.0	10.0	7.0	21.0	7.0	10.0	24.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	16.7	11.7	22.2	16.7	11.7	24.7	37.9	30.3	43.3	44.2	35.4	
Actuated g/C Ratio	0.21	0.15	0.28	0.21	0.15	0.31	0.47	0.38	0.54	0.55	0.44	
v/c Ratio	0.44	0.32	0.17	0.57	0.49	0.49	0.17	0.41	0.13	0.42	0.40	
Control Delay	26.1	33.3	2.4	30.3	37.2	9.9	11.1	21.9	3.1	12.5	18.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	26.1	33.3	2.4	30.3	37.2	9.9	11.1	21.9	3.1	12.5	18.4	
LOS	С	С	Α	С	D	Α	В	С	Α	В	В	
Approach Delay		21.4			21.8			17.8			17.0	
Approach LOS		С			С			В			В	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

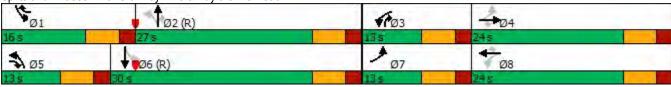
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 18.9 Intersection LOS: B
Intersection Capacity Utilization 64.7% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Old Troy Pike & Taylorsville Road



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑	7	7	↑	7	*	^	7	*	↑ ↑	
Traffic Volume (veh/h)	124	81	82	164	121	277	70	510	110	192	488	88
Future Volume (veh/h)	124	81	82	164	121	277	70	510	110	192	488	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	10-0	No	40-0	10=0	No	10=0	10-0	No	10-0	40-0	No	10-0
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	135	88	89	178	132	301	76	554	120	209	530	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	359	417	429	367	473	385	1132	643	419	1051	190
Arrive On Green	0.08	0.19	0.19	0.09	0.20	0.20	0.07	0.32	0.32	0.10	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3007	543
Grp Volume(v), veh/h	135	88	89	178	132	301	76	554	120	209	312	314
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1773
Q Serve(g_s), s	4.8	3.2	3.5	6.4	4.9	13.2	2.2	10.1	3.9	6.2	11.1	11.2
Cycle Q Clear(g_c), s	4.8	3.2	3.5	6.4	4.9	13.2	2.2	10.1	3.9	6.2	11.1	11.2
Prop In Lane	1.00	250	1.00	1.00	007	1.00	1.00	4400	1.00	1.00	004	0.31
Lane Grp Cap(c), veh/h	367	359	417	429	367	473	385	1132	643	419	621	619
V/C Ratio(X)	0.37	0.25	0.21	0.41	0.36	0.64	0.20	0.49	0.19	0.50	0.50	0.51
Avail Cap(c_a), veh/h	375	421	470	429	421	519	413	1132	643	460	621	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00 22.9	1.00 27.4	1.00 23.0	1.00 23.2	1.00 27.8	1.00 24.3	1.00 16.1	1.00 22.0	1.00 15.3	1.00 16.1	1.00 20.5	1.00 20.6
Uniform Delay (d), s/veh	0.6	0.4	0.3	0.6	0.6	24.3	0.2	1.5	0.6	0.9	20.5	20.0
Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh	0.0	0.4	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.9	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.4	1.3	2.6	2.2	4.9	0.0	4.2	1.4	2.4	4.8	4.8
Unsig. Movement Delay, s/veh		1.4	1.3	2.0	۷.۷	4.3	0.9	4.2	1.4	2.4	4.0	4.0
LnGrp Delay(d),s/veh	23.5	27.8	23.3	23.8	28.4	26.6	16.3	23.5	15.9	17.0	23.4	23.5
LnGrp LOS	23.3 C	27.0 C	23.3 C	23.0 C	20.4 C	20.0 C	В	23.3 C	В	17.0 B	23.4 C	23.5 C
Approach Vol, veh/h		312			611			750			835	
Approach Delay, s/veh		24.6			26.2			21.6			21.9	
Approach LOS		24.0 C			C C			C C			C C	
											U	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	31.5	13.0	21.3	11.7	34.0	12.7	21.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	10.0	21.0	7.0	18.0	7.0	24.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	8.2	12.1	8.4	5.5	4.2	13.2	6.8	15.2				
Green Ext Time (p_c), s	0.1	2.7	0.0	0.5	0.0	2.8	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			23.2									
HCM 6th LOS			С									

7: Old Troy Pike & IHOP Driveway/Access #2

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	444		7	1	
Traffic Volume (vph)	2	0	7	24	0	114	13	823	77	167	680	6
Future Volume (vph)	2	0	7	24	0	114	13	823	77	167	680	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	80		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95
Frt		0.892			0.888			0.987			0.999	
Flt Protected		0.990			0.991		0.950			0.950		
Satd. Flow (prot)	0	1645	0	0	1639	0	1770	5019	0	1770	3536	0
Flt Permitted		0.990			0.991		0.950			0.950		
Satd. Flow (perm)	0	1645	0	0	1639	0	1770	5019	0	1770	3536	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		336			329			158			423	
Travel Time (s)		7.6			7.5			3.1			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	0	8	26	0	124	14	895	84	182	739	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	150	0	14	979	0	182	746	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	60		60	15		60	60		9
Sign Control		Stop			Stop			Free			Free	
latana atian Ourana												

Intersection Summary

Area Type: Other Control Type: Unsignalized

Intersection Capacity Utilization 47.3%

intersection Capacity Office attorn 47.370

Analysis Period (min) 15

ICU Level of Service A

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		*	ተ ቀሴ		7	1	
Traffic Vol, veh/h	2	0	7	24	0	114	13	823	77	167	680	6
Future Vol, veh/h	2	0	7	24	0	114	13	823	77	167	680	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	100	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	8	26	0	124	14	895	84	182	739	7
Major/Minor N	Minor2		1	Minor1		1	Major1		N	/lajor2		
Conflicting Flow All	1493	2114	373	1699	2075	490	746	0	0	979	0	0
Stage 1	1107	1107	-	965	965	-	-	-	-	-	-	-
Stage 2	386	1007	-	734	1110	-	-	-	-	_	-	-
Critical Hdwy	6.99	6.54	6.94	6.99	6.54	7.14	4.14	-	-	5.34	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.67	4.02	3.32	3.67	4.02	3.92	2.22	-	-	3.12	-	-
Pot Cap-1 Maneuver	105	50	624	76	53	448	858	-	-	401	-	-
Stage 1	219	284	-	215	331	-	-	-	-	-	-	-
Stage 2	576	317	-	367	283	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	48	27	624	48	28	448	858	-	_	401	-	-
Mov Cap-2 Maneuver	48	27	-	48	28	-	-	-	-	-	-	-
Stage 1	215	155	-	212	326	-	-	-	-	-	-	-
Stage 2	410	312	-	198	155	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	27.5			78.5			0.1			4.1		
HCM LOS	D			F								
Minor Lane/Major Mvm	t	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		858	-	-	170	183	401	-	-			
HCM Lane V/C Ratio		0.016	-	_	0.058		0.453	_	_			
HCM Control Delay (s)		9.3	-	_	27.5	78.5	21.2	_	-			
HCM Lane LOS		A	-	_	D	F	C	-	_			
HCM 95th %tile Q(veh)		0.1	-	_	0.2	5.7	2.3	_	-			
		V. 1			7.2	J						

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	₽		*	f)		*	^	7	*	1	
Traffic Volume (vph)	16	0	52	108	0	80	60	841	43	65	745	33
Future Volume (vph)	16	0	52	108	0	80	60	841	43	65	745	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	110		0	100		0	0		50
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.850			0.850				0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3539	1583	1770	3518	0
Flt Permitted	0.701			0.493			0.262			0.232		
Satd. Flow (perm)	1306	1583	0	918	1583	0	488	3539	1583	432	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		320			394				106		5	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		353			430			423			803	
Travel Time (s)		8.0			9.8			8.2			15.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	0	57	117	0	87	65	914	47	71	810	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	57	0	117	87	0	65	914	47	71	846	0
Enter Blocked Intersection	No	No	No									
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	60		60	15		60	60		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8			2		2	6		

8: Old Troy Pike & Burger King Driveway/Access #3

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0		13.0	24.0		13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0		13.0	37.0		13.0	30.0	13.0	13.0	30.0	
Total Split (%)	14.0%	25.8%		14.0%	39.8%		14.0%	32.3%	14.0%	14.0%	32.3%	
Maximum Green (s)	7.0	18.0		7.0	31.0		7.0	24.0	7.0	7.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Min	None	None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	15.0	10.0		18.0	15.2		55.7	49.8	64.6	55.9	49.9	
Actuated g/C Ratio	0.16	0.11		0.19	0.16		0.60	0.54	0.69	0.60	0.54	
v/c Ratio	0.07	0.13		0.47	0.15		0.17	0.48	0.04	0.19	0.45	
Control Delay	27.6	0.6		36.4	0.5		8.1	16.4	0.1	8.4	15.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	27.6	0.6		36.4	0.5		8.1	16.4	0.1	8.4	15.8	
LOS	С	Α		D	Α		Α	В	Α	Α	В	
Approach Delay		6.8			21.1			15.1			15.2	
Approach LOS		Α			С			В			В	

Intersection Summary

Area Type: Other

Cycle Length: 93

Actuated Cycle Length: 93

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

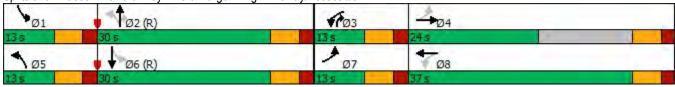
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 15.4 Intersection LOS: B
Intersection Capacity Utilization 56.7% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: Old Troy Pike & Burger King Driveway/Access #3



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	₽		*	1		*	^	7	*	* 1>	
Traffic Volume (veh/h)	16	0	52	108	0	80	60	841	43	65	745	33
Future Volume (veh/h)	16	0	52	108	0	80	60	841	43	65	745	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	40-0	No	10-0	10-0	No	40=0	10-0	No	10-0	10-0	No	10-0
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	0	57	117	0	87	65	914	47	71	810	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	0	168	308	0	244	413	1770	908	388	1733	77
Arrive On Green	0.03	0.00	0.11	0.07	0.00	0.15	0.06	0.50	0.50	0.06	0.50	0.50
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3465	154
Grp Volume(v), veh/h	17	0	57	117	0	87	65	914	47	71	415	431
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1843
Q Serve(g_s), s	0.8	0.0	3.1	5.3	0.0	4.6	1.6	16.2	1.2	1.7	14.2	14.2
Cycle Q Clear(g_c), s	0.8	0.0	3.1	5.3	0.0	4.6	1.6	16.2	1.2	1.7	14.2	14.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	262	0	168	308	0	244	413	1770	908	388	888	921
V/C Ratio(X)	0.06	0.00	0.34	0.38	0.00	0.36	0.16	0.52	0.05	0.18	0.47	0.47
Avail Cap(c_a), veh/h	349	0	307	309	0	528	438	1770	908	409	888	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	38.6	33.1	0.0	35.2	10.5	15.8	8.7	10.9	15.2	15.2
Incr Delay (d2), s/veh	0.1	0.0	1.2	0.8	0.0	0.9	0.2	1.1	0.1	0.2	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0 1.3	0.0 2.3	0.0	0.0	0.0	0.0	0.0 0.4	0.0	0.0 5.8	0.0 6.0
%ile BackOfQ(50%),veh/ln		0.0	1.3	2.3	0.0	1.8	0.6	6.3	0.4	0.0	5.0	0.0
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh	35.4	0.0	39.8	33.8	0.0	36.1	10.7	16.9	8.9	11.1	16.9	16.9
LnGrp LOS	33.4 D	0.0 A	39.0 D	33.6 C	0.0 A	30.1 D	10.7 B	10.9 B	0.9 A	11.1 B	10.9 B	10.9 B
	U		U			U	D		A	D	917	Б
Approach Vol, veh/h		74 38.8			204 34.8			1026 16.1			16.5	
Approach LOS		30.0 D			34.0 C			10.1			10.5 B	
Approach LOS		U			C			Б			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	52.3	13.0	15.8	11.7	52.5	8.5	20.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	24.0	7.0	18.0	7.0	24.0	7.0	31.0				
Max Q Clear Time (g_c+I1), s	3.7	18.2	7.3	5.1	3.6	16.2	2.8	6.6				
Green Ext Time (p_c), s	0.0	3.0	0.0	0.2	0.0	3.1	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			18.7									
HCM 6th LOS			В									

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	**		7	^
Traffic Volume (vph)	0	20	893	20	0	768
Future Volume (vph)	0	20	893	20	0	768
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	25	
Storage Lanes	0	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95
Frt		0.865	0.997			
Flt Protected						
Satd. Flow (prot)	0	1611	5070	0	1863	3539
FIt Permitted						
Satd. Flow (perm)	0	1611	5070	0	1863	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	296		241			158
Travel Time (s)	6.7		5.5			3.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	22	971	22	0	835
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	22	993	0	0	835
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type: C	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 27.7%			IC	U Level c	of Service
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.2					
		WEE	NDT	NDD	001	OPT
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	•	7	*	00	ሻ	^
Traffic Vol, veh/h	0	20	893	20	0	768
Future Vol, veh/h	0	20	893	20	0	768
Conflicting Peds, #/hr	0	0	0	_ 0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	25	-
Veh in Median Storage,		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	971	22	0	835
Major/Minor	Aire a m4		\		1-i0	
	/linor1		Major1		Major2	
Conflicting Flow All	-	497	0	0	993	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	0	444	-	-	394	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			_	_		_
Mov Cap-1 Maneuver	_	444	_	_	394	_
Mov Cap-2 Maneuver	_	-	_	_	-	_
Stage 1						
Stage 2		_		_	-	_
Staye 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	13.5		0		0	
HCM LOS	В					
						05-
Minor Lane/Major Mvm	i .	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-		394	-
HCM Lane V/C Ratio		-	-	0.049	-	-
HCM Control Delay (s)		-	-	13.5	0	-
HCM Lane LOS		-	-	В	Α	-
HCM 95th %tile Q(veh)		-	-	0.2	0	-

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Lane Group EBL EBT WBT WBR SBL SBR
Lane Configurations 7 7 7
Traffic Volume (vph) 79 300 487 0 13 0
Future Volume (vph) 79 300 487 0 13 0
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900
Storage Length (ft) 65 0 0
Storage Lanes 1 0 1 0
Taper Length (ft) 25 25
Lane Util. Factor 1.00 1.00 1.00 1.00 1.00
Frt
Fit Protected 0.950 0.950
Satd. Flow (prot) 1770 1863 1863 0 1770 0
Flt Permitted 0.950 0.950
Satd. Flow (perm) 1770 1863 1863 0 1770 0
Link Speed (mph) 30 30 30
Link Distance (ft) 194 1330 345
Travel Time (s) 4.4 30.2 7.8
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92
Adj. Flow (vph) 86 326 529 0 14 0
Shared Lane Traffic (%)
Lane Group Flow (vph) 86 326 529 0 14 0
Enter Blocked Intersection No No No No No No
Lane Alignment Left Left Left Right Left Right
Median Width(ft) 12 12 12
Link Offset(ft) 0 0
Crosswalk Width(ft) 16 16
Two way Left Turn Lane Yes Yes
Headway Factor 1.00 1.00 1.00 1.00 1.00 1.00
Turning Speed (mph) 60 60 60 60
Sign Control Free Free Stop
Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 43.3% ICU Level of Service A
Analysis Period (min) 15

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	7	↑	1		W	
Traffic Vol, veh/h	79	300	487	0	13	0
Future Vol, veh/h	79	300	487	0	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage		0	0	-	0	_
Grade, %	-,	0	0	_	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	86	326	529	0	14	0
IVIVIII I IOVV	00	320	JZJ	U	17	U
Major/Minor	Major1	N	Major2	ا	Minor2	
Conflicting Flow All	529	0	-	0	1027	529
Stage 1	_	-	-	-	529	-
Stage 2	-	-	_	_	498	_
Critical Hdwy	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1	-	_	_	_	5.42	-
Critical Hdwy Stg 2	_	_	_	_	5.42	_
Follow-up Hdwy	2.218	_	_	_	3.518	3 318
Pot Cap-1 Maneuver	1038		_	_	260	550
Stage 1	1030	-	_	_	591	JJU -
	-	-			611	
Stage 2	-	-	-	-	011	-
Platoon blocked, %	4000	-	-	-	000	550
Mov Cap-1 Maneuver	1038	-	-	-	238	550
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	611	-
Approach	EB		WB		SB	
HCM Control Delay, s	1.8		0		15.1	
HCM LOS	1.0		U		C	
TIOWI LOO					U	
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR:	SBLn1
Capacity (veh/h)		1038	_	-	-	370
HCM Lane V/C Ratio		0.083	-	-	-	0.038
HCM Control Delay (s)		8.8	-	-	-	15.1
HCM Lane LOS		Α	-	-	-	С
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1
70410 4(1011	,	3.0				J . 1

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		^	* 1>			7
Traffic Volume (vph)	0	383	469	18	0	92
Future Volume (vph)	0	383	469	18	0	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.994			0.865
Flt Protected						
Satd. Flow (prot)	0	1863	3518	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	3518	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		357	194		328	
Travel Time (s)		8.1	4.4		7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	416	510	20	0	100
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	416	530	0	0	100
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type: (Other					
O TOTAL TOTAL						

ICU Level of Service A

Control Type: Unsignalized Intersection Capacity Utilization 25.9% Analysis Period (min) 15

Intersection						
	1					
Int Delay, s/veh						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		^	1			7
Traffic Vol, veh/h	0	383	469	18	0	92
Future Vol, veh/h	0	383	469	18	0	92
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	_	-	-	0
Veh in Median Storage,	# -	0	0	_	0	_
Grade, %	_	0	0	_	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	0	416	510	20	0	100
IVIVIIILIIOW	U	410	310	20	U	100
Major/Minor M	ajor1	N	Major2	<u> </u>	Minor2	
Conflicting Flow All	-	0	-	0	-	265
Stage 1	-	-	-	-	-	-
Stage 2	_	_	_	_	_	-
Critical Hdwy	-	_	_	_	_	6.93
Critical Hdwy Stg 1	_	_	_	_	_	-
Critical Hdwy Stg 2	_	_	_	_	_	_
Follow-up Hdwy	_	_	_	_		3.319
Pot Cap-1 Maneuver	0	_		_	0	734
Stage 1	0	_	_	_	0	104
Stage 2	0	-	-		0	_
	U	-	-		U	-
Platoon blocked, %		-	-	-		724
Mov Cap-1 Maneuver	-	-	-	-	-	734
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		10.7	
HCM LOS	U		U		10.7 B	
HOW LOS					Ď	
Minor Lane/Major Mvmt		EBT	WBT	WBR S	SBLn1	
Capacity (veh/h)		-	_	-		
HCM Lane V/C Ratio		_	_		0.136	
HCM Control Delay (s)		_	_	_		
HCM Lane LOS		_	_	_	В	
HCM 95th %tile Q(veh)		_	_	_	0.5	
HOW SOUT MILE Q(VeII)		_		_	0.5	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	↑	7	*	↑	7	7	^	7	*	1	
Traffic Volume (vph)	208	226	170	137	206	341	176	765	123	318	902	130
Future Volume (vph)	208	226	170	137	206	341	176	765	123	318	902	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	265		215	160		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			65			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3472	0
Flt Permitted	0.439			0.384			0.141			0.143		
Satd. Flow (perm)	818	1863	1583	715	1863	1583	263	3539	1583	266	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			134		19	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		978			357			1156			241	
Travel Time (s)		19.1			7.0			22.5			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	226	246	185	149	224	371	191	832	134	346	980	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	226	246	185	149	224	371	191	832	134	346	1121	0
Enter Blocked Intersection	No	No	No									
Lane Alignment	Left	Left	Right									
Median Width(ft)		12	J									
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	7.0	7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0	13.0	13.0	24.0	13.0	13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0	15.0	13.0	24.0	20.0	15.0	33.0	13.0	20.0	38.0	
Total Split (%)	14.4%	26.7%	16.7%	14.4%	26.7%	22.2%	16.7%	36.7%	14.4%	22.2%	42.2%	
Maximum Green (s)	7.0	18.0	9.0	7.0	18.0	14.0	9.0	27.0	7.0	14.0	32.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	22.7	15.7	30.8	22.7	15.7	36.7	37.3	28.3	41.3	48.7	34.2	
Actuated g/C Ratio	0.25	0.17	0.34	0.25	0.17	0.41	0.41	0.31	0.46	0.54	0.38	
v/c Ratio	0.81	0.76	0.30	0.57	0.69	0.52	0.73	0.75	0.17	0.88	0.84	
Control Delay	48.7	50.3	10.2	32.1	46.0	16.4	35.8	33.2	3.3	52.4	32.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.7	50.3	10.2	32.1	46.0	16.4	35.8	33.2	3.3	52.4	32.4	
LOS	D	D	В	С	D	В	D	С	Α	D	С	
Approach Delay		38.5			28.5			30.1			37.1	
Approach LOS		D			С			С			D	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 33.7 Intersection LOS: C
Intersection Capacity Utilization 81.2% ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Old Troy Pike & Taylorsville Road



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑	7	7	↑	7	7	^	7	7	* 1>	
Traffic Volume (veh/h)	208	226	170	137	206	341	176	765	123	318	902	130
Future Volume (veh/h)	208	226	170	137	206	341	176	765	123	318	902	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	226	246	185	149	224	371	191	832	134	346	980	141
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	374	466	294	374	553	277	1089	609	401	1128	162
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.20	0.09	0.31	0.31	0.10	0.24	0.24
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3118	448
Grp Volume(v), veh/h	226	246	185	149	224	371	191	832	134	346	558	563
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1790
Q Serve(g_s), s	7.0	10.9	8.4	5.9	9.8	17.9	6.5	19.1	5.1	11.3	27.1	27.2
Cycle Q Clear(g_c), s	7.0	10.9	8.4	5.9	9.8	17.9	6.5	19.1	5.1	11.3	27.1	27.2
Prop In Lane	1.00	2=1	1.00	1.00	0=1	1.00	1.00	1000	1.00	1.00	0.10	0.25
Lane Grp Cap(c), veh/h	294	374	466	294	374	553	277	1089	609	401	643	647
V/C Ratio(X)	0.77	0.66	0.40	0.51	0.60	0.67	0.69	0.76	0.22	0.86	0.87	0.87
Avail Cap(c_a), veh/h	294	374	466	294	374	553	288	1089	609	412	643	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	33.2	25.4	26.4	32.7	24.9	21.9	28.3	18.6	20.9	32.0	32.0
Incr Delay (d2), s/veh	11.8	4.2	0.5	1.4	2.6	3.1	6.5	5.1	0.8	16.8	14.8	14.8
Initial Q Delay(d3),s/veh	0.0 2.3	0.0 5.2	0.0 3.1	0.0	0.0 4.6	0.0	0.0	0.0	0.0 1.9	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		5.2	ა. I	2.5	4.0	6.8	3.0	8.5	1.9	6.6	14.6	14.7
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh	42.2	37.3	26.0	27.8	35.3	28.0	28.4	33.4	19.5	37.6	46.8	46.8
LnGrp LOS	42.2 D	37.3 D	20.0 C	21.0 C	33.3 D	20.0 C	20.4 C	33.4 C	19.5 B	37.0 D	40.0 D	40.0 D
	U	657			744		U		D	U		D
Approach Vol, veh/h					30.2			1157 30.9			1467 44.6	
Approach LOS		35.8 D			30.2 C			30.9 C			44.0 D	
Approach LOS		U			C			C			U	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.4	33.6	13.0	24.0	14.4	38.6	13.0	24.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	27.0	7.0	18.0	9.0	32.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	13.3	21.1	7.9	12.9	8.5	29.2	9.0	19.9				
Green Ext Time (p_c), s	0.1	2.9	0.0	0.9	0.0	1.8	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			36.6									
HCM 6th LOS			D									

7: Old Troy Pike & IHOP Driveway/Access #2

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	*		7	1	
Traffic Volume (vph)	5	0	28	42	0	73	12	1276	32	94	1277	31
Future Volume (vph)	5	0	28	42	0	73	12	1276	32	94	1277	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	80		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95
Frt		0.884			0.915			0.996			0.996	
Flt Protected		0.993			0.982		0.950			0.950		
Satd. Flow (prot)	0	1635	0	0	1674	0	1770	5065	0	1770	3525	0
Flt Permitted		0.993			0.982		0.950			0.950		
Satd. Flow (perm)	0	1635	0	0	1674	0	1770	5065	0	1770	3525	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		336			329			158			423	
Travel Time (s)		7.6			7.5			3.1			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	30	46	0	79	13	1387	35	102	1388	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	0	0	125	0	13	1422	0	102	1422	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Interposition Cummens												

Intersection Summary

Area Type: Other Control Type: Unsignalized

Intersection Capacity Utilization 63.1%

Analysis Period (min) 15

ICU Level of Service B

Intersection Int Delay, s/veh 44.3 Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Lane Configurations Traffic Vol, veh/h 5 0 28 42 0 73 12 1276 32 94 1277 31
Lane Configurations 🚓 🗘 🏌 🏲
Lane Configurations 🚓 🚓 🦎 🌴
Future Vol, veh/h 5 0 28 42 0 73 12 1276 32 94 1277 31
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0
Sign Control Stop Stop Stop Stop Stop Free Free Free Free Free
RT Channelized None None None
Storage Length 80 100
Veh in Median Storage, # - 0 0 0 -
Grade, % - 0 0 0 -
Peak Hour Factor 92 92 92 92 92 92 92 92 92 92 92
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2
Mvmt Flow 5 0 30 46 0 79 13 1387 35 102 1388 34
Major/Minor Minor2 Minor1 Major1 Major2
Conflicting Flow All 2190 3057 711 2329 3057 711 1422 0 0 1422 0 0
Stage 1 1609 1609 - 1431 1431
Stage 2 581 1448 - 898 1626
Critical Hdwy 6.99 6.54 6.94 6.99 6.54 7.14 4.14 5.34
Critical Hdwy Stg 1 6.54 5.54 - 7.34 5.54
Critical Hdwy Stg 2 6.74 5.54 - 6.54 5.54
Follow-up Hdwy 3.67 4.02 3.32 3.67 4.02 3.92 2.22 3.12
Pot Cap-1 Maneuver 35 12 375 ~ 28 12 322 475 244
Stage 1 107 162 - 101 198
Stage 2 438 195 - 293 159
Platoon blocked, %
Mov Cap-1 Maneuver 17 7 375 ~ 17 7 322 475 244
Mov Cap-2 Maneuver 17 7 - ~ 17 7
Stage 1 104 94 - 98 193 Stage 2 321 190 - 157 93
Stage 2 321 190 - 157 93
Approach EB WB NB SB
HCM Control Delay, s 70.4 \$1059.7 0.1 2
HCM LOS F F
Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR
Capacity (veh/h) 475 89 43 244
HCM Lane V/C Ratio 0.027 0.403 2.907 0.419
HCM Control Delay (s) 12.8 70.\$ 1059.7 30
HCM Lane LOS B F F D
HCM 95th %tile Q(veh) 0.1 1.6 13.7 1.9
Notes
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platon

	۶	-	•	1	←	*	1	†	1	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ĵ.		*	f)		*	^	7	*	1	
Traffic Volume (vph)	25	0	143	49	0	74	129	1168	57	95	1230	82
Future Volume (vph)	25	0	143	49	0	74	129	1168	57	95	1230	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	110		0	100		0	0		50
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.850			0.850				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3539	1583	1770	3507	0
FIt Permitted	0.705			0.480			0.097			0.104		
Satd. Flow (perm)	1313	1583	0	894	1583	0	181	3539	1583	194	3507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		274			304				109		9	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		353			430			423			803	
Travel Time (s)		8.0			9.8			8.2			15.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	0	155	53	0	80	140	1270	62	103	1337	89
Shared Lane Traffic (%)		-			-							
Lane Group Flow (vph)	27	155	0	53	80	0	140	1270	62	103	1426	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12	9		12	9
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8			2		2	6		

8: Old Troy Pike & Burger King Driveway/Access #3

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0		13.0	24.0		13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0		13.0	24.0		13.0	40.0	13.0	13.0	40.0	
Total Split (%)	14.4%	26.7%		14.4%	26.7%		14.4%	44.4%	14.4%	14.4%	44.4%	
Maximum Green (s)	7.0	18.0		7.0	18.0		7.0	34.0	7.0	7.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Min	None	None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	15.6	10.0		18.0	15.2		53.8	46.1	59.1	50.6	42.6	
Actuated g/C Ratio	0.17	0.11		0.20	0.17		0.60	0.51	0.66	0.56	0.47	
v/c Ratio	0.10	0.37		0.21	0.15		0.52	0.70	0.06	0.41	0.86	
Control Delay	26.6	2.5		28.3	0.6		22.7	17.1	0.5	14.6	29.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	26.6	2.5		28.3	0.6		22.7	17.1	0.5	14.6	29.1	
LOS	С	А		С	Α		С	В	Α	В	С	
Approach Delay		6.1			11.7			17.0			28.2	
Approach LOS		Α			В			В			С	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

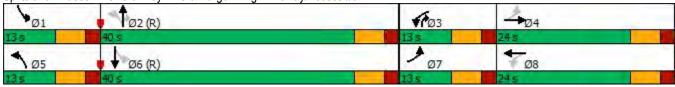
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 21.3 Intersection LOS: C
Intersection Capacity Utilization 78.4% ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 8: Old Troy Pike & Burger King Driveway/Access #3



	۶	→	•	•	←	•	1	†	~	1	†	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	1→		7	1→		*	^	7	7	* 1>	
Traffic Volume (veh/h)	25	0	143	49	0	74	129	1168	57	95	1230	82
Future Volume (veh/h)	25	0	143	49	0	74	129	1168	57	95	1230	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	0	155	53	0	80	140	1270	62	103	1337	89
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	0	194	215	0	224	266	1713	855	388	1619	107
Arrive On Green	0.04	0.00	0.12	0.06	0.00	0.14	0.15	0.96	0.96	0.07	0.48	0.48
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3382	225
Grp Volume(v), veh/h	27	0	155	53	0	80	140	1270	62	103	701	725
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1830
Q Serve(g_s), s	1.2	0.0	8.6	2.3	0.0	4.1	3.4	4.0	0.1	2.5	30.6	30.8
Cycle Q Clear(g_c), s	1.2	0.0	8.6	2.3	0.0	4.1	3.4	4.0	0.1	2.5	30.6	30.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	274	0	194	215	0	224	266	1713	855	388	850	876
V/C Ratio(X)	0.10	0.00	0.80	0.25	0.00	0.36	0.53	0.74	0.07	0.27	0.82	0.83
Avail Cap(c_a), veh/h	345	0	317	252	0	317	270	1713	855	398	850	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	38.4	31.7	0.0	35.0	16.1	0.9	0.7	9.8	20.2	20.3
Incr Delay (d2), s/veh	0.2	0.0	7.4	0.6	0.0	1.0	1.8	2.9	0.2	0.4	8.9	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.7	1.0	0.0	1.6	1.2	1.1	0.1	0.9	13.6	14.1
Unsig. Movement Delay, s/veh		0.0	45.0	20.2	0.0	25.0	18.0	2.0	0.0	10.1	20.4	29.1
LnGrp Delay(d),s/veh	32.4 C	0.0 A	45.8 D	32.3 C		35.9 D	16.0 B	3.8	0.8	10.1 B	29.1 C	
LnGrp LOS	U		U	U	A 422	U	Б	A 4470	A	D		С
Approach Vol, veh/h		182			133			1472			1529	
Approach LOS		43.8			34.5			5.1			27.9	
Approach LOS		D			С			А			С	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	49.4	11.1	17.0	12.8	49.1	9.4	18.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	34.0	7.0	18.0	7.0	34.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	4.5	6.0	4.3	10.6	5.4	32.8	3.2	6.1				
Green Ext Time (p_c), s	0.0	11.2	0.0	0.5	0.0	0.9	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			В									

	1	•	†	-	/	ļ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	441		*	^
Traffic Volume (vph)	0	27	1291	23	0	1350
Future Volume (vph)	0	27	1291	23	0	1350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	25	
Storage Lanes	0	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95
Frt		0.865	0.997			
Flt Protected						
Satd. Flow (prot)	0	1611	5070	0	1863	3539
FIt Permitted						
Satd. Flow (perm)	0	1611	5070	0	1863	3539
Link Speed (mph)	30		35			35
Link Distance (ft)	296		241			158
Travel Time (s)	6.7		4.7			3.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	29	1403	25	0	1467
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	29	1428	0	0	1467
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0	_	12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type: C	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 40.7%			IC	U Level c	of Service
Analysis Period (min) 15						

Intersection						
	0.2					
Int Delay, s/veh						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	ተተ1>		7	^
Traffic Vol, veh/h	0	27	1291	23	0	1350
Future Vol, veh/h	0	27	1291	23	0	1350
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	25	-
Veh in Median Storage	, # 0	_	0	_	_	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	1403	25	0	1467
IVIVIII(I IOW	U	23	1400	23	U	1407
Major/Minor I	Minor1	ľ	Major1	N	/lajor2	
Conflicting Flow All	_	714	0	0	1428	0
Stage 1	-	-	_	-	_	-
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	7.14	_	_	5.34	_
Critical Hdwy Stg 1	_	7.17	_	_	-	_
Critical Hdwy Stg 2			_		_	_
Follow-up Hdwy	_	3.92	_	_	3.12	_
		321	-	-	242	-
Pot Cap-1 Maneuver	0		-	-		-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	321	-	-	242	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	17.3		0		0	
HCM LOS	С					
Minor Lane/Major Mvm	t	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)			-		242	
HCM Lane V/C Ratio		-		0.091	- 242	_
HCM Control Delay (s)		-	<u>-</u>	4	0	_
HCM Lane LOS		-				
		-	-	C	A	-
HCM 95th %tile Q(veh)		-	-	0.3	0	-

	•	→	•	•	-	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	7	^	ĵ.		A.	
Traffic Volume (vph)	50	617	633	2	13	0
Future Volume (vph)	50	617	633	2	13	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	0	1770	0
FIt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	0	1770	0
Link Speed (mph)		30	35		30	
Link Distance (ft)		194	1330		345	
Travel Time (s)		4.4	25.9		7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	671	688	2	14	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	671	690	0	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 50.1%			IC	CU Level o	of Service
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.5					
		EDT	WDT	WDD	CDI	CDD
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ኝ	^	\$	^	Y	^
Traffic Vol, veh/h	50	617	633	2	13	0
Future Vol, veh/h	50	617	633	2	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	671	688	2	14	0
Major/Minor	Major1	N	Major?		Minor?	
	Major1		Major2		Minor2	000
Conflicting Flow All	690	0	-	0	1468	689
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	779	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	
Pot Cap-1 Maneuver	905	-	-	-	141	446
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	452	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	905	-	-	-	133	446
Mov Cap-2 Maneuver		-	-	-	271	-
Stage 1	-	-	-	-	468	-
Stage 2	-	_	_	_	452	-
			1.4		0.5	
Approach	EB		WB		SB	
HCM Control Delay, s	0.7		0		19	
HCM LOS					С	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR	SRI n1
	111		LDI	VVDI		
Capacity (veh/h)		905	-	-	-	271
HCM Cantral Dalay (a	\	0.06	-	-		0.052
HCM Control Delay (s)	9.2	-	-	-	19
HCM Lane LOS	. \	A	-	-	-	С
HCM 95th %tile Q(veh	1)	0.2	-	-	-	0.2

	٠	→	←	•	1	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		^	^ 1>			7
Traffic Volume (vph)	0	667	622	11	0	63
Future Volume (vph)	0	667	622	11	0	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	1863	3529	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	3529	0	0	1611
Link Speed (mph)		30	35		30	
Link Distance (ft)		357	194		328	
Travel Time (s)		8.1	3.8		7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	725	676	12	0	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	725	688	0	0	68
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
71	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	ion 38.4%			IC	U Level	of Service

Original 2022 Build Traffic Scenario - PM Peak Hour CESO, Inc

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	↑	† 1>	יוטוג	ODL	7
Traffic Vol., veh/h	0	667	622	11	0	63
Future Vol, veh/h	0	667	622	11	0	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	_	-	_	0
Veh in Median Storage,		0	0	_	0	-
Grade, %	, π - -	0	0	_	0	<u>-</u>
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	0	725	676	12	0	68
IVIVIIIL FIUW	U	125	0/0	IZ	U	00
Major/Minor N	/lajor1	N	Major2	N	/linor2	
Conflicting Flow All	-	0	-	0	-	344
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	_	_	_	-	_	_
Follow-up Hdwy	-	-	-	-	_	3.319
Pot Cap-1 Maneuver	0	_	_	-	0	653
	U					
•		-	_	_	0	-
Stage 1	0	-	-	-	0	-
Stage 1 Stage 2		- - -	-	-	0	
Stage 1 Stage 2 Platoon blocked, %	0	-			0	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	0 0	- - -	- - -	- -	0	
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver	0 0 - -	-	-	-	0	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1	0 0 - -	- - - -	- - - -	-	- - -	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver	0 0 - -	- - -	- - -	- -	0	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1	0 0	- - - -	- - - - -	-	- - - -	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1	0 0 - -	- - - -	- - - -	-	- - -	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2	0 0	- - - -	- - - - -	-	- - - -	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach	0 0 - - - -	- - - -	- - - - - WB	-	0 - - - - SB	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s	0 0 - - - -	- - - -	- - - - - WB	-	0 - - - - SB 11.2	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS	0 0 - - - - - EB	-	- - - - - WB	-	0 - - - - SB 11.2 B	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mymi	0 0 - - - - - EB	- - - -	- - - - - WB	- - - - -	0 - - - - SB 11.2 B	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h)	0 0 - - - - - EB	- - - - - -	- - - - - WBB 0		0 - - - - SB 11.2 B	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	0 0 - - - - - EB	-	- - - - - WBB 0	- - - - - - WBR \$	0 - - - - SB 11.2 B SBLn1 653 0.105	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)	0 0 - - - - - EB	EBT -	- - - - - - WB 0		0 - - - - - - - 11.2 B SBLn1 653 0.105 11.2	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	0 0 - - - - - 0	- - - - - -	- - - - - WBB 0	- - - - - - WBR \$	0 - - - - SB 11.2 B SBLn1 653 0.105	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	^	7	7	^	7	7	^	7	×	1	
Traffic Volume (vph)	209	226	170	144	206	344	176	748	137	319	886	130
Future Volume (vph)	209	226	170	144	206	344	176	748	137	319	886	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	265		215	160		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			65			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3472	0
Flt Permitted	0.439			0.384			0.141			0.153		
Satd. Flow (perm)	818	1863	1583	715	1863	1583	263	3539	1583	285	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			149		20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		978			357			1156			241	
Travel Time (s)		19.1			7.0			22.5			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	227	246	185	157	224	374	191	813	149	347	963	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	246	185	157	224	374	191	813	149	347	1104	0
Enter Blocked Intersection	No	No	No									
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	7.0	7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0	13.0	13.0	24.0	13.0	13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0	15.0	13.0	24.0	20.0	15.0	33.0	13.0	20.0	38.0	
Total Split (%)	14.4%	26.7%	16.7%	14.4%	26.7%	22.2%	16.7%	36.7%	14.4%	22.2%	42.2%	
Maximum Green (s)	7.0	18.0	9.0	7.0	18.0	14.0	9.0	27.0	7.0	14.0	32.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	22.7	15.7	30.8	22.7	15.7	36.6	37.4	28.4	41.4	48.7	34.2	
Actuated g/C Ratio	0.25	0.17	0.34	0.25	0.17	0.41	0.42	0.32	0.46	0.54	0.38	
v/c Ratio	0.81	0.76	0.30	0.60	0.69	0.53	0.73	0.73	0.18	0.87	0.83	
Control Delay	49.1	50.3	10.2	33.5	46.0	16.6	35.7	32.5	3.3	49.7	32.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	49.1	50.3	10.2	33.5	46.0	16.6	35.7	32.5	3.3	49.7	32.1	
LOS	D	D	В	С	D	В	D	С	Α	D	С	
Approach Delay		38.6			28.8			29.2			36.3	
Approach LOS		D			С			С			D	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87 Intersection Signal Delay: 33.2 Intersection Capacity Utilization 80.8%

Intersection LOS: C ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Old Troy Pike & Taylorsville Road



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑	7	Ť	↑	7	7	^	7	7	* 1>	
Traffic Volume (veh/h)	209	226	170	144	206	344	176	748	137	319	886	130
Future Volume (veh/h)	209	226	170	144	206	344	176	748	137	319	886	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	246	185	157	224	374	191	813	149	347	963	141
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	293	374	466	294	374	554	281	1088	608	405	1125	165
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.20	0.09	0.31	0.31	0.10	0.24	0.24
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3110	455
Grp Volume(v), veh/h	227	246	185	157	224	374	191	813	149	347	550	554
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1788
Q Serve(g_s), s	7.0	10.9	8.4	6.3	9.8	18.0	6.5	18.5	5.8	11.4	26.6	26.7
Cycle Q Clear(g_c), s	7.0	10.9	8.4	6.3	9.8	18.0	6.5	18.5	5.8	11.4	26.6	26.7
Prop In Lane	1.00	074	1.00	1.00	07.4	1.00	1.00	4000	1.00	1.00	0.40	0.25
Lane Grp Cap(c), veh/h	293	374	466	294	374	554	281	1088	608	405	643	647
V/C Ratio(X)	0.77	0.66	0.40	0.53	0.60	0.68	0.68	0.75	0.24	0.86	0.86	0.86
Avail Cap(c_a), veh/h	293	374	466	294	374	554	292	1088	608	416	643	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	33.2	25.4	26.5	32.7	24.9	21.9	28.1	18.9	20.8	31.8	31.9
Incr Delay (d2), s/veh	12.1	4.2	0.5	1.9	2.6	3.2	6.0	4.7	1.0	15.9	13.7	13.7
Initial Q Delay(d3),s/veh	0.0 2.3	0.0 5.2	0.0 3.1	0.0	0.0 4.6	0.0	0.0	0.0	0.0 2.2	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		5.2	ა. I	2.7	4.0	6.9	3.0	8.2	2.2	6.5	14.2	14.3
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh	42.6	37.3	26.0	28.4	35.3	28.2	27.9	32.8	19.8	36.6	45.6	45.5
LnGrp LOS	42.0 D	37.3 D	20.0 C	20.4 C	33.3 D	20.2 C	21.9 C	32.0 C	19.0 B	30.0 D	45.0 D	45.5 D
	U			U			U		D	U		D
Approach Vol, veh/h		658 36.0			755 30.3			1153 30.3			1451 43.4	
Approach LOS		30.0 D			30.3 C			30.3 C			43.4 D	
Approach LOS		U			C			C			U	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.5	33.5	13.0	24.0	14.4	38.6	13.0	24.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	27.0	7.0	18.0	9.0	32.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	13.4	20.5	8.3	12.9	8.5	28.7	9.0	20.0				
Green Ext Time (p_c), s	0.1	3.1	0.0	0.9	0.0	2.1	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			36.0									
HCM 6th LOS			D									

7: Old Troy Pike & IHOP Driveway/Access #2

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	**		7	1	
Traffic Volume (vph)	5	0	28	19	0	95	12	1225	64	143	1241	31
Future Volume (vph)	5	0	28	19	0	95	12	1225	64	143	1241	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	80		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95
Frt		0.884			0.888			0.993			0.996	
Flt Protected		0.993			0.992		0.950			0.950		
Satd. Flow (prot)	0	1635	0	0	1641	0	1770	5050	0	1770	3525	0
Flt Permitted		0.993			0.992		0.950			0.950		
Satd. Flow (perm)	0	1635	0	0	1641	0	1770	5050	0	1770	3525	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		336			329			158			423	
Travel Time (s)		7.6			7.5			3.1			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	30	21	0	103	13	1332	70	155	1349	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	0	0	124	0	13	1402	0	155	1383	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other Control Type: Unsignalized

Intersection Capacity Utilization 58.2%

ICU Level of Service B

Analysis Period (min) 15

Intersection													
Int Delay, s/veh	28.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		*	ተ ቀሴ		*	1		
Traffic Vol, veh/h	5	0	28	19	0	95	12	1225	64	143	1241	31	
Future Vol, veh/h	5	0	28	19	0	95	12	1225	64	143	1241	31	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	80	-	-	100	-	-	
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	5	0	30	21	0	103	13	1332	70	155	1349	34	
Major/Minor	Minor2		ı	Minor1			Major1		N	Major2			
Conflicting Flow All	2235	3104	692	2378	3086	701	1383	0	0	1402	0	0	
Stage 1	1676	1676	092	1393	1393	701	1303	-	-	1402	-	-	
Stage 2	559	1428		985	1693	_	_	_	_	_	_	_	
Critical Hdwy	6.99	6.54	6.94	6.99	6.54	7.14	4.14		_	5.34	_	_	
Critical Hdwy Stg 1	6.54	5.54	0.94	7.34	5.54	7.14	4.14	_	-	5.54	_	_	
Critical Hdwy Stg 2	6.74	5.54	_	6.54	5.54		_			_		_	
Follow-up Hdwy	3.67	4.02	3.32	3.67	4.02	3.92	2.22	_	_	3.12	_	_	
Pot Cap-1 Maneuver	32	11	386	26	12	327	491	_	_	249	_	_	
Stage 1	97	150	-	107	207	JZ1 -	-	_	_	270	_	_	
Stage 2	452	199	_	260	147	_	_	_	_	_	_	_	
Platoon blocked, %	702	100		200	171			_	_		_	_	
Mov Cap-1 Maneuver	11	4	386	~ 12	4	327	491	_	_	249	_	_	
Mov Cap-2 Maneuver	11	4	-	~ 12	4	-	-	_	_		_	_	
Stage 1	94	57	_	104	202	_	_	_	_	_	_	-	
Stage 2	301	194	_	90	56	_	_	_	_	_	_	-	
J. 100 2	301	.01											
Annragah	ED			WD			ND			CD			
Approach	120.2		Φ.	WB			NB 0.1			SB			
HCM Control Delay, s	120.3		\$	624.4			0.1			4.1			
HCM LOS	F			F									
Minor Lane/Major Mvn	nt	NBL	NBT	NBR	EBLn1V		SBL	SBT	SBR				
Capacity (veh/h)		491	-	-	63	61	249	-	-				
HCM Lane V/C Ratio		0.027	-	-	0.569	2.031	0.624	-	-				
HCM Control Delay (s))	12.5	-	-	120.3\$	624.4	40.8	-	-				
HCM Lane LOS		В	-	-	F	F	Е	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	2.3	11.8	3.8	-	-				
Notes													
~: Volume exceeds ca	nacity	\$∙ Do	elay exc	pade 31	ηης	+· Com	putation	Not Do	ofined	*· ΔII	major v	oluma ir	n platoon
. volume exceeds ca	pacity	φ. De	ay exc	ccus 30	105	+. COIII	pulation	NOL DE	Sillieu	. All	пајог ۷	olullie II	μαισση

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	f)		*	f)		*	^	7	*	1	
Traffic Volume (vph)	24	0	143	91	0	66	129	1161	35	54	1227	82
Future Volume (vph)	24	0	143	91	0	66	129	1161	35	54	1227	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	110		0	100		0	0		50
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.850			0.850				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3539	1583	1770	3507	0
FIt Permitted	0.710			0.480			0.095			0.114		
Satd. Flow (perm)	1323	1583	0	894	1583	0	177	3539	1583	212	3507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		243			305				109		9	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		353			430			423			803	
Travel Time (s)		8.0			9.8			8.2			15.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	0	155	99	0	72	140	1262	38	59	1334	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	155	0	99	72	0	140	1262	38	59	1423	0
Enter Blocked Intersection	No	No	No	No	No							
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8			2		2	6		

8: Old Troy Pike & Burger King Driveway/Access #3

	•	→	*	•	←	•	1	†	1	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0		13.0	24.0		13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0		13.0	24.0		13.0	40.0	13.0	13.0	40.0	
Total Split (%)	14.4%	26.7%		14.4%	26.7%		14.4%	44.4%	14.4%	14.4%	44.4%	
Maximum Green (s)	7.0	18.0		7.0	18.0		7.0	34.0	7.0	7.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Min	None	None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	15.6	10.0		18.0	15.2		54.5	47.0	60.0	49.9	42.6	
Actuated g/C Ratio	0.17	0.11		0.20	0.17		0.61	0.52	0.67	0.55	0.47	
v/c Ratio	0.10	0.40		0.40	0.14		0.53	0.68	0.03	0.24	0.85	
Control Delay	26.6	3.6		32.4	0.6		22.9	15.9	0.1	10.3	28.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	26.6	3.6		32.4	0.6		22.9	15.9	0.1	10.3	28.9	
LOS	С	Α		С	Α		С	В	Α	В	С	
Approach Delay		6.9			19.0			16.1			28.1	
Approach LOS		Α			В			В			С	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

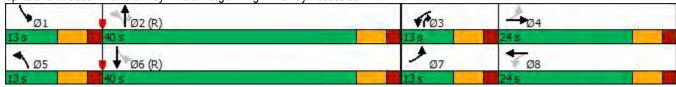
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 21.2 Intersection LOS: C
Intersection Capacity Utilization 78.4% ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 8: Old Troy Pike & Burger King Driveway/Access #3



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	₽		*	1		*	^	7	*	* 1>	
Traffic Volume (veh/h)	24	0	143	91	0	66	129	1161	35	54	1227	82
Future Volume (veh/h)	24	0	143	91	0	66	129	1161	35	54	1227	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	40-0	No	40-0	10-0	No	40=0	10-0	No	10-0	10-0	No	10-0
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	0	155	99	0	72	140	1262	38	59	1334	89
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	0	194	240	0	248	257	1705	874	369	1571	105
Arrive On Green	0.04	0.00	0.12	0.07	0.00	0.16	0.15	0.96	0.96	0.06	0.46	0.46
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3382	225
Grp Volume(v), veh/h	26	0	155	99	0	72	140	1262	38	59	699	724
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1830
Q Serve(g_s), s	1.1	0.0	8.6	4.3	0.0	3.6	3.5	4.4	0.1	1.5	31.3	31.5
Cycle Q Clear(g_c), s	1.1	0.0	8.6	4.3	0.0	3.6	3.5	4.4	0.1	1.5	31.3	31.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	300	0	194	240	0	248	257	1705	874	369	825	850
V/C Ratio(X)	0.09	0.00	0.80	0.41	0.00	0.29	0.54	0.74	0.04	0.16	0.85	0.85
Avail Cap(c_a), veh/h	373	0	317	252	0	317	262	1705	874	401	825	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	0.0	38.4	31.4	0.0	33.6	16.8	1.0	0.7	10.6	21.3	21.3
Incr Delay (d2), s/veh	0.1	0.0	7.4	1.1	0.0	0.6	2.2	2.9	0.1	0.2	10.5	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0 3.7	0.0 1.9	0.0	0.0	0.0 1.3	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	3.1	1.9	0.0	1.4	1.3	1.2	0.0	0.0	14.3	14.8
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh	32.4	0.0	45.9	32.6	0.0	34.2	19.1	4.0	0.8	10.8	31.8	31.8
LnGrp LOS	32.4 C	0.0 A	45.9 D	32.0 C	0.0 A	34.2 C	19.1 B	4.0 A	0.6 A	10.6 B	31.0 C	31.0 C
		181	U		171		D		A	D		
Approach Vol, veh/h		43.9			33.3			1440 5.3			1482 31.0	
Approach LOS		43.9 D			33.3 C						31.0 C	
Approach LOS		U			C			А			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	49.2	12.4	17.0	12.8	47.8	9.3	20.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	34.0	7.0	18.0	7.0	34.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	3.5	6.4	6.3	10.6	5.5	33.5	3.1	5.6				
Green Ext Time (p_c), s	0.0	10.9	0.0	0.5	0.0	0.4	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			20.5									
HCM 6th LOS			С									

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	ተተ1>		*	^
Traffic Volume (vph)	0	17	1284	17	0	1335
Future Volume (vph)	0	17	1284	17	0	1335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	25	
Storage Lanes	0	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95
Frt		0.865	0.998			
Flt Protected						
Satd. Flow (prot)	0	1611	5075	0	1863	3539
Flt Permitted						
Satd. Flow (perm)	0	1611	5075	0	1863	3539
Link Speed (mph)	30		35			35
Link Distance (ft)	296		241			158
Travel Time (s)	6.7		4.7			3.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	18	1396	18	0	1451
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	18	1414	0	0	1451
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0	•	12	•		12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utiliza	tion 40.2%			IC	U Level o	of Service
Analysis Period (min) 15				,,		22.1.20

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	**		*	^
Traffic Vol, veh/h	0	17	1284	17	0	1335
Future Vol, veh/h	0	17	1284	17	0	1335
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	25	-
Veh in Median Storage,	# 0	_	0	-	_	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	1396	18	0	1451
IVIVIII(I IOW	U	10	1000	10	U	1451
Major/Minor N	linor1	ľ	Major1	N	/lajor2	
Conflicting Flow All	_	707	0	0	1414	0
Stage 1	_	_	_	_	_	_
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	7.14	_	_	5.34	_
Critical Hdwy Stg 1	_	7.17	_	_	- 0.04	_
Critical Hdwy Stg 2		_	-	_	_	_
	-	3.92	_	-	3.12	-
Follow-up Hdwy	-	3.92	-	-		-
Pot Cap-1 Maneuver	0		-	-	246	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	324	-	-	246	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WD		ND		CD	
Approach	WB		NB		SB	
HCM Control Delay, s	16.8		0		0	
HCM LOS	С					
Minor Lane/Major Mvmt		NBT	NRRV	VBLn1	SBL	SBT
Capacity (veh/h)		ITUI	-		246	051
HCM Lane V/C Ratio		-				-
		-		0.057	-	-
HCM Control Delay (s)		-	-		0	-
HCM Lane LOS		-	-	С	A	-
HCM 95th %tile Q(veh)		-	-	0.2	0	-

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	^	ĵ.		14	
Traffic Volume (vph)	64	615	633	0	11	0
Future Volume (vph)	64	615	633	0	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	0	1770	0
FIt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	0	1770	0
Link Speed (mph)		30	35		30	
Link Distance (ft)		194	1330		345	
Travel Time (s)		4.4	25.9		7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	668	688	0	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	668	688	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized	-					
Intersection Capacity Utilizat	ion 50.2%			IC	CU Level	of Service
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.6					
		EDT	WDT	WED	ODI	CDD
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ሻ	↑	\$	^	Y	^
Traffic Vol, veh/h	64	615	633	0	11	0
Future Vol, veh/h	64	615	633	0	11	0
Conflicting Peds, #/hr	_ 0	_ 0	_ 0	_ 0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	668	688	0	12	0
Major/Minor	Major1		/aiar?		Minor?	
	Major1		Major2		Minor2	200
Conflicting Flow All	688	0	-	0	1496	688
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	808	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	
Pot Cap-1 Maneuver	906	-	-	-	135	446
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	906	-	-	-	125	446
Mov Cap-2 Maneuver	-	_	-	-	262	-
Stage 1	_	_	_	_	461	-
Stage 2	_	_	_	_	438	_
Jugo 2					.00	
Approach	EB		WB		SB	
HCM Control Delay, s	0.9		0		19.4	
HCM LOS					С	
Miner Lene/Major Myn	-4	EDI	ГРТ	WDT	WDD	CDI 51
Minor Lane/Major Mvn	IL	EBL	EBT	WBT	WBR :	
Capacity (veh/h)		906	-	-	-	262
HCM Lane V/C Ratio		0.077	-	-		0.046
HCM Control Delay (s)		9.3	-	-	-	19.4
HCM Lane LOS		Α	-	-	-	С
HCM 95th %tile Q(veh	1	0.2	_	_	_	0.1

	۶	→	•	*	-	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		†	^ 1>			7
Traffic Volume (vph)	0	682	618	15	0	77
Future Volume (vph)	0	682	618	15	0	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	1863	3529	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	3529	0	0	1611
Link Speed (mph)		30	35		30	
Link Distance (ft)		357	194		328	
Travel Time (s)		8.1	3.8		7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	741	672	16	0	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	741	688	0	0	84
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
1. (C	20 00/			10		

ICU Level of Service A

2022 Build Traffic Scenario - PM Peak Hour CESO, Inc

Intersection Capacity Utilization 39.2% Analysis Period (min) 15

	۶	→	*	•	-	•	1	1	/	/	Ţ	✓
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	^	7	7	^	7	7	^	7	×	1	
Traffic Volume (vph)	155	103	104	184	153	332	89	664	120	244	635	110
Future Volume (vph)	155	103	104	184	153	332	89	664	120	244	635	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	265		215	160		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			65			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3461	0
Flt Permitted	0.652			0.528			0.255			0.190		
Satd. Flow (perm)	1215	1863	1583	984	1863	1583	475	3539	1583	354	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			131			130		25	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		978			357			1156			241	
Travel Time (s)		19.1			7.0			22.5			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	168	112	113	200	166	361	97	722	130	265	690	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	112	113	200	166	361	97	722	130	265	810	0
Enter Blocked Intersection	No	No	No									
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		

	۶	→	*	1	←	*	1	†	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	7.0	7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0	13.0	13.0	24.0	13.0	13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0	13.0	13.0	24.0	16.0	13.0	27.0	13.0	16.0	30.0	
Total Split (%)	16.3%	30.0%	16.3%	16.3%	30.0%	20.0%	16.3%	33.8%	16.3%	20.0%	37.5%	
Maximum Green (s)	7.0	18.0	7.0	7.0	18.0	10.0	7.0	21.0	7.0	10.0	24.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	17.8	12.8	23.3	21.0	12.8	30.8	31.9	24.2	40.4	40.5	28.5	
Actuated g/C Ratio	0.22	0.16	0.29	0.26	0.16	0.38	0.40	0.30	0.50	0.51	0.36	
v/c Ratio	0.53	0.38	0.21	0.56	0.56	0.52	0.31	0.67	0.15	0.68	0.65	
Control Delay	27.7	33.0	3.9	28.0	37.9	14.1	14.0	29.2	3.3	36.1	28.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	27.7	33.0	3.9	28.0	37.9	14.1	14.0	29.2	3.3	36.1	28.1	
LOS	С	С	Α	С	D	В	В	С	Α	D	С	
Approach Delay		22.4			23.4			24.1			30.1	
Approach LOS		С			С			С			С	

Intersection Summary

Area Type: Other

Cycle Length: 80 Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

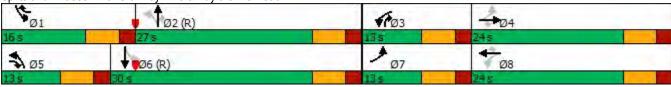
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 25.7 Intersection LOS: C
Intersection Capacity Utilization 70.4% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Old Troy Pike & Taylorsville Road



	۶	→	*	•	•	•	1	†	~	/	1	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ť	↑	7	7	↑	7	7	^	7	7	* 1>	
Traffic Volume (veh/h)	155	103	104	184	153	332	89	664	120	244	635	110
Future Volume (veh/h)	155	103	104	184	153	332	89	664	120	244	635	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	112	113	200	166	361	97	722	130	265	690	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	412	471	443	412	547	297	951	563	365	954	166
Arrive On Green	0.09	0.22	0.22	0.09	0.22	0.22	0.08	0.27	0.27	0.08	0.21	0.21
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3027	526
Grp Volume(v), veh/h	168	112	113	200	166	361	97	722	130	265	405	405
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1776
Q Serve(g_s), s	5.8	4.0	4.3	7.0	6.1	15.5	3.0	14.9	4.6	8.4	17.0	17.0
Cycle Q Clear(g_c), s	5.8	4.0	4.3	7.0	6.1	15.5	3.0	14.9	4.6	8.4	17.0	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	372	412	471	443	412	547	297	951	563	365	560	560
V/C Ratio(X)	0.45	0.27	0.24	0.45	0.40	0.66	0.33	0.76	0.23	0.73	0.72	0.72
Avail Cap(c_a), veh/h	372	421	479	443	421	555	315	951	563	365	560	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	25.9	21.3	21.7	26.7	22.2	19.4	26.9	18.1	20.5	28.3	28.3
Incr Delay (d2), s/veh	0.9	0.4	0.3	0.7	0.6	2.8	0.6	5.7	1.0	7.1	7.9	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.7	1.6	2.8	2.7	5.8	1.2	6.7	1.7	4.1	8.6	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	26.2	21.5	22.5	27.3	25.1	20.1	32.6	19.1	27.6	36.2	36.3
LnGrp LOS	С	С	С	С	С	С	С	С	В	С	D	<u>D</u>
Approach Vol, veh/h		393			727			949			1075	
Approach Delay, s/veh		23.2			24.9			29.5			34.1	
Approach LOS		С			С			С			С	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	27.4	13.0	23.6	12.2	31.2	13.0	23.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	10.0	21.0	7.0	18.0	7.0	24.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	10.4	16.9	9.0	6.3	5.0	19.0	7.8	17.5				
Green Ext Time (p_c), s	0.0	1.9	0.0	0.7	0.0	2.2	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			29.2									
HCM 6th LOS			С									

7: Old Troy Pike & IHOP Driveway/Access #2

	۶	→	•	•	+	*	1	†	~	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		Y	*		7	* 1>	
Traffic Volume (vph)	3	0	9	60	0	107	17	1072	69	162	911	8
Future Volume (vph)	3	0	9	60	0	107	17	1072	69	162	911	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	80		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95
Frt		0.896			0.913			0.991			0.999	
Flt Protected		0.989			0.982		0.950			0.950		
Satd. Flow (prot)	0	1651	0	0	1670	0	1770	5040	0	1770	3536	0
FIt Permitted		0.989			0.982		0.950			0.950		
Satd. Flow (perm)	0	1651	0	0	1670	0	1770	5040	0	1770	3536	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		336			329			158			423	
Travel Time (s)		7.6			7.5			3.1			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	0	10	65	0	116	18	1165	75	176	990	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	181	0	18	1240	0	176	999	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	60		60	15		60	60		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other Control Type: Unsignalized

Intersection Capacity Utilization 56.6%

Analysis Period (min) 15

ICU Level of Service B

Intersection													
Int Delay, s/veh	89.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
	EDL		EDK	VVDL		WDK			INDIN	SDL Š		SDK	
Lane Configurations Traffic Vol, veh/h	3	4	9	60	4	107	1 7	↑↑ ↑ 1072	69	162	↑ ↑	8	
Future Vol, veh/h	3	0	9	60	0	107	17	1072	69	162	911	8	
Conflicting Peds, #/hr	0	0	0	00	0	0	0	0	09	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	otop -	olop -	None	-	-	None	-	-	None	-	-	None	
Storage Length	_	_	-	_	_	-	80		-	100	_	-	
Veh in Median Storage		0	_	_	0	_	-	0	_	-	0	_	
Grade, %	, <i>'''</i>	0	_	_	0	_	_	0	_	_	0	_	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	3	0	10	65	0	116	18	1165	75	176	990	9	
		<u> </u>											
N.A ' /N.A.'	4: 0			A'			M. '. A			4 ' 0			
	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1849	2623	500	2086	2590	620	999	0	0	1240	0	0	
Stage 1	1347	1347	-	1239	1239	-	-	-	-	-	-	-	
Stage 2	502	1276	-	847	1351		-	-	-	-	-	-	
Critical Hdwy	6.99	6.54	6.94	6.99	6.54	7.14	4.14	-	-	5.34	-	-	
Critical Hdwy Stg 1	6.54	5.54	-	7.34	5.54	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	2.20	6.54	5.54	2.00	- 0.00	-	-	2.40	-	-	
Follow-up Hdwy	3.67	4.02	3.32 516	3.67 ~ 41	4.02	3.92	2.22	-	-	3.12 299	-	-	
Pot Cap-1 Maneuver	156	218	510	138	246	309	009	-	-	299	-	-	
Stage 1 Stage 2	490	236	_	314	217	-	-		-	-	-	-	
Platoon blocked, %	430	230	-	314	211	-	-	_	-	_	_	_	
Mov Cap-1 Maneuver	21	10	516	~ 21	10	369	689		_	299	_		
Mov Cap-2 Maneuver	21	10	-	~ 21	10	-	-	_	_	-	_	_	
Stage 1	152	90	_	134	240	_	_	_	_	_	_	_	
Stage 2	327	230	_	127	89	_	_	_	_	_	_	_	
5 tag 5 Z	J.	_00											
				14.5						0.5			
Approach	EB			WB			NB			SB			
HCM Control Delay, s	62.8		\$ 1	1252.9			0.2			4.9			
HCM LOS	F			F									
Minor Lane/Major Mvm	t_	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR				
Capacity (veh/h)		689	-	-	75	53	299	-	-				
HCM Lane V/C Ratio		0.027	-	-	0.174		0.589	-	-				
HCM Control Delay (s)		10.4	-	-		1252.9	32.9	-	-				
HCM Lane LOS		В	-	-	F	F	D	-	-				
HCM 95th %tile Q(veh)		0.1	-	-	0.6	19.5	3.5	-	-				
Notes													
~: Volume exceeds cap	nacity	\$∙ Do	elay exc	eede 31	ηης	+· Com	nutation	Not De	fined	*· ΔII :	maior v	oluma ir	n platoon
. volume exceeds cap	Jacity	φ. DE	nay exc	GCU2 31	103	·. COIII	pulation	I NOT DE	mileu	. All l	najui V	Juli H	n piatoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	₽		*	f)		*	^	7	*	1	
Traffic Volume (vph)	21	0	66	74	0	86	76	1075	53	76	981	42
Future Volume (vph)	21	0	66	74	0	86	76	1075	53	76	981	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	110		0	100		0	0		150
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.850			0.850				0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3539	1583	1770	3518	0
FIt Permitted	0.697			0.559			0.133			0.118		
Satd. Flow (perm)	1298	1583	0	1041	1583	0	248	3539	1583	220	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		332			383				123		5	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		352			430			423			803	
Travel Time (s)		8.0			9.8			8.2			15.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	0	72	80	0	93	83	1168	58	83	1066	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	72	0	80	93	0	83	1168	58	83	1112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	J
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	60		60	15		60	60		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8			2		2	6		

8: Old Troy Pike & Burger King Driveway/Access #3

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0		13.0	24.0		13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0		13.0	24.0		13.0	30.0	13.0	13.0	30.0	
Total Split (%)	16.3%	30.0%		16.3%	30.0%		16.3%	37.5%	16.3%	16.3%	37.5%	
Maximum Green (s)	7.0	18.0		7.0	18.0		7.0	24.0	7.0	7.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Min	None	None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	15.0	10.0		17.4	15.2		46.0	41.0	51.4	46.0	41.0	
Actuated g/C Ratio	0.19	0.12		0.22	0.19		0.58	0.51	0.64	0.58	0.51	
v/c Ratio	0.08	0.15		0.28	0.15		0.29	0.64	0.05	0.30	0.62	
Control Delay	21.6	0.6		24.3	0.5		14.6	22.9	0.3	11.5	21.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	21.6	0.6		24.3	0.5		14.6	22.9	0.3	11.5	21.2	
LOS	С	Α		С	Α		В	С	Α	В	С	
Approach Delay		5.7			11.5			21.4			20.5	
Approach LOS		Α			В			С			С	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 61.3% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: Old Troy Pike & Burger King Driveway/Access #3



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	1→		7	1→		*	^	7	7	* 1>	
Traffic Volume (veh/h)	21	0	66	74	0	86	76	1075	53	76	981	42
Future Volume (veh/h)	21	0	66	74	0	86	76	1075	53	76	981	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	0	72	80	0	93	83	1168	58	83	1066	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	0	195	328	0	255	311	1530	798	364	1494	64
Arrive On Green	0.04	0.00	0.12	0.07	0.00	0.16	0.15	0.86	0.86	0.07	0.43	0.43
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3471	150
Grp Volume(v), veh/h	23	0	72	80	0	93	83	1168	58	83	546	566
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1843
Q Serve(g_s), s	0.9	0.0	3.3	3.0	0.0	4.2	1.9	10.7	0.4	1.9	20.2	20.2
Cycle Q Clear(g_c), s	0.9	0.0	3.3	3.0	0.0	4.2	1.9	10.7	0.4	1.9	20.2	20.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00	1=00	1.00	1.00		0.08
Lane Grp Cap(c), veh/h	294	0	195	328	0	255	311	1530	798	364	765	794
V/C Ratio(X)	0.08	0.00	0.37	0.24	0.00	0.36	0.27	0.76	0.07	0.23	0.71	0.71
Avail Cap(c_a), veh/h	387	0	357	354	0	357	336	1530	798	389	765	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	32.2	27.2	0.0	29.9	12.2	3.9	2.4	11.2	18.7	18.7
Incr Delay (d2), s/veh	0.1	0.0	1.2	0.4	0.0	0.9	0.5	3.7	0.2	0.3	5.6	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0 1.3	0.0 1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.3	1.3	0.0	1.6	0.7	2.3	0.2	0.7	8.7	9.0
Unsig. Movement Delay, s/veh	28.8	0.0	33.4	27.5	0.0	30.8	12.7	7.6	2.6	11.5	24.3	24.1
LnGrp Delay(d),s/veh	20.0 C	0.0 A	33.4 C	21.5 C		30.6 C	12.7 B			11.5 B	24.3 C	24.1 C
LnGrp LOS			U	U	472		D	A 1200	A	D		
Approach Vol, veh/h		95			173			1309			1195	
Approach LOS		32.3			29.3			7.7			23.4	
Approach LOS		С			С			Α			С	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	40.4	11.8	15.8	11.9	40.4	8.8	18.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	24.0	7.0	18.0	7.0	24.0	7.0	18.0				
Max Q Clear Time (g_c+l1), s	3.9	12.7	5.0	5.3	3.9	22.2	2.9	6.2				
Green Ext Time (p_c), s	0.0	6.2	0.0	0.2	0.0	1.2	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			16.6									
HCM 6th LOS			В									

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	444		7	^
Traffic Volume (vph)	0	17	1138	21	0	989
Future Volume (vph)	0	17	1138	21	0	989
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	25	
Storage Lanes	0	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95
Frt		0.865	0.997			
Flt Protected						
Satd. Flow (prot)	0	1611	5070	0	1863	3539
FIt Permitted						
Satd. Flow (perm)	0	1611	5070	0	1863	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	296		241			158
Travel Time (s)	6.7		5.5			3.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	18	1237	23	0	1075
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	18	1260	0	0	1075
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type: C	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 32.5%			IC	U Level o	of Service
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.1					
IIIL Delay, 5/Vell	U. I					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	ተተ1>		*	^
Traffic Vol, veh/h	0	17	1138	21	0	989
Future Vol, veh/h	0	17	1138	21	0	989
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	_	0	_	-	25	-
Veh in Median Storage,		-	0	-	-	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	1237	23	0	1075
Major/Minor M	linor1	I	Major1	١	/lajor2	
Conflicting Flow All	_	630	0		1260	0
Stage 1	_	-	-		1200	-
Stage 2		_	_	_	_	
	-	7.14			5.34	_
Critical Hdwy	_		-	-		
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	0	364	-	-	293	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	364	-	-	293	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	_	-	-	_	-	-
- 15.91 =						
Approach	WB		NB		SB	
HCM Control Delay, s	15.4		0		0	
HCM LOS	С					
Minor Lane/Major Mvmt		NBT	NDDV	VBLn1	SBL	SBT
		INDI	INDIN			SDI
Capacity (veh/h)		-	-	364	293	-
HCM Lane V/C Ratio		-	-	0.051	-	-
HCM Control Delay (s)		-	-	15.4	0	-
		- -	-	15.4 C 0.2	0 A 0	-

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	↑	1		W	
Traffic Volume (vph)	84	384	612	5	16	0
Future Volume (vph)	84	384	612	5	16	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1861	0	1770	0
FIt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1861	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		194	1330		345	
Travel Time (s)		4.4	30.2		7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	417	665	5	17	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	91	417	670	0	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type: C	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 50.5%			IC	CU Level o	of Service
Analysis Period (min) 15						

Intersection						
	1					
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	¥	↑	f.		¥	
Traffic Vol, veh/h	84	384	612	5	16	0
Future Vol, veh/h	84	384	612	5	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage		0	0	_	0	_
Grade, %	-	0	0	_	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	417	665	5	17	0
IVIVIIILI IOW	91	417	005	J	17	U
Major/Minor I	Major1	N	Major2	<u> </u>	Minor2	
Conflicting Flow All	670	0	-	0	1267	668
Stage 1	-	-	-	-	668	_
Stage 2	_	-	_	-	599	-
Critical Hdwy	4.12	_	-	-	6.42	6.22
Critical Hdwy Stg 1	-	_	_	_	5.42	-
Critical Hdwy Stg 2	_	_	_	_	5.42	_
Follow-up Hdwy	2.218	_	_	_	3.518	3 318
Pot Cap-1 Maneuver	920	_	_	_	186	458
Stage 1	-	_	_	_	510	-
Stage 2			_		549	_
Platoon blocked, %	-	_	_	_	J 4 3	_
	920	-	-		160	458
Mov Cap-1 Maneuver		-	-	-	168	
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	549	-
Approach	EB		WB		SB	
HCM Control Delay, s	1.7		0		17.6	
HCM LOS	1.7		U		C	
TIOM LOO					J	
Minor Lane/Major Mvm	ıt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		920	-	-	-	304
HCM Lane V/C Ratio		0.099	-	-	-	0.057
HCM Control Delay (s)		9.3	_	-	-	17.6
HCM Lane LOS		Α	-	-	-	С
HCM 95th %tile Q(veh)		0.3	-	-	-	0.2

	•	→	•	4	-	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑ ↑			7
Traffic Volume (vph)	0	468	597	15	0	72
Future Volume (vph)	0	468	597	15	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.996			0.865
Flt Protected						
Satd. Flow (prot)	0	1863	3525	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	3525	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		357	194		328	
Travel Time (s)		8.1	4.4		7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	509	649	16	0	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	509	665	0	0	78
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utiliza	tion 28.1%			IC	U Level	of Service
Analysis Period (min) 15						

Original 2042 Build Traffic Scenario - AM Peak Hour CESO, Inc.

latere estica						
Intersection	0.7					
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	1			7
Traffic Vol, veh/h	0	468	597	15	0	72
Future Vol, veh/h	0	468	597	15	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	‡ -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	509	649	16	0	78
WWW.CT IOW	U	000	010	10		70
Major/Minor Ma	ajor1	N	/lajor2	Λ	/linor2	
Conflicting Flow All	-	0	-	0	-	333
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	_	-	_	-	6.93
Critical Hdwy Stg 1	-	-	_	-	_	-
Critical Hdwy Stg 2	_	_	_	_	_	_
Follow-up Hdwy	_	_	_	_	_	3.319
Pot Cap-1 Maneuver	0	_	_	_	0	664
Stage 1	0	_	_	_	0	-
Stage 2	0	_	_	_	0	_
Platoon blocked, %	U	_	_	_	U	
Mov Cap-1 Maneuver			_	_	_	664
Mov Cap-2 Maneuver	-	-	-		-	004
·	-	-	-	-	-	-
Stage 1	-	_			-	
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
Approacri					11.1	
Approach HCM Control Delay, s	0		0			
HCM Control Delay, s	0		0			
	0		0		В	
HCM Control Delay, s HCM LOS	0		· ·		В	
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt	0	EBT	0 WBT	WBR S	B SBLn1	
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h)	0	EBT -	· ·	-	B 664	
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	0	EBT -	· ·	-	B SBLn1 664 0.118	
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h)	0	-	WBT	-	B 664	
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	0	-	WBT - -	-	B SBLn1 664 0.118	
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h)	0	EBT -	· ·	-	B 664	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ň	↑	7	*	↑	7	7	^	7	ň	1	
Traffic Volume (vph)	155	102	104	195	153	340	89	646	128	233	619	110
Future Volume (vph)	155	102	104	195	153	340	89	646	128	233	619	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	265		215	160		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			65			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3458	0
Flt Permitted	0.652			0.529			0.259			0.212		
Satd. Flow (perm)	1215	1863	1583	985	1863	1583	482	3539	1583	395	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			133			139		26	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		978			357			1156			241	
Travel Time (s)		19.1			7.0			22.5			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	168	111	113	212	166	370	97	702	139	253	673	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	111	113	212	166	370	97	702	139	253	793	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12	J		12	J		12	J		12	J
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		

	۶	-	*	1	←	*	1	†	-	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	7.0	7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0	13.0	13.0	24.0	13.0	13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0	13.0	13.0	24.0	16.0	13.0	27.0	13.0	16.0	30.0	
Total Split (%)	16.3%	30.0%	16.3%	16.3%	30.0%	20.0%	16.3%	33.8%	16.3%	20.0%	37.5%	
Maximum Green (s)	7.0	18.0	7.0	7.0	18.0	10.0	7.0	21.0	7.0	10.0	24.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	17.8	12.8	23.3	21.0	12.8	30.2	32.5	24.8	41.0	39.9	28.5	
Actuated g/C Ratio	0.22	0.16	0.29	0.26	0.16	0.38	0.41	0.31	0.51	0.50	0.36	
v/c Ratio	0.53	0.37	0.21	0.59	0.56	0.54	0.30	0.64	0.16	0.65	0.63	
Control Delay	27.7	32.9	3.9	29.3	37.9	14.7	13.8	27.9	3.3	32.7	27.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	27.7	32.9	3.9	29.3	37.9	14.7	13.8	27.9	3.3	32.7	27.3	
LOS	С	С	Α	С	D	В	В	С	Α	С	С	
Approach Delay		22.3			24.0			22.8			28.6	
Approach LOS		С			С			С			С	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

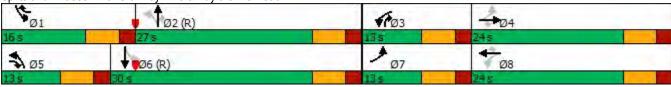
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 25.0 Intersection LOS: C
Intersection Capacity Utilization 69.9% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Old Troy Pike & Taylorsville Road



Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Lane Configurations 1		۶	→	•	•	←	4	1	1	~	/	Ţ	4
Traffic Volume (veh/h)	Movement		EBT			WBT							SBR
Future Volume (vehth)													
Initial Q(Db), veh	,												
Ped-Bike Adj(A_pbT)									646				
Parking Bus, Adj	, , ,		0			0			0			0	
Work Zone On Approach													
Adj Sat Flow, vehrhin 1870 1280		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Adj Flow Rate, veh/h	• • • • • • • • • • • • • • • • • • • •												
Peak Hour Factor 0.92 0.93 0.													
Percent Heavy Veh, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2													
Cap, veh/h 375 419 477 448 419 553 298 937 557 367 938 167 Arrive On Green 0.09 0.22 0.09 0.22 0.02 0.08 0.26 0.08 0.21 0.21 0.21 0.21 0.25 0.08 0.26 0.08 0.21 <													
Arrive On Green 0.09 0.22 0.22 0.09 0.22 0.22 0.08 0.26 0.26 0.08 0.21 0.21 Sat Flow, yeh/h 1781 1870 1585 1781 1870 1585 1781 3554 1585 1781 3014 537 Grp Volume(v), yeh/h 168 111 113 121 166 370 97 702 139 253 396 397 Grp Sat Flow(s), yeh/h/ln 1781 1870 1585 1781 1870 1585 1781 1777 1785 1781 1777 1774 Q Serve(g_s), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 10.0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Care Delay (g_c), well D													
Sat Flow, veh/h													
Grp Volume(v), veh/h 168													
Grp Sat Flow(s), veh/h/ln 1781 1870 1585 1781 1777 1585 1781 1777 1774 Q Serve(g_s), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Prop In Lane 1.00	Sat Flow, veh/h		1870				1585					3014	
Q Serve(g_s), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6													
Cycle Q Clear(g_c), s 5.7 3.9 4.3 7.0 6.0 15.9 3.0 14.5 5.0 8.0 16.6 16.6 Prop In Lane 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.30 Lane Grp Cap(c), veh/h 375 419 477 448 419 553 298 937 557 367 553 552 V/C Ratio(X) 0.45 0.27 0.24 0.47 0.40 0.67 0.32 0.75 0.25 0.69 0.72 0.72 Avail Cap(c_a), veh/h 375 421 479 448 421 555 317 937 557 367 553 552 HCM Platoon Ratio 1.00	Grp Sat Flow(s),veh/h/ln												
Prop In Lane 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Q Serve(g_s), s												
Lane Grp Cap(c), veh/h 375 419 477 448 419 553 298 937 557 367 553 552 V/C Ratio(X) 0.45 0.27 0.24 0.47 0.40 0.67 0.32 0.75 0.25 0.69 0.72 0.72 Avail Cap(c_a), veh/h 375 421 479 448 421 555 317 937 557 367 553 552 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			3.9			6.0			14.5			16.6	
V/C Ratio(X) 0.45 0.27 0.24 0.47 0.40 0.67 0.32 0.75 0.25 0.69 0.72 0.72 Avail Cap(c_a), veh/h 375 421 479 448 421 555 317 937 557 367 553 552 HCM Platoon Ratio 1.00	Prop In Lane												
Avail Cap(c_a), veh/h 375 421 479 448 421 555 317 937 557 367 553 552 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Lane Grp Cap(c), veh/h		419		448	419		298	937	557		553	
HCM Platoon Ratio	V/C Ratio(X)												
Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Avail Cap(c_a), veh/h	375	421		448		555	317		557		553	
Uniform Delay (d), s/veh	HCM Platoon Ratio						1.00	1.00					
Incr Delay (d2), s/veh	Upstream Filter(I)		1.00		1.00			1.00		1.00		1.00	
Initial Q Delay(d3),s/veh													
%ile BackOfQ(50%), veh/ln 2.3 1.7 1.5 3.0 2.6 6.0 1.2 6.5 1.9 3.8 8.4 8.4 Unsig. Movement Delay, s/veh LnGrp Delay(d), s/veh 22.1 26.0 21.3 22.6 27.1 25.2 20.2 32.5 19.5 25.8 36.1 36.2 LnGrp LOS C C C C C C C C D D Approach Vol, veh/h 392 748 938 1046 Approach Delay, s/veh 22.9 24.9 29.3 33.7 Approach LOS C C C C C C Timer - Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 16.0 27.1 13.0 23.9 12.2 30.9 13.0 23.9 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 Max Q Clear Time (g_c+l1), s 10.0 16.5 9.0 6.3													
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 22.1 26.0 21.3 22.6 27.1 25.2 20.2 32.5 19.5 25.8 36.1 36.2 LnGrp LOS C C C C C C C C C C C C C C C C C C C													
LnGrp Delay(d),s/veh 22.1 26.0 21.3 22.6 27.1 25.2 20.2 32.5 19.5 25.8 36.1 36.2 LnGrp LOS C C C C C C C C D D D Approach Vol, veh/h 392 748 938 1046 A Approach Delay, s/veh 22.9 24.9 29.3 33.7 A Approach LOS C A 5 6 7			1.7	1.5	3.0	2.6	6.0	1.2	6.5	1.9	3.8	8.4	8.4
LnGrp LOS C C C C C C C C C D D Approach Vol, veh/h 392 748 938 1046 Approach Delay, s/veh 22.9 24.9 29.3 33.7 Approach LOS C C C C C Timer - Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 16.0 27.1 13.0 23.9 12.2 30.9 13.0 23.9 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 10.0 21.0 7.0 18.0 7.0 24.0 7.0 18.0 Max Q Clear Time (g_c+I1), s 10.0 16.5 9.0 6.3 5.0 18.6 7.7 17.9 Green Ext Time (p_c), s 0.0 2.0 0.0 0.7 0.0 2.2 0.0 0													
Approach Vol, veh/h 392 748 938 1046 Approach Delay, s/veh 22.9 24.9 29.3 33.7 Approach LOS C C C C C Timer - Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 16.0 27.1 13.0 23.9 12.2 30.9 13.0 23.9 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 10.0 21.0 7.0 18.0 7.0 18.0 Max Q Clear Time (g_c+11), s 10.0 16.5 9.0 6.3 5.0 18.6 7.7 17.9 Green Ext Time (p_c), s 0.0 2.0 0.0 0.7 0.0 2.2 0.0 0.0 Intersection Summary 4 28.9 28.9 28.9 29.0 0.0 0.0 0.0 0.0 0.0 0.0										19.5			36.2
Approach Delay, s/veh	LnGrp LOS	С		С	С		С	С		В	С	D	D
Approach LOS C C C Timer - Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 16.0 27.1 13.0 23.9 12.2 30.9 13.0 23.9 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 10.0 21.0 7.0 18.0 7.0 24.0 7.0 18.0 Max Q Clear Time (g_c+I1), s 10.0 16.5 9.0 6.3 5.0 18.6 7.7 17.9 Green Ext Time (p_c), s 0.0 2.0 0.0 0.7 0.0 2.2 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 28.9	Approach Vol, veh/h		392			748			938			1046	
Timer - Assigned Phs 1 2 3 4 5 6 7 8 Phs Duration (G+Y+Rc), s 16.0 27.1 13.0 23.9 12.2 30.9 13.0 23.9 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 10.0 21.0 7.0 18.0 7.0 24.0 7.0 18.0 Max Q Clear Time (g_c+I1), s 10.0 16.5 9.0 6.3 5.0 18.6 7.7 17.9 Green Ext Time (p_c), s 0.0 2.0 0.0 0.7 0.0 2.2 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 28.9			22.9						29.3			33.7	
Phs Duration (G+Y+Rc), s 16.0 27.1 13.0 23.9 12.2 30.9 13.0 23.9 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 10.0 21.0 7.0 18.0 7.0 24.0 7.0 18.0 Max Q Clear Time (g_c+I1), s 10.0 16.5 9.0 6.3 5.0 18.6 7.7 17.9 Green Ext Time (p_c), s 0.0 2.0 0.0 0.7 0.0 2.2 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 28.9	Approach LOS		С			С			С			С	
Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0	Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Max Green Setting (Gmax), s 10.0 21.0 7.0 18.0 7.0 24.0 7.0 18.0 Max Q Clear Time (g_c+l1), s 10.0 16.5 9.0 6.3 5.0 18.6 7.7 17.9 Green Ext Time (p_c), s 0.0 2.0 0.0 0.7 0.0 2.2 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 28.9	Phs Duration (G+Y+Rc), s	16.0	27.1	13.0	23.9	12.2	30.9	13.0	23.9				
Max Q Clear Time (g_c+l1), s 10.0 16.5 9.0 6.3 5.0 18.6 7.7 17.9 Green Ext Time (p_c), s 0.0 2.0 0.0 0.7 0.0 2.2 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 28.9	Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Green Ext Time (p_c), s 0.0 2.0 0.0 0.7 0.0 2.2 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 28.9 28.9 28.9	Max Green Setting (Gmax), s	10.0	21.0	7.0	18.0	7.0	24.0	7.0	18.0				
Green Ext Time (p_c), s 0.0 2.0 0.0 0.7 0.0 2.2 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 28.9 28.9 28.9	Max Q Clear Time (g_c+l1), s	10.0	16.5	9.0	6.3	5.0	18.6	7.7	17.9				
HCM 6th Ctrl Delay 28.9		0.0	2.0	0.0	0.7	0.0	2.2	0.0	0.0				
HCM 6th Ctrl Delay 28.9	Intersection Summary												
				28.9									
	HCM 6th LOS			C									

7: Old Troy Pike & IHOP Driveway/Access #2

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	444		7	1	
Traffic Volume (vph)	3	0	9	24	0	114	17	1049	77	167	872	8
Future Volume (vph)	3	0	9	24	0	114	17	1049	77	167	872	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	80		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95
Frt		0.896			0.888			0.990			0.999	
Flt Protected		0.989			0.991		0.950			0.950		
Satd. Flow (prot)	0	1651	0	0	1639	0	1770	5034	0	1770	3536	0
Flt Permitted		0.989			0.991		0.950			0.950		
Satd. Flow (perm)	0	1651	0	0	1639	0	1770	5034	0	1770	3536	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		336			329			158			423	
Travel Time (s)		7.6			7.5			3.1			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	0	10	26	0	124	18	1140	84	182	948	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	150	0	18	1224	0	182	957	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	60		60	15		60	60		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other Control Type: Unsignalized

Intersection Capacity Utilization 51.3%

Analysis Period (min) 15

ICU Level of Service A

Intersection													
Int Delay, s/veh	23.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4	LOIK	11.00	4	11.511		ተተጉ	11511)	1	UDIN	
Traffic Vol, veh/h	3	0	9	24	0	114	17	1049	77	167	872	8	
Future Vol, veh/h	3	0	9	24	0	114	17	1049	77	167	872	8	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	_	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	80	-	-	100	-	-	
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	3	0	10	26	0	124	18	1140	84	182	948	9	
Major/Minor N	Minor2		ľ	Minor1		ı	Major1		N	Major2			
Conflicting Flow All	1809	2577	479	2056	2539	612	957	0	0	1224	0	0	
Stage 1	1317	1317	-	1218	1218	-	-	-	-	-	-	-	
Stage 2	492	1260	-	838	1321	-	-	-	-	-	-	-	
Critical Hdwy	6.99	6.54	6.94	6.99	6.54	7.14	4.14	-	-	5.34	-	-	
Critical Hdwy Stg 1	6.54	5.54	_	7.34	5.54	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.67	4.02	3.32	3.67	4.02	3.92	2.22	-	-	3.12	-	-	
Pot Cap-1 Maneuver	64	25	533	43	27	374	714	-	-	305	-	-	
Stage 1	163	225	-	143	251	-	-	-	-	-	-	-	
Stage 2	497	240	-	318	224	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	22	10	533	~ 22	11	374	714	-	-	305	-	-	
Mov Cap-2 Maneuver	22	10	-	~ 22	11	-	-	-	-	-	-	-	
Stage 1	159	91	-	139	245	-	-	-	-	-	-	-	
Stage 2	324	234	-	126	90	-	-	-	-	-	-	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	60.2		\$	352.8			0.2			5.2			
HCM LOS	F		•	F						•			
Minor Lane/Major Mvm	ıt	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR				
Capacity (veh/h)		714	-	-	78	99	305	-	-				
HCM Lane V/C Ratio		0.026	-	-		1.515	0.595	-	-				
HCM Control Delay (s)		10.2	-	-		352.8	32.8	-	-				
HCM Lane LOS		В	_	-	F	F	D	-	-				
HCM 95th %tile Q(veh)		0.1	-	-	0.6	11.3	3.6	-	-				
Notes													
	a a aitr	¢. D.	day aya	oods 20	100	L. Cons	outotion	Not D	ofined	*. AII	maior	oluma i	n nlotoon
~: Volume exceeds cap	Jacily	Φ; D6	lay exc	eeus 30	108	+: Com _l	pulation	NOT DE	HIHEO	. All	major v	olulfie il	n platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	₽		*	f)		*	^	7	7	1	
Traffic Volume (vph)	21	0	66	108	0	80	76	1052	43	65	925	42
Future Volume (vph)	21	0	66	108	0	80	76	1052	43	65	925	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110	,,,,,	0	110		0	100		0	0		150
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.850			0.850				0.850		0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3539	1583	1770	3514	0
FIt Permitted	0.701			0.559			0.155			0.124		
Satd. Flow (perm)	1306	1583	0	1041	1583	0	289	3539	1583	231	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		309			384				123		6	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		354			430			423			803	
Travel Time (s)		8.0			9.8			8.2			15.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	0	72	117	0	87	83	1143	47	71	1005	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	72	0	117	87	0	83	1143	47	71	1051	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	60		60	15		60	60		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8			2		2	6		

8: Old Troy Pike & Burger King Driveway/Access #3

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0		13.0	24.0		13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0		13.0	24.0		13.0	30.0	13.0	13.0	30.0	
Total Split (%)	16.3%	30.0%		16.3%	30.0%		16.3%	37.5%	16.3%	16.3%	37.5%	
Maximum Green (s)	7.0	18.0		7.0	18.0		7.0	24.0	7.0	7.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Min	None	None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	15.0	10.0		17.4	15.2		46.2	41.2	51.6	45.8	41.0	
Actuated g/C Ratio	0.19	0.12		0.22	0.19		0.58	0.52	0.64	0.57	0.51	
v/c Ratio	0.08	0.15		0.40	0.14		0.27	0.63	0.04	0.26	0.58	
Control Delay	21.6	0.7		27.2	0.5		13.2	21.7	0.1	10.9	20.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	21.6	0.7		27.2	0.5		13.2	21.7	0.1	10.9	20.2	
LOS	С	Α		С	Α		В	С	Α	В	С	
Approach Delay		5.8			15.8			20.3			19.6	
Approach LOS		Α			В			С			В	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 19.2 Intersection LOS: B
Intersection Capacity Utilization 62.6% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: Old Troy Pike & Burger King Driveway/Access #3



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	₽		*	1		*	^	7	*	* 1>	
Traffic Volume (veh/h)	21	0	66	108	0	80	76	1052	43	65	925	42
Future Volume (veh/h)	21	0	66	108	0	80	76	1052	43	65	925	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	40-0	No	40-0	10-0	No	40=0	10-0	No	10-0	10-0	No	10-0
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	0	72	117	0	87	83	1143	47	71	1005	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	0	195	342	0	268	321	1517	805	359	1462	67
Arrive On Green	0.04	0.00	0.12	0.08	0.00	0.17	0.15	0.85	0.85	0.07	0.42	0.42
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3460	158
Grp Volume(v), veh/h	23	0	72	117	0	87	83	1143	47	71	516	535
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1842
Q Serve(g_s), s	0.9	0.0	3.3	4.5	0.0	3.9	1.9	10.6	0.3	1.7	18.9	18.9
Cycle Q Clear(g_c), s	0.9	0.0	3.3	4.5	0.0	3.9	1.9	10.6	0.3	1.7	18.9	18.9
Prop In Lane	1.00	•	1.00	1.00	•	1.00	1.00	4545	1.00	1.00	754	0.09
Lane Grp Cap(c), veh/h	310	0	195	342	0	268	321	1517	805	359	751	778
V/C Ratio(X)	0.07	0.00	0.37	0.34	0.00	0.33	0.26	0.75	0.06	0.20	0.69	0.69
Avail Cap(c_a), veh/h	404	0	357	354	0	357	346	1517	805	391	751	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	32.2 1.2	27.2	0.0	29.2	12.2	4.1	2.5	11.5 0.3	18.8	18.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	0.7 0.0	0.4	3.5 0.0	0.1	0.0	5.1 0.0	4.9 0.0
Initial Q Delay(d3),s/veh	0.0	0.0	1.3	1.9	0.0	1.5	0.0	2.3	0.0	0.6	8.1	8.4
%ile BackOfQ(50%),veh/ln Unsig. Movement Delay, s/veh		0.0	1.3	1.9	0.0	1.0	0.7	2.3	0.1	0.0	0.1	0.4
LnGrp Delay(d),s/veh	28.8	0.0	33.4	27.8	0.0	29.9	12.6	7.7	2.6	11.8	23.9	23.7
LnGrp LOS	20.0 C	0.0 A	33.4 C	21.0 C	0.0 A	29.9 C	12.0 B	7.7 A	2.0 A	11.0 B	23.9 C	23.7 C
		95	U	U	204	U	Б	1273	<u>A</u>	Б	1122	
Approach Vol, veh/h		32.3			28.7			7.8			23.0	
Approach LOS		32.3 C			20.7 C			Α.			23.0 C	
Approach LOS		C			C			А			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	40.1	12.5	15.8	11.9	39.8	8.8	19.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	24.0	7.0	18.0	7.0	24.0	7.0	18.0				
Max Q Clear Time (g_c+l1), s	3.7	12.6	6.5	5.3	3.9	20.9	2.9	5.9				
Green Ext Time (p_c), s	0.0	6.0	0.0	0.2	0.0	1.8	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			16.6									
HCM 6th LOS			В									

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	ተተሱ		7	^
Traffic Vol, veh/h	0	20	1123	20	0	962
Future Vol, veh/h	0	20	1123	20	0	962
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	25	-
Veh in Median Storage	,# 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	1221	22	0	1046
WIVING FIOW	•		1221			1010
Major/Minor N	Minor1	N	Major1	١	/lajor2	
Conflicting Flow All	-	622	0	0	1243	0
Stage 1	-	-	-	-	-	-
Stage 2	_	_	-	_	-	-
Critical Hdwy	-	7.14	_	-	5.34	-
Critical Hdwy Stg 1	_		-	_	-	-
Critical Hdwy Stg 2	_	_	_	_	_	_
Follow-up Hdwy	_	3.92	_	_	3.12	_
Pot Cap-1 Maneuver	0	368	_	_	298	_
Stage 1	0	-	_	_		_
Stage 2	0					
Platoon blocked, %	U	- -	_		_	
-		368		-	298	-
Mov Cap-1 Maneuver	-	300	-	-		-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	15.4		0		0	
HCM LOS	C		U		U	
I IOW LOS	U					
Minor Lane/Major Mvm	t	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		_	-	368	298	
HCM Lane V/C Ratio		_	_	0.059	-	-
HCM Control Delay (s)		_	_		0	-
HCM Lane LOS		_	_	C	A	_
HCM 95th %tile Q(veh)		_	_	0.2	0	_
How Jour Joure Q(Veri)				0.2	U	

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations	*	↑	1→		W					
Traffic Volume (vph)	79	381	614	0	13	0				
Future Volume (vph)	79	381	614	0	13	0				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	65			0	0	0				
Storage Lanes	1			0	1	0				
Taper Length (ft)	25				25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Frt										
Flt Protected	0.950				0.950					
Satd. Flow (prot)	1770	1863	1863	0	1770	0				
Flt Permitted	0.950				0.950					
Satd. Flow (perm)	1770	1863	1863	0	1770	0				
Link Speed (mph)		30	30		30					
Link Distance (ft)		194	1330		345					
Travel Time (s)		4.4	30.2		7.8					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Adj. Flow (vph)	86	414	667	0	14	0				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	86	414	667	0	14	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		12	12		12					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane		Yes	Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)	60			60	60	60				
Sign Control		Free	Free		Stop					
Intersection Summary										
	Other									
Control Type: Unsignalized										
Intersection Capacity Utilizat										
Analysis Period (min) 15					2 20.01	. 50, 1,00				
inaryolo i orioa (ililii) io										

L.C.						
Intersection	0.0					
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	^	1→		W	
Traffic Vol, veh/h	79	381	614	0	13	0
Future Vol, veh/h	79	381	614	0	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage		0	0	-	0	-
Grade, %	-	0	0	_	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	414	667	0	14	0
WWIIICTIOW	00	717	001	U	IT	U
	Major1	N	/lajor2		Minor2	
Conflicting Flow All	667	0	-	0	1253	667
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	586	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	923	-	-	-	190	459
Stage 1	-	-	-	-	510	-
Stage 2	_	_	_	_	556	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	923	_	_	-	172	459
Mov Cap-2 Maneuver	-	_	_	_	308	-
Stage 1	_	_	_	_	463	_
Stage 2	_		_		556	_
Olaye Z	-	_	-	-	550	_
Approach	EB		WB		SB	
HCM Control Delay, s	1.6		0		17.3	
HCM LOS					С	
Minor Lane/Major Mvm	.4	EBL	EBT	WBT	WDD	SBLn1
	IL		EDI	VVDI		
Capacity (veh/h)		923	-	-	-	308
HCM Cantrol Dalay (a)		0.093	-	-		0.046
HCM Control Delay (s)		9.3	-	-	-	17.3
HCM Lane LOS		A	-	-	-	C
HCM 95th %tile Q(veh)		0.3	-	-	-	0.1

	•	→	•	4	-	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		^	↑ ↑			7
Traffic Volume (vph)	0	464	596	18	0	92
Future Volume (vph)	0	464	596	18	0	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.996			0.865
Flt Protected						
Satd. Flow (prot)	0	1863	3525	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	3525	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		357	194		328	
Travel Time (s)		8.1	4.4		7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	504	648	20	0	100
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	504	668	0	0	100
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 29.4% ICU Level						
Analysis Period (min) 15						

2042 Build Traffic Scenario - AM Peak Hour CESO, Inc.

Intersection						
Int Delay, s/veh	0.9					
		EST	MOT	14/55	05:	000
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		•	1			7
Traffic Vol, veh/h	0	464	596	18	0	92
Future Vol, veh/h	0	464	596	18	0	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage,	# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	504	648	20	0	100
	lajor1		Major2		/linor2	
Conflicting Flow All	-	0	-	0	-	334
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	_	-	0	663
Stage 1	0	-	-	-	0	-
Stage 2	0	-	_	-	0	_
Platoon blocked, %		_	_	_		
Mov Cap-1 Maneuver	_	_	_	_	_	663
Mov Cap-2 Maneuver	_	_	_	_	_	-
Stage 1	_	_		<u>-</u>	_	
_	-	-		-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		11.4	
HCM LOS					В	
			14/5-	14/5-5	\D	
Minor Lane/Major Mvmt		EBT	WBT	WBR S		
Capacity (veh/h)		-	-	-		
HCM Lane V/C Ratio		-	-	-	0.151	
HCM Control Delay (s)		-	-	-		
HCM Lane LOS		-	-	-	В	
HCM 95th %tile Q(veh)		-	-	-	0.5	
., - /						

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	^	7	7	†	7	*	^	#	*	1	
Traffic Volume (vph)	264	288	217	167	262	426	225	969	152	397	1146	164
Future Volume (vph)	264	288	217	167	262	426	225	969	152	397	1146	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	265		215	160		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			65			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3472	0
FIt Permitted	0.328			0.266			0.148			0.125		
Satd. Flow (perm)	611	1863	1583	495	1863	1583	276	3539	1583	233	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			113		19	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		978			357			1156			241	
Travel Time (s)		19.1			7.0			22.5			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	287	313	236	182	285	463	245	1053	165	432	1246	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	287	313	236	182	285	463	245	1053	165	432	1424	0
Enter Blocked Intersection	No	No	No									
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	7.0	7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0	13.0	13.0	24.0	13.0	13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0	15.0	13.0	24.0	20.0	15.0	33.0	13.0	20.0	38.0	
Total Split (%)	14.4%	26.7%	16.7%	14.4%	26.7%	22.2%	16.7%	36.7%	14.4%	22.2%	42.2%	
Maximum Green (s)	7.0	18.0	9.0	7.0	18.0	14.0	9.0	27.0	7.0	14.0	32.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	24.4	17.4	33.0	24.4	17.4	38.0	36.6	27.0	40.0	46.6	32.0	
Actuated g/C Ratio	0.27	0.19	0.37	0.27	0.19	0.42	0.41	0.30	0.44	0.52	0.36	
v/c Ratio	1.13	0.87	0.36	0.78	0.79	0.63	0.90	0.99	0.22	1.16	1.14	
Control Delay	123.2	60.5	12.7	48.2	52.0	20.0	57.7	58.5	6.3	118.3	98.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	123.2	60.5	12.7	48.2	52.0	20.0	57.7	58.5	6.3	118.3	98.0	
LOS	F	Е	В	D	D	В	Е	Е	Α	F	F	
Approach Delay		68.5			35.3			52.5			102.7	
Approach LOS		E			D			D			F	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 70.3 Intersection LOS: E
Intersection Capacity Utilization 97.8% ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: Old Troy Pike & Taylorsville Road



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	↑	7	7	↑	7	*	^	7	*	1	
Traffic Volume (veh/h)	264	288	217	167	262	426	225	969	152	397	1146	164
Future Volume (veh/h)	264	288	217	167	262	426	225	969	152	397	1146	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	4070	No	4070	4070	No	4070	4070	No	4070	4070	No	4070
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	287	313	236	182	285	463	245	1053	165	432	1246	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	374	476	252	374	564	258	1066	599	359	1111	158
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.20	0.10	0.30	0.30	0.05	0.12	0.12
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3123	444
Grp Volume(v), veh/h	287	313	236	182	285	463	245	1053	165	432	706	718
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1790
Q Serve(g_s), s	7.0	14.5	11.0	7.0	12.9	18.0	8.6	26.5	6.5	14.0	32.0	32.0
Cycle Q Clear(g_c), s	7.0	14.5	11.0	7.0	12.9	18.0	8.6	26.5	6.5	14.0	32.0	32.0
Prop In Lane	1.00	274	1.00	1.00	274	1.00	1.00	4000	1.00	1.00	620	0.25
Lane Grp Cap(c), veh/h	259	374	476	252	374	564	258	1066	599	359	632	637
V/C Ratio(X)	1.11	0.84	0.50	0.72	0.76	0.82	0.95	0.99	0.28	1.20	1.12	1.13
Avail Cap(c_a), veh/h	259 1.00	374	476	252 1.00	374	564	258	1066	599	359 0.33	632 0.33	637 0.33
HCM Platoon Ratio	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00	1.00	1.00
Upstream Filter(I) Uniform Delay (d), s/veh	33.1	34.6	25.9	28.3	34.0	26.4	22.8	31.3	19.4	30.1	39.7	39.7
Incr Delay (d2), s/veh	88.6	15.2	0.8	9.7	8.9	9.5	42.1	24.8	1.1	114.4	72.6	76.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	7.9	4.1	3.7	6.6	10.0	6.4	14.4	2.5	18.0	27.8	28.7
Unsig. Movement Delay, s/veh		1.5	7.1	5.1	0.0	10.0	0.4	17.7	2.0	10.0	21.0	20.1
LnGrp Delay(d),s/veh	121.7	49.8	26.7	38.0	42.9	35.9	65.0	56.1	20.6	144.5	112.3	116.1
LnGrp LOS	F	73.0 D	C	D .0	72.3 D	D	E	50.1 E	C	F	F	F
Approach Vol, veh/h		836			930			1463			1856	
Approach Delay, s/veh		68.0			38.4			53.6			121.3	
Approach LOS		E			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	33.0	13.0	24.0	15.0	38.0	13.0	24.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	27.0	7.0	18.0	9.0	32.0	7.0	18.0				
Max Q Clear Time (g_c+l1), s	16.0	28.5	9.0	16.5	10.6	34.0	9.0	20.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			77.9									
HCM 6th LOS			Е									

7: Old Troy Pike & IHOP Driveway/Access #2

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		*	**		7	* 1>	
Traffic Volume (vph)	6	0	36	42	0	73	16	1618	32	94	1627	40
Future Volume (vph)	6	0	36	42	0	73	16	1618	32	94	1627	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	80		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95
Frt		0.886			0.915			0.997			0.996	
Flt Protected		0.992			0.982		0.950			0.950		
Satd. Flow (prot)	0	1637	0	0	1674	0	1770	5070	0	1770	3525	0
FIt Permitted		0.992			0.982		0.950			0.950		
Satd. Flow (perm)	0	1637	0	0	1674	0	1770	5070	0	1770	3525	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		336			329			158			423	
Travel Time (s)		7.6			7.5			3.1			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	0	39	46	0	79	17	1759	35	102	1768	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	125	0	17	1794	0	102	1811	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Cummary												

Intersection Summary

Area Type: Other Control Type: Unsignalized

Intersection Capacity Utilization 73.1%

Analysis Period (min) 15

ICU Level of Service D

Configurations Co Vol, veh/h C
Configurations Co Vol, veh/h C
Composition Control
e Vol, veh/h 6 0 36 42 0 73 16 1618 32 94 1627 40 cting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
cting Peds, #/hr 0
Control Stop Stop Stop Stop Stop Stop Free Free Free Free Free Free Free Fre
None
ge Length
Median Storage, # - 0
e, %
Hour Factor 92 92 92 92 92 92 92 92 92 92 92 92 92
Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Flow 7 0 39 46 0 79 17 1759 35 102 1768 43 Minor Minor Major Major
/Minor Minor2 Minor1 Major1 Major2 cting Flow All 2732 3822 906 2899 3826 897 1811 0 0 1794 0 0 Stage 1 1994 1994 - 1811 1811 -
cting Flow All 2732 3822 906 2899 3826 897 1811 0 0 1794 0 0 Stage 1 1994 1994 - 1811 1811 - - - - - - Stage 2 738 1828 - 1088 2015 - - - - - - al Hdwy 6.99 6.54 6.94 6.99 6.54 7.14 4.14 - - 5.34 - - al Hdwy Stg 1 6.54 5.54 - 7.34 5.54 - - - - - - - al Hdwy Stg 2 6.74 5.54 - 6.54 5.54 - - - - - - - - - al Hdwy Stg 2 6.74 5.54 - 6.54 5.54 - <
cting Flow All 2732 3822 906 2899 3826 897 1811 0 0 1794 0 0 Stage 1 1994 1994 - 1811 1811 - - - - - - Stage 2 738 1828 - 1088 2015 - - - - - - al Hdwy 6.99 6.54 6.94 6.99 6.54 7.14 4.14 - - 5.34 - - al Hdwy Stg 1 6.54 5.54 - 7.34 5.54 - - - - - - - al Hdwy Stg 2 6.74 5.54 - 6.54 5.54 - - - - - - - - al Hdwy Stg 2 6.74 5.54 - 6.54 5.54 - <
Stage 1 1994 1994 - 1811 1811
Stage 1 1994 1994 - 1811 1811 Stage 2 738 1828 - 1088 2015
Stage 2 738 1828 - 1088 2015
al Hdwy 6.99 6.54 6.94 6.99 6.54 7.14 4.14 5.34
al Hdwy Stg 1 6.54 5.54 - 7.34 5.54
al Hdwy Stg 2 6.74 5.54 - 6.54 5.54
v-up Hdwy 3.67 4.02 3.32 3.67 4.02 3.92 2.22 3.12
_ ' _ /
ap-1 Maneuver 14 4 279 ~ 11 4 243 335 159
Stage 1 61 104 - 54 129
Stage 2 351 126 - 225 101
on blocked, %
Cap-1 Maneuver ~ 4 1 279 ~ 4 1 243 335 159
Cap-2 Maneuver ~ 4 1 - ~ 4 1
Stage 1 58 37 - 51 122
Stage 2 224 120 - 69 36
Stage 2
ach EB WB NB SB
Control Delay, s\$ 685.5 \$ 5330.7 0.2 3.3
LOS F F
Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR
city (veh/h) 335 26 11 159
Lane V/C Ratio 0.052 1.756 11.364 0.643
Control Delay (s) 16.3\$ 685.\$ 5330.7 61.3
Lane LOS C F F F
95th %tile Q(veh)
ume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	₽		*	1>		*	^	7	*	1	
Traffic Volume (vph)	32	0	182	52	0	78	164	1500	61	101	1549	105
Future Volume (vph)	32	0	182	52	0	78	164	1500	61	101	1549	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	110		0	100		0	0		150
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			50			50		•	25		-
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.850			0.850				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3539	1583	1770	3504	0
Flt Permitted	0.702			0.375			0.094			0.104		
Satd. Flow (perm)	1308	1583	0	699	1583	0	175	3539	1583	194	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		261			292				109		9	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		352			430			423			803	
Travel Time (s)		8.0			9.8			8.2			15.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	0	198	57	0	85	178	1630	66	110	1684	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	198	0	57	85	0	178	1630	66	110	1798	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	J
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	. 7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8			2		2	6		

8: Old Troy Pike & Burger King Driveway/Access #3

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0		13.0	24.0		13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0		13.0	24.0		13.0	40.0	13.0	13.0	40.0	
Total Split (%)	14.4%	26.7%		14.4%	26.7%		14.4%	44.4%	14.4%	14.4%	44.4%	
Maximum Green (s)	7.0	18.0		7.0	18.0		7.0	34.0	7.0	7.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Min	None	None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	15.6	10.0		16.8	12.6		55.3	46.0	59.0	48.9	40.7	
Actuated g/C Ratio	0.17	0.11		0.19	0.14		0.61	0.51	0.66	0.54	0.45	
v/c Ratio	0.13	0.49		0.27	0.18		0.59	0.90	0.06	0.44	1.13	
Control Delay	27.1	6.0		29.5	8.0		23.0	25.7	0.3	16.7	94.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	27.1	6.0		29.5	8.0		23.0	25.7	0.3	16.7	94.5	
LOS	С	Α		С	Α		С	С	Α	В	F	
Approach Delay		9.2			12.3			24.5			90.0	
Approach LOS		Α			В			С			F	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

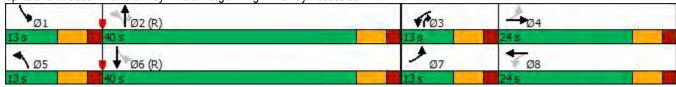
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 53.3 Intersection LOS: D
Intersection Capacity Utilization 92.3% ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 8: Old Troy Pike & Burger King Driveway/Access #3



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	₽		7	1→		*	^	7	*	* 1>	
Traffic Volume (veh/h)	32	0	182	52	0	78	164	1500	61	101	1549	105
Future Volume (veh/h)	32	0	182	52	0	78	164	1500	61	101	1549	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	0	198	57	0	85	178	1630	66	110	1684	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	0	236	218	0	258	217	1608	811	210	1516	102
Arrive On Green	0.05	0.00	0.15	0.06	0.00	0.16	0.15	0.91	0.91	0.07	0.45	0.45
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3379	227
Grp Volume(v), veh/h	35	0	198	57	0	85	178	1630	66	110	879	919
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1830
Q Serve(g_s), s	1.5	0.0	10.9	2.4	0.0	4.3	4.9	40.7	0.3	2.8	40.4	40.4
Cycle Q Clear(g_c), s	1.5	0.0	10.9	2.4	0.0	4.3	4.9	40.7	0.3	2.8	40.4	40.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	312	0	236	218	0	258	217	1608	811	210	797	821
V/C Ratio(X)	0.11	0.00	0.84	0.26	0.00	0.33	0.82	1.01	0.08	0.52	1.10	1.12
Avail Cap(c_a), veh/h	370	0	317	251	0	317	219	1608	811	219	797	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	37.2	29.9	0.0	33.3	18.7	4.3	1.9	20.0	24.8	24.8
Incr Delay (d2), s/veh	0.2	0.0	13.7	0.6	0.0	0.7	21.3	25.8	0.2	2.1	63.8	70.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	5.1	1.0	0.0	1.7	2.8	7.4	0.2	1.2	29.6	31.9
Unsig. Movement Delay, s/veh		0.0	54.0	20.5	0.0	24.4	20.0	20.4	0.4	00.4	00.0	04.0
LnGrp Delay(d),s/veh	30.0	0.0	51.0	30.5	0.0	34.1	39.9	30.1	2.1	22.1	88.6 F	94.8
LnGrp LOS	С	A	D	С	A 440	С	D	F 4074	A	С		F
Approach Vol, veh/h		233			142			1874			1908	
Approach Delay, s/veh		47.8			32.6			30.1			87.7	
Approach LOS		D			С			С			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	46.7	11.3	19.4	12.9	46.4	10.1	20.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	34.0	7.0	18.0	7.0	34.0	7.0	18.0				
Max Q Clear Time (g_c+l1), s	4.8	42.7	4.4	12.9	6.9	42.4	3.5	6.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			57.6									
HCM 6th LOS			Е									

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	ተተ1>		*	^
Traffic Volume (vph)	0	27	1636	23	0	1708
Future Volume (vph)	0	27	1636	23	0	1708
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	25	
Storage Lanes	0	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95
Frt		0.865	0.998			
FIt Protected						
Satd. Flow (prot)	0	1611	5075	0	1863	3539
FIt Permitted						
Satd. Flow (perm)	0	1611	5075	0	1863	3539
Link Speed (mph)	30		35			35
Link Distance (ft)	296		241			158
Travel Time (s)	6.7		4.7			3.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	29	1778	25	0	1857
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	29	1803	0	0	1857
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 50.5%			IC	U Level o	of Service
Analysis Period (min) 15						

Intersection						
	0.2					
Int Delay, s/veh						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	ተተሱ		7	^
Traffic Vol, veh/h	0	27	1636	23	0	1708
Future Vol, veh/h	0	27	1636	23	0	1708
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	_	None	-	None	_	None
Storage Length	-	0	_	_	25	-
Veh in Median Storage,	# 0	_	0	_		0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	1778	25	0	1857
MINITE FIOW	U	29	1//0	25	U	1001
Major/Minor N	linor1	1	Major1	N	/lajor2	
Conflicting Flow All	_	902	0	0	1803	0
Stage 1	_	-	-		-	-
Stage 2			_		_	_
Critical Hdwy	_	7.14	_		5.34	_
	_	1.14		-	5.54	-
Critical Hdwy Stg 1	-	-	-	-		
Critical Hdwy Stg 2	-	2.00	-	-	- 0.40	-
Follow-up Hdwy	-	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	0	241	-	-	157	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	241	-	-	157	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
, in the second						
Annragah	MD		ND		CD	
Approach	WB		NB		SB	
HCM Control Delay, s	22		0		0	
HCM LOS	С					
Minor Lane/Major Mvmt		NBT	NRRV	VBLn1	SBL	SBT
Capacity (veh/h)		HUI	-		157	051
		-				-
HCM Cantral Dalay (a)		-		0.122	-	-
HCM Control Delay (s)		-	-	22	0	-
HCM Lane LOS		-	-	C	A	-
HCM 95th %tile Q(veh)		-	-	0.4	0	-

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	7	↑	1		W	
Traffic Volume (vph)	50	787	803	2	13	0
Future Volume (vph)	50	787	803	2	13	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	0	1770	0
FIt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	0	1770	0
Link Speed (mph)		30	35		30	
Link Distance (ft)		194	1330		345	
Travel Time (s)		4.4	25.9		7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	855	873	2	14	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	855	875	0	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type: C	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 52.4%			IC	U Level o	of Service
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	7	↑	1		N.	
Traffic Vol, veh/h	50	787	803	2	13	0
Future Vol, veh/h	50	787	803	2	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage	,# -	0	0	-	0	-
Grade, %	_	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	54	855	873	2	14	0
WWW.CT IOW	01	000	010	_	•	•
Major/Minor N	Major1	N	Major2		Minor2	
Conflicting Flow All	875	0	-	0	1837	874
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	963	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	_	_	_	_	5.42	_
	2.218	_	_	_	3.518	3.318
Pot Cap-1 Maneuver	771	_	-	-	83	349
Stage 1	-	_	_	_	408	-
Stage 2	_	_	_	_	370	_
Platoon blocked, %		_	_	_	310	
Mov Cap-1 Maneuver	771	_	_	_	77	349
Mov Cap-1 Maneuver		-		-	206	349
	-	-	-			
Stage 1	-	-	-	-	379 370	-
					370	
Stage 2	-	-	-	-	010	-
Stage 2	-	-	-	-	010	-
	EB	-	WB		SB	_
Approach		-	WB		SB	-
Approach HCM Control Delay, s	EB 0.6				SB 23.8	
Approach			WB		SB	
Approach HCM Control Delay, s HCM LOS	0.6		WB 0		SB 23.8 C	
Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvm	0.6	EBL	WB	WBT	SB 23.8	SBLn1
Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvm Capacity (veh/h)	0.6	771	WB 0	WBT	SB 23.8 C	SBLn1 206
Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvm Capacity (veh/h) HCM Lane V/C Ratio	0.6	771 0.07	WB 0	WBT	SB 23.8 C	SBLn1 206 0.069
Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvm Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)	0.6	771 0.07 10	WB 0	-	SB 23.8 C	SBLn1 206 0.069 23.8
Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvm Capacity (veh/h) HCM Lane V/C Ratio	0.6 t	771 0.07	WB 0 EBT -	- -	SB 23.8 C	SBLn1 206 0.069

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		*	* 1>			7
Traffic Volume (vph)	0	837	792	11	0	63
Future Volume (vph)	0	837	792	11	0	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	1863	3532	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	3532	0	0	1611
Link Speed (mph)		30	35		30	
Link Distance (ft)		357	194		328	
Travel Time (s)		8.1	3.8		7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	910	861	12	0	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	910	873	0	0	68
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12	_	0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					

Control Type: Unsignalized
Intersection Capacity Utilization 47.4%
Analysis Period (min) 15

ICU Level of Service A

Intersection						
Int Delay, s/veh	0.5					
		EST	MOT	14/55	051	000
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		•	1			7
Traffic Vol, veh/h	0	837	792	11	0	63
Future Vol, veh/h	0	837	792	11	0	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage,	# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	910	861	12	0	68
				- 1-		- 00
	lajor1		Major2		/linor2	
Conflicting Flow All	-	0	-	0	-	437
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	_	-	0	568
Stage 1	0	-	_	-	0	-
Stage 2	0	_	-	-	0	_
Platoon blocked, %		_	_	_		
Mov Cap-1 Maneuver	_	_	_	_	_	568
Mov Cap-2 Maneuver	_	_	_	_	_	-
Stage 1	_	-	-	_	-	_
_	-	-		-	-	-
Stage 2	_	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		12.2	
HCM LOS					В	
			14/5-	14/5-5		
Minor Lane/Major Mvmt		EBT	WBT	WBR S		
Capacity (veh/h)		-	-	-		
HCM Lane V/C Ratio		-	-	-	0.121	
HCM Control Delay (s)		-	-	-	12.2	
HCM Lane LOS		-	-	-	В	
HCM 95th %tile Q(veh)		-	-	-	0.4	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7		7	7	†	7	*	^	7	*	1	
Traffic Volume (vph)	265	288	217	174	262	429	225	952	166	398	1130	164
Future Volume (vph)	265	288	217	174	262	429	225	952	166	398	1130	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	265		215	160		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			65			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3472	0
FIt Permitted	0.328			0.266			0.148			0.125		
Satd. Flow (perm)	611	1863	1583	495	1863	1583	276	3539	1583	233	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			113		20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		978			357			1156			241	
Travel Time (s)		19.1			7.0			22.5			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	313	236	189	285	466	245	1035	180	433	1228	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	288	313	236	189	285	466	245	1035	180	433	1406	0
Enter Blocked Intersection	No	No	No									
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12	•		12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	CI+Ex	Cl+Ex	Cl+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	7.0	7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0	13.0	13.0	24.0	13.0	13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0	15.0	13.0	24.0	20.0	15.0	33.0	13.0	20.0	38.0	
Total Split (%)	14.4%	26.7%	16.7%	14.4%	26.7%	22.2%	16.7%	36.7%	14.4%	22.2%	42.2%	
Maximum Green (s)	7.0	18.0	9.0	7.0	18.0	14.0	9.0	27.0	7.0	14.0	32.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	24.4	17.4	33.0	24.4	17.4	38.0	36.6	27.0	40.0	46.6	32.0	
Actuated g/C Ratio	0.27	0.19	0.37	0.27	0.19	0.42	0.41	0.30	0.44	0.52	0.36	
v/c Ratio	1.13	0.87	0.36	0.81	0.79	0.64	0.90	0.98	0.23	1.17	1.13	
Control Delay	124.5	60.5	12.7	51.8	52.0	20.1	57.7	54.7	7.1	119.8	92.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	124.5	60.5	12.7	51.8	52.0	20.1	57.7	54.7	7.1	119.8	92.1	
LOS	F	Е	В	D	D	С	Е	D	Α	F	F	
Approach Delay		69.1			36.2			49.3			98.6	
Approach LOS		Е			D			D			F	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.17 Intersection Signal Delay: 68.0 Intersection Capacity Utilization 97.4%

Intersection LOS: E ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: Old Troy Pike & Taylorsville Road



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	↑	7	7	↑	7	*	^	7	*	1	
Traffic Volume (veh/h)	265	288	217	174	262	429	225	952	166	398	1130	164
Future Volume (veh/h)	265	288	217	174	262	429	225	952	166	398	1130	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	288	313	236	189	285	466	245	1035	180	433	1228	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	374	476	252	374	564	258	1066	599	363	1108	160
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.20	0.10	0.30	0.30	0.05	0.12	0.12
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3117	450
Grp Volume(v), veh/h	288	313	236	189	285	466	245	1035	180	433	697	709
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1789
Q Serve(g_s), s	7.0	14.5	11.0	7.0	12.9	18.0	8.6	25.9	7.2	14.0	32.0	32.0
Cycle Q Clear(g_c), s	7.0	14.5	11.0	7.0	12.9	18.0	8.6	25.9	7.2	14.0	32.0	32.0
Prop In Lane	1.00	2=1	1.00	1.00		1.00	1.00	1000	1.00	1.00		0.25
Lane Grp Cap(c), veh/h	259	374	476	252	374	564	258	1066	599	363	632	636
V/C Ratio(X)	1.11	0.84	0.50	0.75	0.76	0.83	0.95	0.97	0.30	1.19	1.10	1.11
Avail Cap(c_a), veh/h	259	374	476	252	374	564	258	1066	599	363	632	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	34.6	25.9	28.9	34.0	26.5	22.8	31.1	19.7	29.7	39.7	39.7
Incr Delay (d2), s/veh	90.1	15.2	0.8	11.7	8.9	9.9	42.1	21.4	1.3	111.1	67.7	71.1
Initial Q Delay(d3),s/veh	0.0 8.7	0.0	0.0 4.1	0.0 4.0	0.0 6.6	0.0	0.0	0.0	0.0 2.7	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		7.9	4.1	4.0	0.0	10.1	6.4	13.7	2.1	17.7	26.9	27.7
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh	123.2	49.8	26.7	40.7	42.9	36.3	65.0	52.5	20.9	140.8	107.4	110.8
LnGrp LOS	123.2 F	49.0 D	20.7 C	40.7 D	42.9 D	30.3 D	65.0 E	52.5 D	20.9 C	140.6 F	107.4 F	F
	г			U	940	U	<u> </u>					Г
Approach Vol, veh/h		837			39.2			1460 50.7			1839 116.6	
Approach LOS		68.5 E			39.2 D						F	
Approach LOS		Е			U			D			Г	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	33.0	13.0	24.0	15.0	38.0	13.0	24.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	27.0	7.0	18.0	9.0	32.0	7.0	18.0				
Max Q Clear Time (g_c+l1), s	16.0	27.9	9.0	16.5	10.6	34.0	9.0	20.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			75.4									
HCM 6th LOS			Е									

7: Old Troy Pike & IHOP Driveway/Access #2

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	**		7	* 1>	
Traffic Volume (vph)	6	0	36	19	0	95	16	1566	64	143	1590	40
Future Volume (vph)	6	0	36	19	0	95	16	1566	64	143	1590	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	80		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95
Frt		0.886			0.888			0.994			0.996	
Flt Protected		0.992			0.992		0.950			0.950		
Satd. Flow (prot)	0	1637	0	0	1641	0	1770	5055	0	1770	3525	0
FIt Permitted		0.992			0.992		0.950			0.950		
Satd. Flow (perm)	0	1637	0	0	1641	0	1770	5055	0	1770	3525	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		336			329			158			423	
Travel Time (s)		7.6			7.5			3.1			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	0	39	21	0	103	17	1702	70	155	1728	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	124	0	17	1772	0	155	1771	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other Control Type: Unsignalized

Intersection Capacity Utilization 68.3%

Analysis Period (min) 15

ICU Level of Service C

Intersection													
Int Delay, s/veh	366												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4	LDIT	1102	4	TTDIX		ተተጉ	- NOIN	7	^ 1>	OBIT	
Traffic Vol, veh/h	6	0	36	19	0	95	16	1566	64	143	1590	40	
Future Vol, veh/h	6	0	36	19	0	95	16	1566	64	143	1590	40	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	- -	- -	None	- Ctop	-	None	-	-	None	-	-	None	
Storage Length	_	_	-	_	_	-	80	_	-	100	_	-	
Veh in Median Storage	e.# -	0	_	_	0	-	-	0	_	-	0	_	
Grade, %	-,	0	_	_	0	_	_	0	_	_	0	_	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	7	0	39	21	0	103	17	1702	70	155	1728	43	
	•			= :	<u> </u>		• •				0		
									-				
	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	2775	3866	886	2945	3852	886	1771	0	0	1772	0	0	
Stage 1	2060	2060	-	1771	1771	-	-	-	-	-	-	-	
Stage 2	715	1806	-	1174	2081	-	-	-	-	-	-	-	
Critical Hdwy	6.99	6.54	6.94	6.99	6.54	7.14	4.14	-	-	5.34	-	-	
Critical Hdwy Stg 1	6.54	5.54	-	7.34	5.54	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.67	4.02	3.32	3.67	4.02	3.92	2.22	-	-	3.12	-	-	
Pot Cap-1 Maneuver	13	3	288	~ 10	4	247	348	-	-	163	-	-	
Stage 1	56	96	-	57	135	-	-	-	-	-	-	-	
Stage 2	362	129	-	199	94	-	-	-	-	-	-	-	
Platoon blocked, %		•	000		•	0.47	0.40	-	-	400	-	-	
Mov Cap-1 Maneuver	~ 1	0	288	~ 1	0	247	348	-	-	163	-	-	
Mov Cap-2 Maneuver	~ 1	0	-	~ 1	0	-	-	-	-	-	-	-	
Stage 1	53	5	-	54	128	-	-	-	-	-	-	-	
Stage 2	200	123	-	~ 8	5	-	-	-	-	-	-	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, \$	3508.9		\$ 10	039.5			0.2			9.2			
HCM LOS	F		,	F									
Minor Lang/Major Mun	ot	NDI	NDT	NIDD I	EDI 54V	MDI 51	SBL	SBT	SBR				
Minor Lane/Major Mvn	TIL .	NBL	NBT	ואסוו	EBLn1V				SDK				
Capacity (veh/h)		348	-	-	7 6 522 1	6	163	-	-				
HCM Control Doloy (a)	\	0.05	-			20.652		-	-				
HCM Control Delay (s) HCM Lane LOS		15.9 C	-		35060,910 F	0039.5		-	-				
HCM 95th %tile Q(veh	1	0.2	-	-	7.2	F 17.4	7.2	-	-				
,)	U.Z	-		1.2	17.4	1.2	_	-				
Notes													
~: Volume exceeds ca	pacity	\$: De	lay exc	eeds 30	00s	+: Com _l	putation	Not De	efined	*: All	major v	olume ii	n platoon

t 4 **EBL EBR WBL WBT NBT** Lane Group **EBT WBR NBL** NBR SBL **SBT SBR** Lane Configurations ሻ Þ 44 17 þ Traffic Volume (vph) 32 0 182 91 0 164 1468 54 105 66 35 1546 Future Volume (vph) 32 0 182 91 0 66 164 1468 35 54 1546 105 1900 1900 1900 1900 1900 1900 1900 1900 1900 Ideal Flow (vphpl) 1900 1900 1900 Storage Length (ft) 100 150 110 0 110 0 0 0 Storage Lanes 0 0 1 1 0 Taper Length (ft) 50 50 50 25 1.00 Lane Util. Factor 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 0.95 Frt 0.850 0.850 0.850 0.990 Flt Protected 0.950 0.950 0.950 0.950 Satd. Flow (prot) 1770 1583 0 1770 1583 0 1770 3539 1583 1770 3504 0 0.710 0.375 0.092 Flt Permitted 0.104 1583 0 Satd. Flow (perm) 1323 1583 0 699 171 3539 1583 194 3504 0 Right Turn on Red Yes Yes Yes Yes 231 292 9 Satd. Flow (RTOR) 109 Link Speed (mph) 30 30 35 35 354 Link Distance (ft) 430 423 803 Travel Time (s) 8.0 9.8 8.2 15.6 0.92 0.92 0.92 0.92 0.92 0.92 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Adj. Flow (vph) 35 0 198 99 0 72 178 1596 38 59 1680 114 Shared Lane Traffic (%) Lane Group Flow (vph) 35 198 0 99 72 0 178 1596 38 59 1794 0 Enter Blocked Intersection No No No No No No No No Νo No No No Left Left Lane Alignment Left Right Left Left Right Left Right Left Left Right Median Width(ft) 12 12 12 12 Link Offset(ft) 0 0 0 0 Crosswalk Width(ft) 16 16 16 16 Two way Left Turn Lane Yes Yes Headway Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 15 Turning Speed (mph) 15 15 9 15 **Number of Detectors** 1 2 2 2 1 2 1 1 1 **Detector Template** Left Thru Left Thru Left Thru Right Left Thru Leading Detector (ft) 20 100 20 100 20 20 20 100 100 0 0 Trailing Detector (ft) 0 0 0 0 0 0 0 Detector 1 Position(ft) 0 0 0 0 0 0 0 0 0 Detector 1 Size(ft) 20 6 20 6 20 6 20 20 6 Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex **Detector 1 Channel** Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Queue (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Detector 2 Position(ft) 94 94 94 94 Detector 2 Size(ft) 6 6 6 6 Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex **Detector 2 Channel** Detector 2 Extend (s) 0.0 0.0 0.0 0.0 Turn Type NA NA NA pm+pt pm+pt pm+pt NA pm+ov pm+pt Protected Phases 4 8 2 3 5 3 6

8

4

Permitted Phases

2

6

2

8: Old Troy Pike & Burger King Driveway/Access #3

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	7.0	7.0	20.0	
Minimum Split (s)	13.0	24.0		13.0	24.0		13.0	26.0	13.0	13.0	26.0	
Total Split (s)	13.0	24.0		13.0	24.0		13.0	40.0	13.0	13.0	40.0	
Total Split (%)	14.4%	26.7%		14.4%	26.7%		14.4%	44.4%	14.4%	14.4%	44.4%	
Maximum Green (s)	7.0	18.0		7.0	18.0		7.0	34.0	7.0	7.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Min	None	None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	15.6	10.0		16.8	12.6		56.2	47.0	60.0	48.1	40.8	
Actuated g/C Ratio	0.17	0.11		0.19	0.14		0.62	0.52	0.67	0.53	0.45	
v/c Ratio	0.13	0.52		0.46	0.15		0.60	0.86	0.03	0.26	1.13	
Control Delay	27.1	8.6		34.8	0.7		23.2	22.6	0.0	11.3	92.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	27.1	8.6		34.8	0.7		23.2	22.6	0.0	11.3	92.0	
LOS	С	Α		С	Α		С	С	Α	В	F	
Approach Delay		11.4			20.4			22.2			89.4	
Approach LOS		В			С			С			F	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

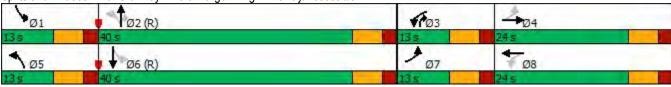
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 52.1 Intersection LOS: D
Intersection Capacity Utilization 92.3% ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 8: Old Troy Pike & Burger King Driveway/Access #3



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	1€		7	1€		*	^	7	7	1	
Traffic Volume (veh/h)	32	0	182	91	0	66	164	1468	35	54	1546	105
Future Volume (veh/h)	32	0	182	91	0	66	164	1468	35	54	1546	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	4070	No	4070	4070	No	4070	4070	No	4070	4070	No	4070
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	0	198	99	0	72	178	1596	38	59	1680	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	0	236	239	0	277	217	1611	831	199	1474	99
Arrive On Green	0.05	0.00	0.15	0.07	0.00	0.17	0.15	0.91	0.91	0.06	0.44	0.44
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3379	227
Grp Volume(v), veh/h	35	0	198	99	0	72	178	1596	38	59	877	917
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1829
Q Serve(g_s), s	1.5	0.0	10.9	4.1	0.0	3.5	5.0	37.1	0.2	1.6	39.3	39.3
Cycle Q Clear(g_c), s	1.5	0.0	10.9	4.1	0.0	3.5	5.0	37.1	0.2	1.6	39.3	39.3
Prop In Lane	1.00	0	1.00	1.00	0	1.00	1.00	4044	1.00	1.00	775	0.12
Lane Grp Cap(c), veh/h	341	0	236	239	0	277	217	1611	831	199	775	798
V/C Ratio(X)	0.10	0.00	0.84	0.41	0.00	0.26	0.82	0.99	0.05	0.30	1.13	1.15
Avail Cap(c_a), veh/h	399	1.00	317	251	0	317	219	1611	831	231	775	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00 1.00	2.00	1.00 1.00	1.00 1.00	1.00
Upstream Filter(I)	1.00 29.8	0.00	1.00 37.3	29.7	0.00	32.1	1.00 18.7	4.0	1.00 1.7	20.0	25.4	1.00 25.4
Uniform Delay (d), s/veh Incr Delay (d2), s/veh	0.1	0.0	13.7	1.1	0.0	0.5	21.2	20.4	0.1	0.8	74.9	81.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	5.1	1.8	0.0	1.4	2.9	6.1	0.0	0.6	31.2	33.6
Unsig. Movement Delay, s/veh		0.0	J. I	1.0	0.0	1.4	2.3	0.1	0.1	0.0	J1.Z	33.0
LnGrp Delay(d),s/veh	29.9	0.0	51.0	30.8	0.0	32.6	39.9	24.4	1.9	20.8	100.3	106.9
LnGrp LOS	23.3 C	Α	D D	00.0 C	Α	02.0 C	D D	C C	Α	Z0.0	100.5 F	F
Approach Vol, veh/h		233			171			1812			1853	
Approach Delay, s/veh		47.8			31.6			25.5			101.0	
Approach LOS		47.0 D			C C			23.3 C			F	
											'	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	46.8	12.4	19.4	12.9	45.3	10.1	21.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	34.0	7.0	18.0	7.0	34.0	7.0	18.0				
Max Q Clear Time (g_c+l1), s	3.6	39.1	6.1	12.9	7.0	41.3	3.5	5.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			61.4									
HCM 6th LOS			Е									

	1	•	†	-	/	ļ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	ተተጉ		7	^
Traffic Volume (vph)	0	17	1629	17	0	1692
Future Volume (vph)	0	17	1629	17	0	1692
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	25	
Storage Lanes	0	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95
Frt		0.865	0.998			
Flt Protected						
Satd. Flow (prot)	0	1611	5075	0	1863	3539
Flt Permitted						
Satd. Flow (perm)	0	1611	5075	0	1863	3539
Link Speed (mph)	30		35			35
Link Distance (ft)	296		241			158
Travel Time (s)	6.7		4.7			3.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	18	1771	18	0	1839
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	18	1789	0	0	1839
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0	_	12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utiliza	tion 50.1%			IC	U Level o	of Service
Analysis Period (min) 15						
10 1 0110a (111111) 10						

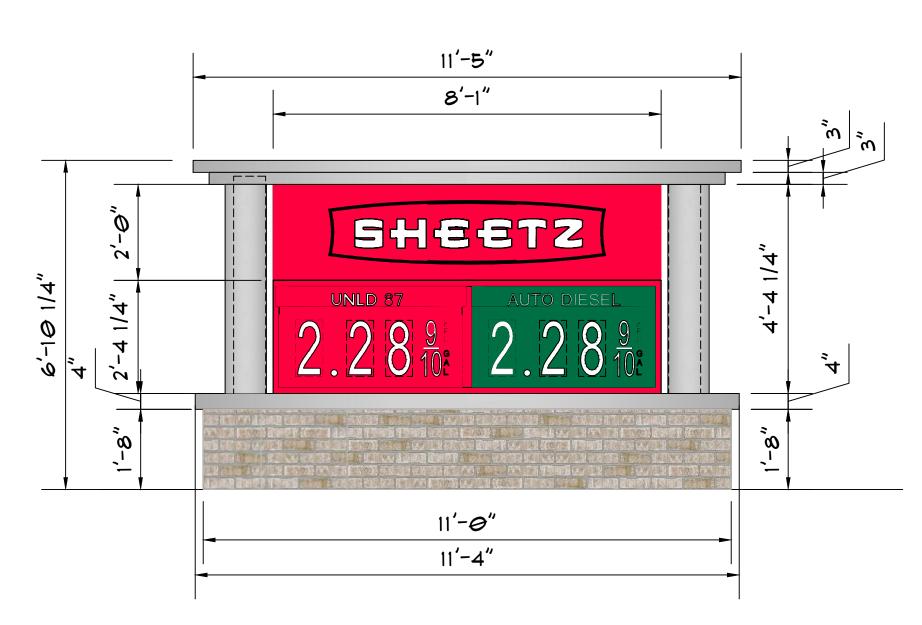
Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	**		7	^
Traffic Vol, veh/h	0	17	1629	17	0	1692
Future Vol, veh/h	0	17	1629	17	0	1692
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	25	-
Veh in Median Storage,	# 0	-	0	-	-	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	1771	18	0	1839
IVIVIIILIIOW	U	10	1771	10	U	1000
Major/Minor N	1inor1	<u> </u>	Major1	<u> </u>	/lajor2	
Conflicting Flow All	-	895	0	0	1789	0
Stage 1	-	-	-	_	-	-
Stage 2	_	_	-	-	-	_
Critical Hdwy	_	7.14	_	_	5.34	_
Critical Hdwy Stg 1	_	-	_	_	-	_
Critical Hdwy Stg 2	_	_	_	_	_	_
Follow-up Hdwy	_	3.92	_	_	3.12	_
Pot Cap-1 Maneuver	0	244	_	_	160	_
Stage 1	0	-		_	-	_
Stage 2	0	-	-	-		
	U	-	-	-	-	-
Platoon blocked, %		044	-	-	400	-
Mov Cap-1 Maneuver	-	244	-	-	160	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
	21		0		0	
HCM Control Delay, s			U		U	
HCM LOS	С					
Minor Lane/Major Mvmt		NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		_	-	211	160	_
HCM Lane V/C Ratio		<u>-</u>		0.076	-	<u>-</u>
HCM Control Delay (s)			_	21	0	_
HCM Lane LOS		-	_	C	A	-
HCM 95th %tile Q(veh)				0.2	0	
How som while Q(ven)		-	-	U.Z	U	-

	۶	→	•	•	-	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	^	ĵ.		14	
Traffic Volume (vph)	64	785	803	0	11	0
Future Volume (vph)	64	785	803	0	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	0	1770	0
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	0	1770	0
Link Speed (mph)		30	35		30	
Link Distance (ft)		194	1330		345	
Travel Time (s)		4.4	25.9		7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	853	873	0	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	853	873	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12	•	12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	tion 59.1%			IC	CU Level	of Service
Analysis Period (min) 15				,,		
raidiyolo i ollou (ililii) io						

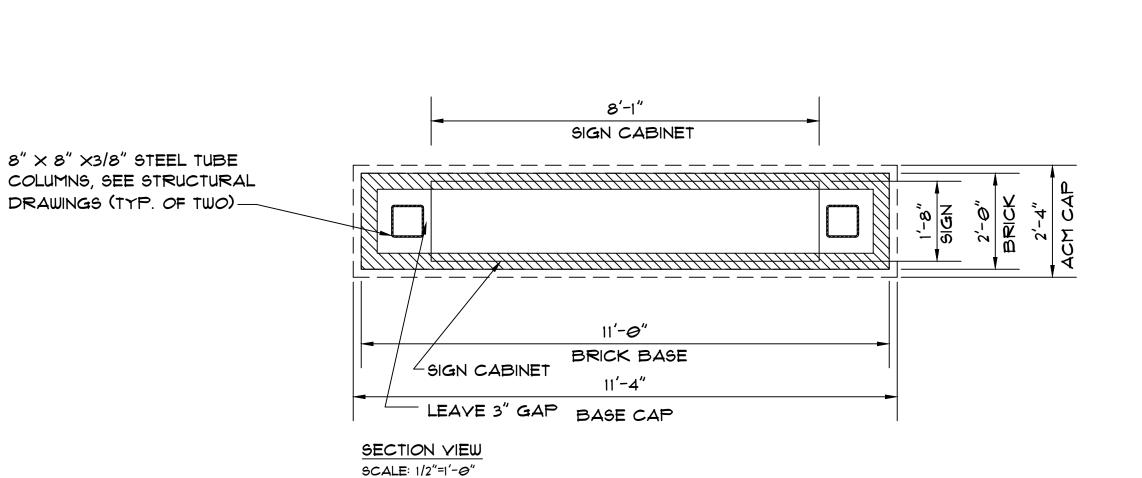
Lane Configurations Traffic Vol, veh/h	0.6					
Movement Lane Configurations Traffic Vol, veh/h	U.U					
Lane Configurations Traffic Vol, veh/h						
Traffic Vol, veh/h	EBL	EBT	WBT	WBR	SBL	SBR
•	1	↑	1		N. A.	
	64	785	803	0	11	0
Future Vol, veh/h	64	785	803	0	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control F	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage, #	# -	0	0	-	0	-
Grade, %	_	0	0	_	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	853	873	0	12	0
WWW.CT IOW	10	000	010		12	•
	ajor1	N	/lajor2		Minor2	
Conflicting Flow All	873	0	-	0	1866	873
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	993	-
	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	_	_	_	5.42	_
	.218	_	_	_	3.518	3.318
	773	_	_	_	80	349
Stage 1	-	_	_	_	409	-
Stage 2	_	_	_	_	359	_
Platoon blocked, %		_	_	_	000	
-	773	-			73	349
Mov Cap-2 Maneuver	-	-	-	-	200	-
	-	-	-	-	372	-
Stage 1	-	-	-	-	359	-
Stage 1 Stage 2						
•						
•	EB		WB		SB	
Stage 2 Approach						
Stage 2 Approach HCM Control Delay, s	EB 0.8		WB 0		24.1	
Stage 2 Approach						
Stage 2 Approach HCM Control Delay, s HCM LOS			0		24.1 C	
Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt		EBL		WBT	24.1	
Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h)		773	0	WBT -	24.1 C	200
Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio		773 0.09	0	WBT -	24.1 C	200 0.06
Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)		773	0 EBT	-	24.1 C WBR 9	200
Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio		773 0.09	0 EBT -	- -	24.1 C WBR 9	200 0.06

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		^	* 1>			7
Traffic Volume (vph)	0	852	788	15	0	77
Future Volume (vph)	0	852	788	15	0	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	1863	3529	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	3529	0	0	1611
Link Speed (mph)		30	35		30	
Link Distance (ft)		357	194		328	
Travel Time (s)		8.1	3.8		7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	926	857	16	0	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	926	873	0	0	84
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utiliza	tion 48.2%			IC	U Level	of Service
Analysis Period (min) 15						

Intersection Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	1			7
Traffic Vol, veh/h	0	852	788	15	0	77
Future Vol., veh/h	0	852	788	15	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	_	-	_	0
Veh in Median Storage, #		0	0	-	0	_
Grade, %	- -	0	0	_	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
				16		84
Mvmt Flow	0	926	857	10	0	84
Major/Minor Ma	ajor1	N	/lajor2	١	/linor2	
Conflicting Flow All	- -	0	-	0	-	437
Stage 1	_	-	_	-	_	4 31
Stage 2		_			_	_
	-	-	-	-		6.93
Critical Hdwy					-	
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-		3.319
Pot Cap-1 Maneuver	0	-	-	-	0	568
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %						
		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	568
Mov Cap-1 Maneuver Mov Cap-2 Maneuver	-	- - -			-	568
Mov Cap-2 Maneuver		-	-	-		
Mov Cap-2 Maneuver Stage 1	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	- -	-	-	-
Mov Cap-2 Maneuver Stage 1 Stage 2	- - -	-	- - -	-	- - -	-
Mov Cap-2 Maneuver Stage 1	-	-	- -	-	- - - SB	-
Mov Cap-2 Maneuver Stage 1 Stage 2	- - -	-	- - -	-	- - -	-
Mov Cap-2 Maneuver Stage 1 Stage 2 Approach	- - - EB	-	- - - - WB	-	- - - SB	-
Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s	- - - EB	-	- - - - WB	-	- - - SB 12.4	-
Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS	- - - EB	-	- - - - WB	-	SB 12.4 B	-
Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt	- - - EB	-	- - - - WB	-	- - - SB 12.4 B	-
Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h)	- - - EB	-	- - - - WB	- - - - - WBR \$	SB 12.4 B	-
Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	- - - EB	-	- - - - WB	- - - - - WBR \$	SB 12.4 B 6BLn1 568 0.147	-
Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)	- - - EB	- - - - EBT	- - - - WB 0	- - - - - WBR \$	SB 12.4 B 568 0.147 12.4	-
Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	- - - EB	- - - - EBT	- - - - WB 0	- - - - - WBR S	SB 12.4 B 6BLn1 568 0.147	-

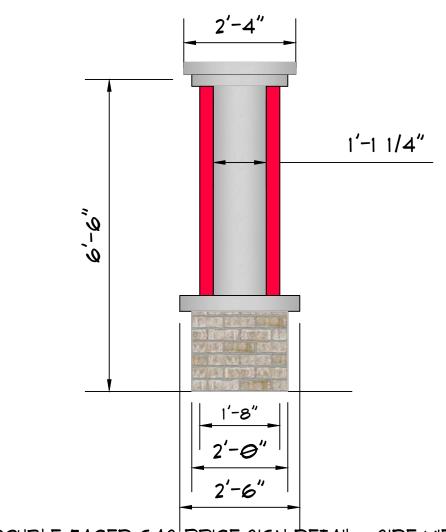


DOUBLE-FACED GAS PRICE SIGN DETAIL - PARTIAL ELEVATION 9CALE: 1/2"=1'-0" SIGN AREA: 35.19 9Q.FT. SIGN AREA: 35.19 SQ.FT.

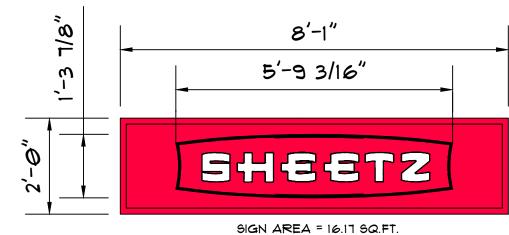


8" × 8" ×3/8" STEEL TUBE

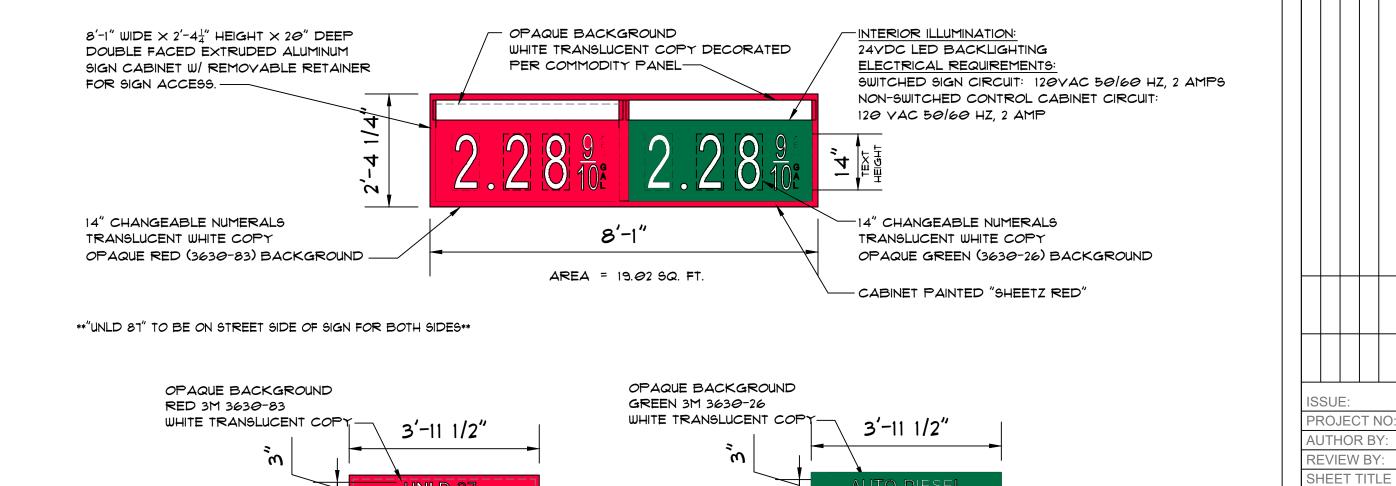
DRAWINGS (TYP. OF TWO)-



DOUBLE-FACED GAS PRICE SIGN DETAIL - SIDE VIEW SCALE: 1/2"=1'-0"



PANEL HAS OPAQUE (NON-LIT) BACKGROUND



Convenience . rchitecture and *Design* P.C.

351 Sheetz Way, Claysburg, PA 16625

phone (814) 239-6013 tcolumbu@sheetz.com web site www.sheetz.com

PROJECT NAME:

NEW SHEETZ SITE

HUBER **HEIGHTS**

Int. of Old Troy Pike, State Route 202 and Taylorsville Road Huber Heights Ohio

OWNER:

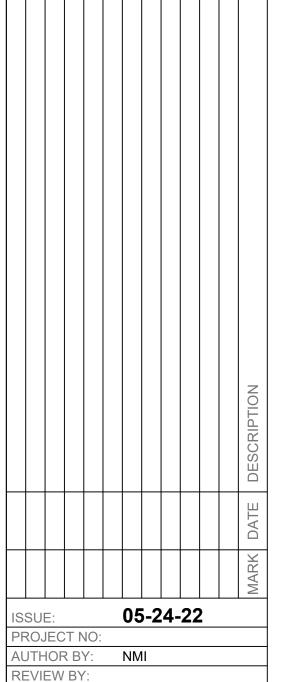
SHEETZ, INC.

5700 SIXTH AVE. ALTOONA, PA 16602

CONSULTANT

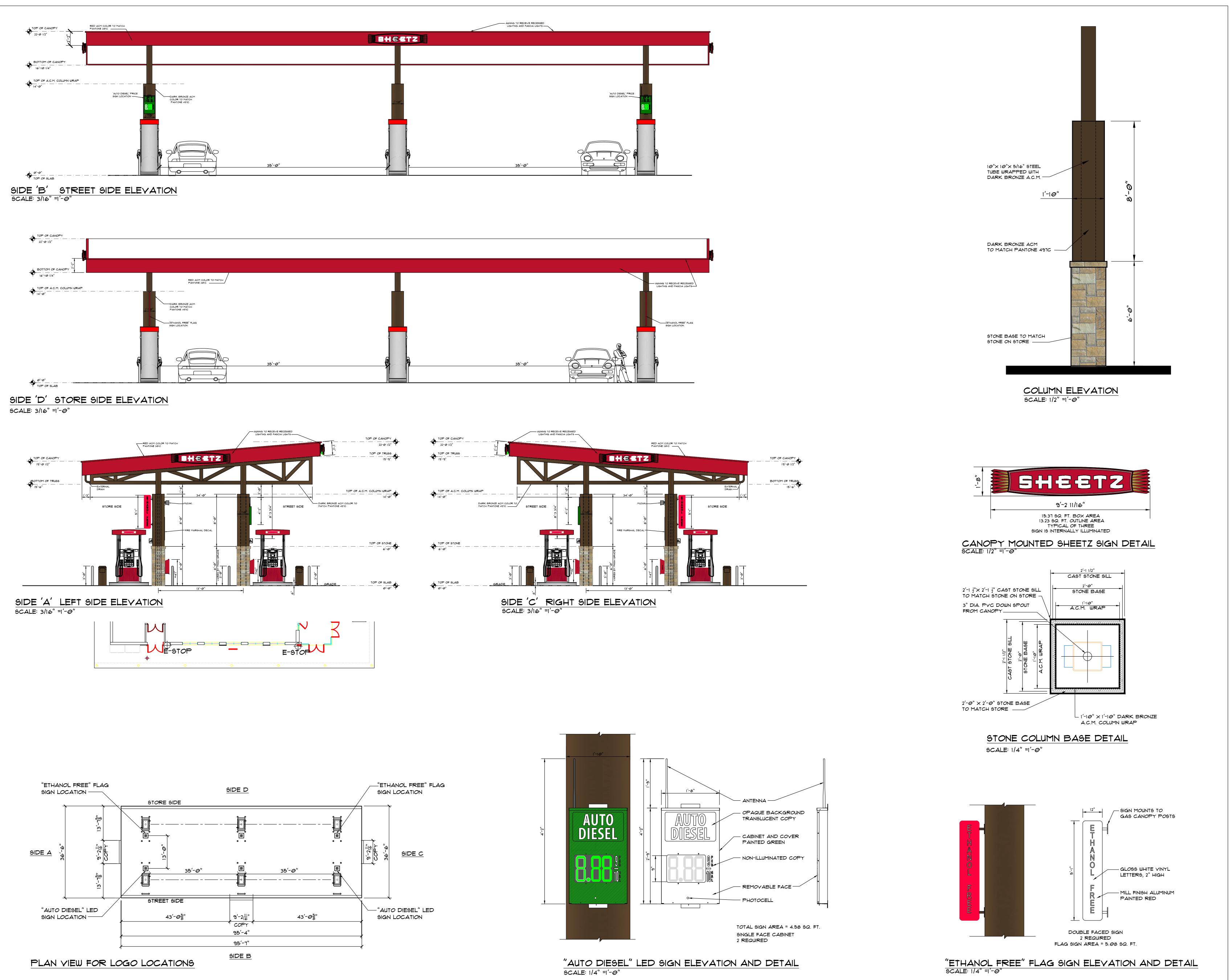
PROFESSIONAL

KEYPLAN

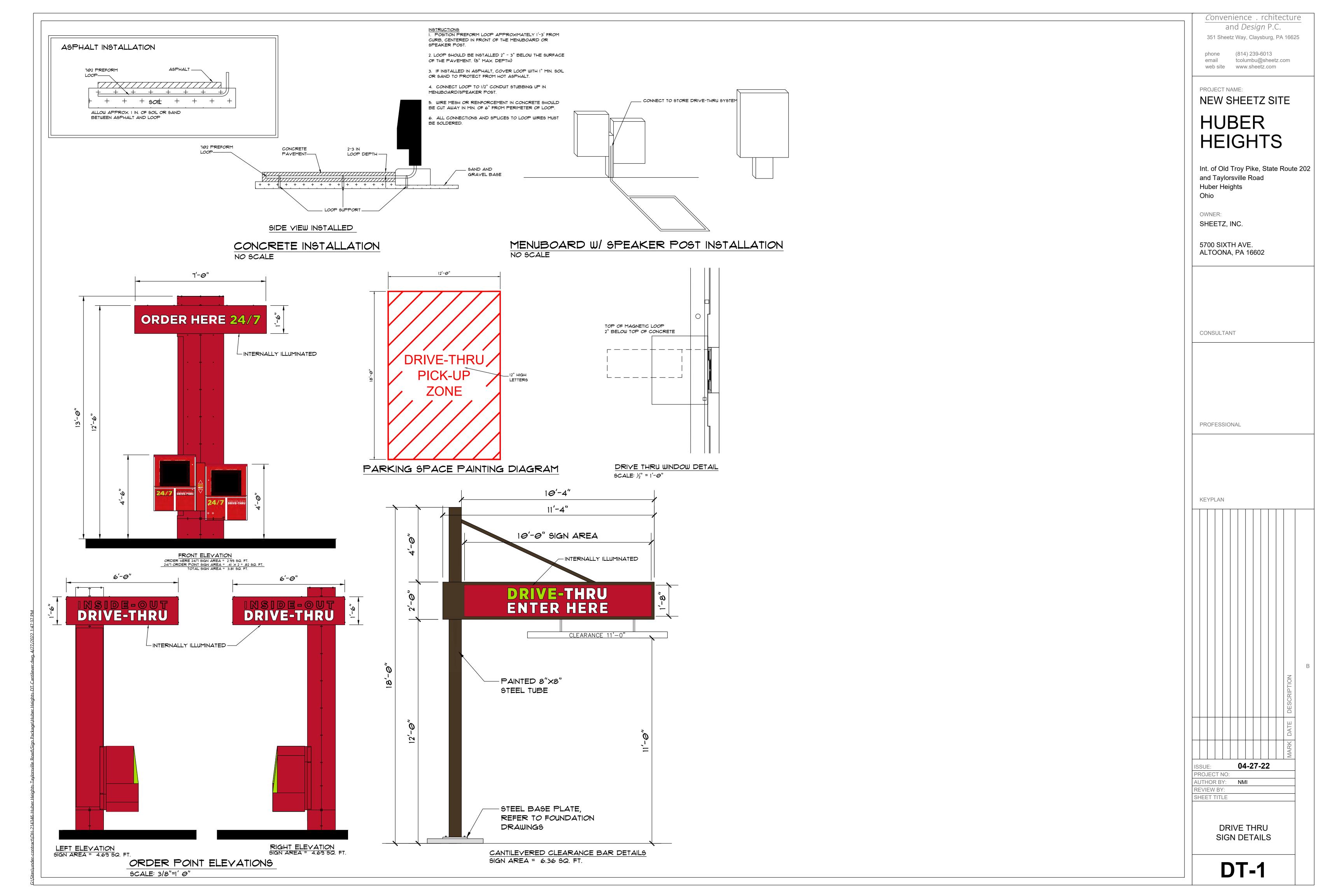


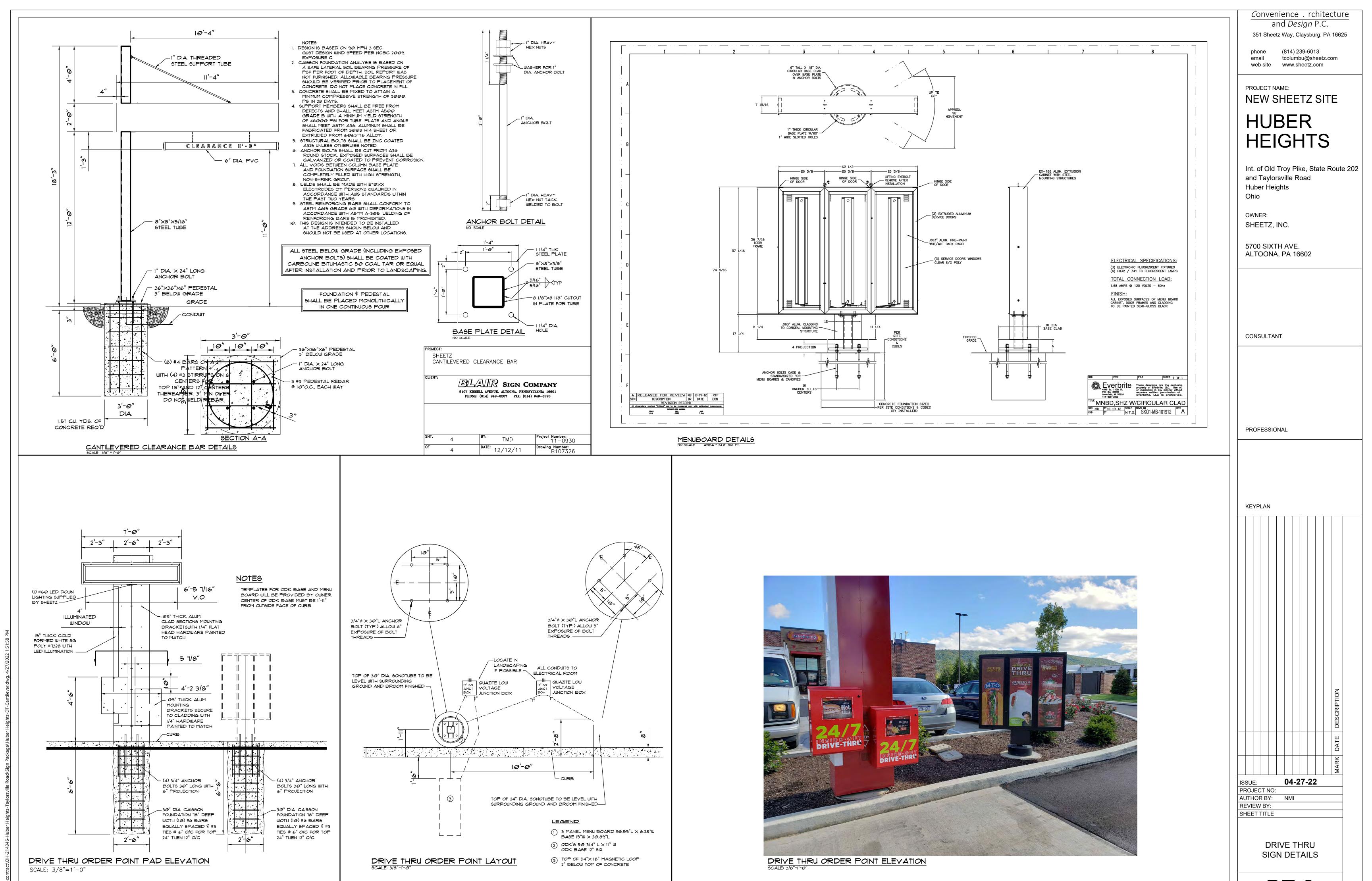
SIGN

MONUMENT SIGN **DETAILS**

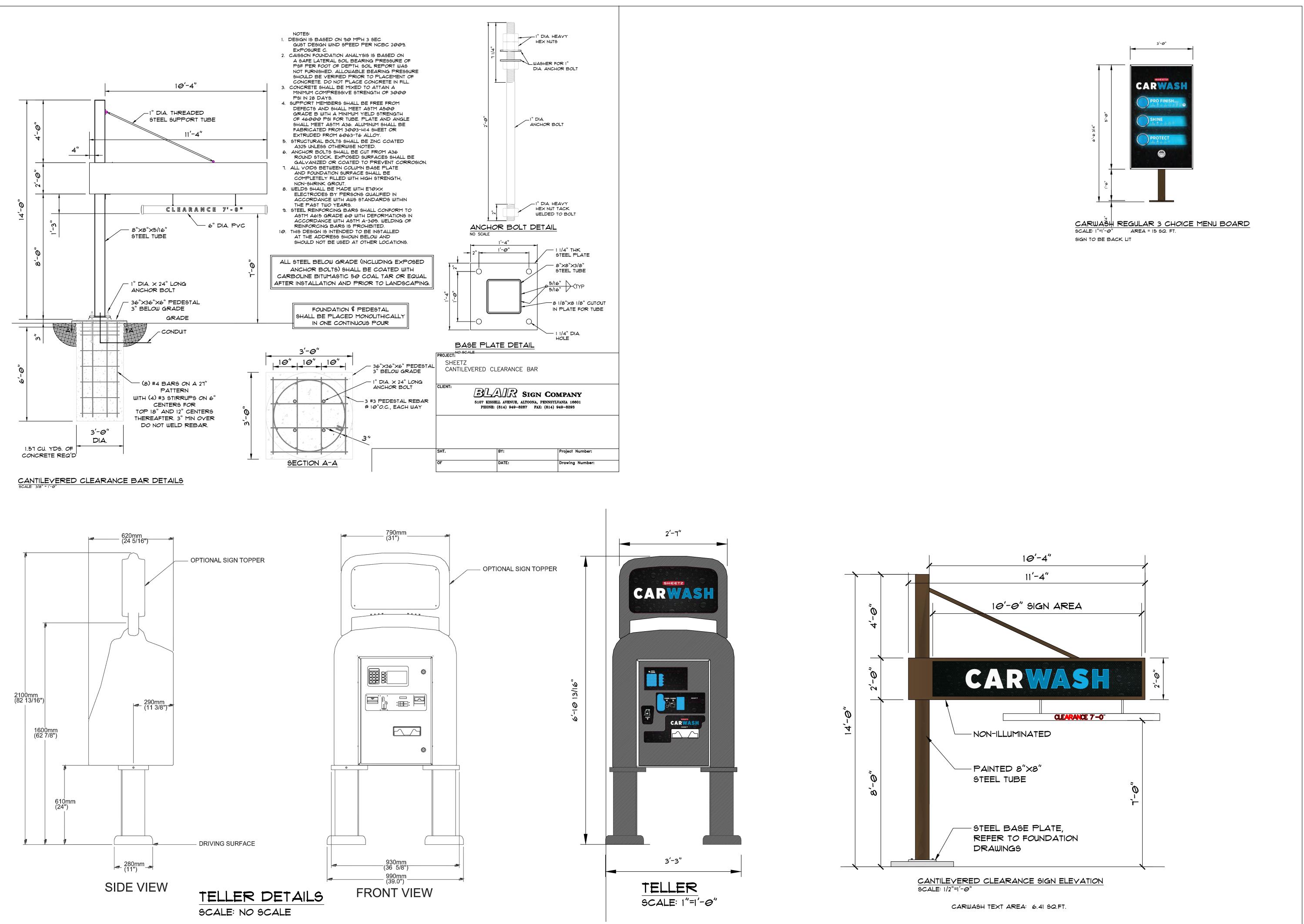


Convenience . rchitecture and *Design* P.C. 351 Sheetz Way, Claysburg, PA 16625 (814) 239-6013 phone tcolumbu@sheetz.com web site www.sheetz.com PROJECT NAME: **NEW SHEETZ SITE** HUBER HEIGHTS Int. of Old Troy Pike, State Route 202 and Taylorsville Road **Huber Heights** Ohio OWNER: SHEETZ, INC. 5700 SIXTH AVE. ALTOONA, PA 16602 CONSULTANT PROFESSIONAL KEYPLAN 04-27-22 ISSUE: PROJECT NO: AUTHOR BY: REVIEW BY: SHEET TITLE **GAS AWNING DETAILS AWNING**





DT-2



Convenience . rchitecture and Design P.C.

351 Sheetz Way, Claysburg, PA 16625

phone (814) 239-6013 email tcolumbu@sheetz.com web site www.sheetz.com

PROJECT NAME:
NEW SHEETZ SITE

HUBER HEIGHTS

Int. of Old Troy Pike, State Route 202 and Taylorsville Road Huber Heights Ohio

OWNER: SHEETZ, INC.

DHEETZ, INC.

5700 SIXTH AVE. ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

MARK DATE DESCRIPTION

04-30-20

PROJECT NO:
AUTHOR BY: NI
REVIEW BY:

SHEET TITLE

ISSUE:

CARWASH SIGN DETAILS

SIGN



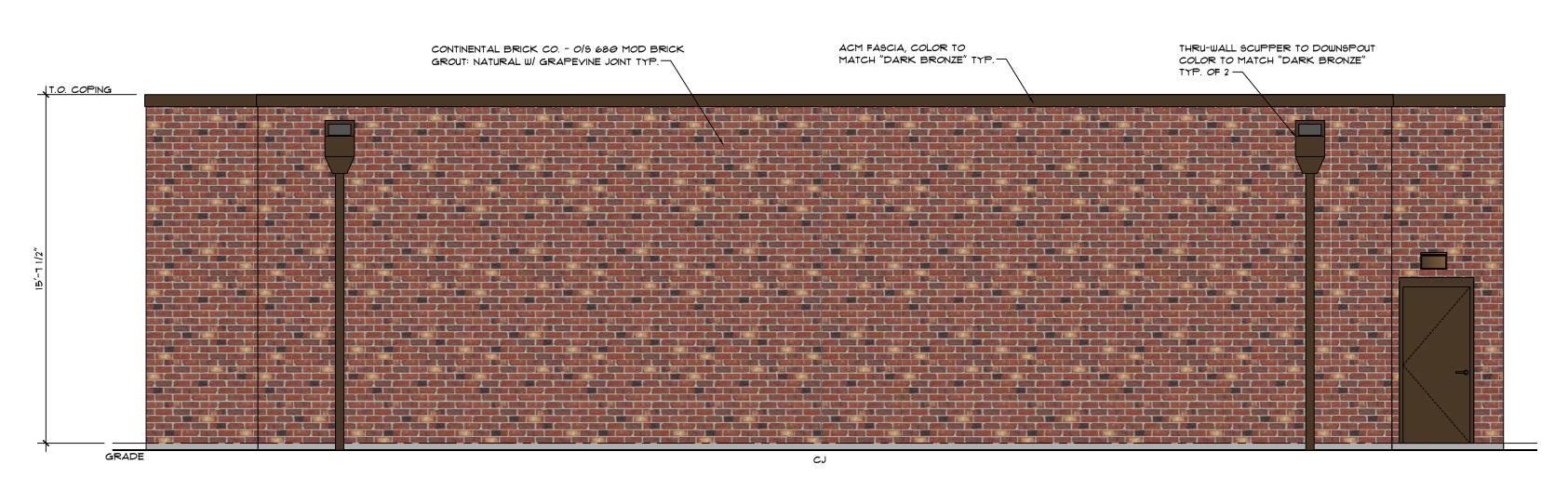


EXIT SIDE ELEVATION

SCALE: 1/4" =1'-0"

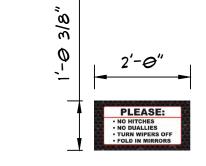


ENTRANCE SIDE ELEVATION
SCALE: 1/4" =1'-0"

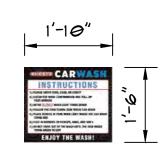


REAR ELEVATION

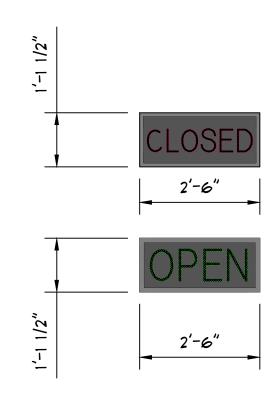
SCALE: 1/4" =1'-0"



CARWASH WARNINGS WALL SIGN SCALE: 1/2" = 1'-0" AREA = 2.06 SQ. FT.



CARWASH INSTRUCTIONS WALL SIGN SCALE: 1/2" = 1'-0" AREA = 2.75 SQ. FT.



LED OPEN/CLOSED WALL SIGN AREA = 2.81 SQ. FT. TYPICAL OF 2

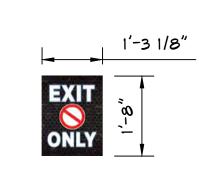


BUILDING WALL SIGN

AREA = 27.25 SQ. FT. TYPICAL OF 1 CARWASH TEXT AREA = 8.36 SQ. FT.



CARWASH DISCLAIMER WALL SIGN SCALE: 1"=1'-0" AREA = 6.00 SQ. FT.



CARWASH EXIT ONLY WALL SIGN SCALE: 1"=1'-0" AREA = 2.09 SQ. FT. TYPICAL OF TWO Convenience . rchitecture and Design P.C.
351 Sheetz Way, Claysburg, PA 16625

(814) 239-6013

email tcolumbu@sheetz.com
web site www.sheetz.com

PROJECT NAME:

NEW SHEETZ SITE

HUBER HEIGHTS

Int. of Old Troy Pike, State Route 202 and Taylorsville Road Huber Heights

OWNER:

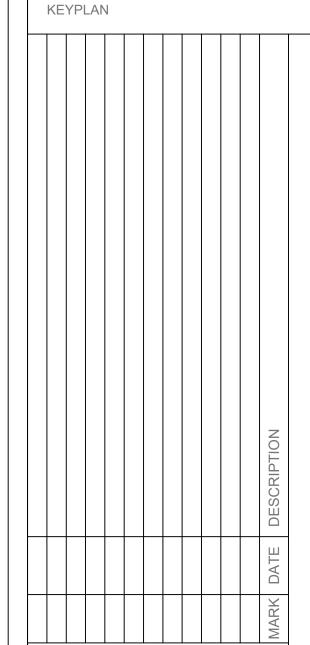
SHEETZ, INC.

5700 SIXTH AVE. ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

. .__. .

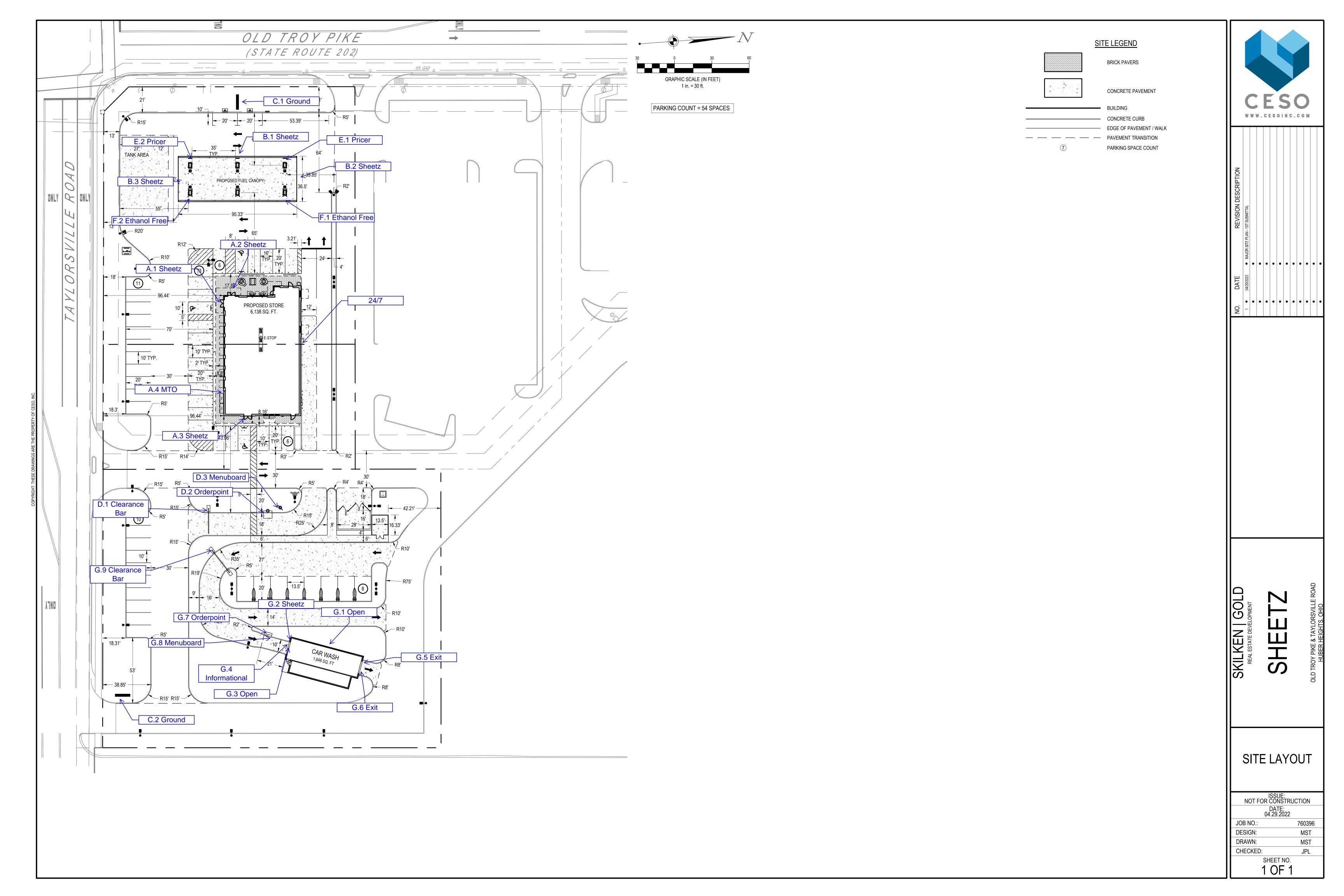


ISSUE: 04-27-2022
PROJECT NO:
AUTHOR BY: NMI
REVIEW BY:

CARWASH EXTERIOR ELEVATIONS

SHEET TITLE

CEE-1



Memorandum

Staff Report for Meeting of June 28, 2022

To: Huber Heights City Planning Commission

From: Aaron K. Sorrell, Interim City Planner

Community Planning Insights

Date: June 22, 2022

Subject: Major Change to Basic Development Plan

Application dated June 3, 2022

Department of Planning and Zoning City of Huber Heights

APPLICANT/OWNER: Skilken Gold Real Estate Dev. – Applicant

Broad Reach Retail Partners, LLC - Owners

DEVELOPMENT NAME: Broad Reach / Sheetz

ADDRESS/LOCATION: NE Corner of Old Troy Pike and Taylorsville Rd.

ZONING/ACREAGE: Planned Mixed Use (PM) / 2.82 Acres

EXISTING LAND USE: Vacant

ZONING

ADJACENT LAND: PM (North), R-6 (East), R-4 (South), PC (West)

REQUEST: The applicant requests a major change to the basic

development plan to construct a 6,138 SF

convenience store with fueling pumps and a 1,648 SF

carwash.

ORIGINAL APPROVAL: The Broad Reach basic development plan and

rezoning was approved by the Planning Commission on May 11, 2021, and subsequently approved by City

Council on June 14, 2021.

APPLICABLE HHCC: Chapter 1171, 1179

CORRESPONDENCE: In Favor – None Received

In Opposition – None Received

STAFF ANALYSIS AND RECOMMENDATION:

Overview

The applicant requests to construct a 6,138 SF convenience store with fueling pumps and a 1,648 SF carwash. During the informal review with the Planning Commission there was significant discussion about the proposed use as compared to the uses illustrated on the adopted basic development plan. The Planning Commission expressed concerns about the perceived deviation from the originally illustrated uses and layout on the south side of the development, and members felt that the City Council should have an opportunity to review the new development proposal. It was recommended by the Planning Commission and agreed to by the applicant that they would request a major change to the basic development plan, which allows City Council the opportunity to review the proposal.

Background

On May 21, 2021, the Planning Commission approved (4-1) a rezoning to PM and basic development plan to facilitate the redevelopment of two parcels totaling 17.2 acres into a mixed use development which includes a variety of commercial, office, and retail uses, along with a 192 unit apartment community. The rezoning was, and continues to be, consistent with the Comprehensive Plan.

As part of the rezoning and basic development plan approval, the following conditions were memorialized in the rezoning ordinance:

- 1. The Basic Development Plan shall be the plans stamped received by the City of Huber Heights Planning Department on May 5, 2021, unless specifically modified below.
- 2. The allowable uses shall be those that are permitted within the PM Planned Mixed Use District as described in Chapter 1179 of the City's Zoning Code.
- 3. Prior to the issuance of a zoning permit, the applicant shall submit and receive approval of a Detailed Development Plan through the Planning Commission.
- 4. Prior to the issuance of a zoning permit, the applicant shall obtain approval of a final subdivision of the subject property for the purpose, but not the sole purpose, of establishing all necessary public easements on the subject property.
- 5. A drop express lane shall be installed along the frontage of Old Troy Pike at the development.
- 6. Old Troy Pike & Access 3 (across from Burger King) shall have a signalized intersection installed.
- 7. Taylorsville Road shall be widened on the north side to match the widening of the existing northbound turn lane at the intersection of Old Troy Pike and Taylorsville.

- 8. Access shall be provided directly from the multi-family area to Taylorsville Road.
- 9. Access easements shall be granted to the public for access from the businesses to the north to access the signalized intersection.

Transportation Improvements

As part of the rezoning and basic development plan approval, the developer is widening the north side of Taylorsville Road to add a lane and widening the east side of Old Troy Pike to Huber Road to add a lane. Additionally, a new traffic signal will be installed along Old Troy Pike to facilitate better site access and the existing Huntington Bank and Starbucks sites will have access to this signalized intersection. The site is being cleared and roadway improvements will begin shortly.

For the sites under consideration in this application, the interior drive network and access to Taylorsville Road and Old Troy Pike is unchanged from the approved rezoning and basic development plan.

The city is planning to carry the Old Troy Pike widening from former Huber Road to I-70.

Allowable Uses

For the sites in this application, the basic development plan presented at the May 14th Planning Commission meeting illustrated a proposed bank, medical facility, and future outparcel. The basic development plan simply outlines allowable uses, site access, internal circulation (drive-aisles) and illustrates possible individual site plan concepts.

During the meeting, planning staff indicated to the Planning Commission the three sites were illustrative only, and those uses may change during the detailed development plan process. When the Planning Commission approved the basic development plan, it set the range of allowable uses (those permitted in the PM district), transportation improvements, site access, and internal site circulation.

The applicant is now proposing a convenience store and fueling station on the western parcels and a car wash on the eastern parcel in place of the illustrated bank, medical building and future outparcel.

Chapter 1179.02 states: "The uses outlined as permitted uses in the (PR) Planned Residential District, (PO) Planned Office District, (PP) Planned Public and Private Buildings and Grounds District, and (PC) Planned Commercial District are principal uses permitted in the (PM) Planned Mixed Use District except as prohibited in this chapter."

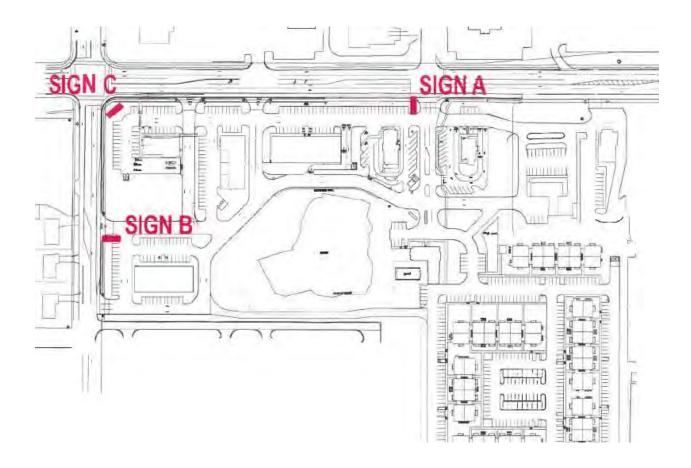
As such, the following related uses are permitted in PM district:

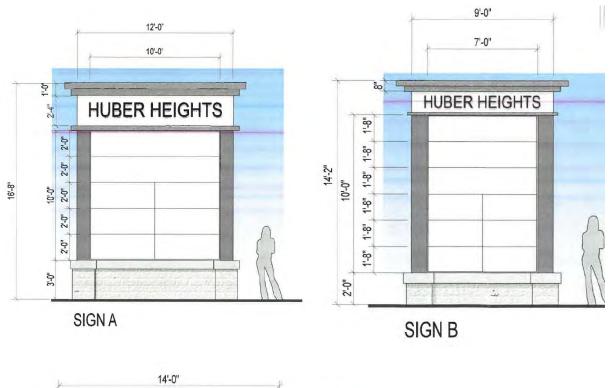
- Retail, office and commercial establishments
- Personal service commercial establishments
- Filling stations
- Service stations

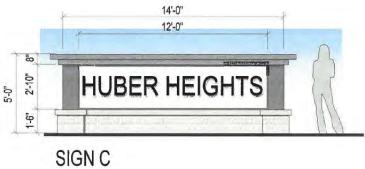
The proposed uses are permitted within this adopted basic development plan.

Ground Signs

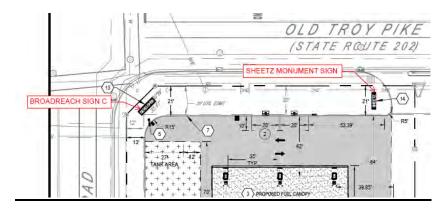
The approved basic development plan approved two multi-tenant ID signs, and one general ID sign adjacent to the public right of way. The approved locations are illustrated below. Sign "A" is 16'-8" and located at the main signalized intersection along Old Troy Pike. Sign "B" is 14'-2" and located along Taylorsville Road. Sign "C", the smallest ID sign, is 5' tall and located at the corner of Taylorsville Road and Old Troy Pike.

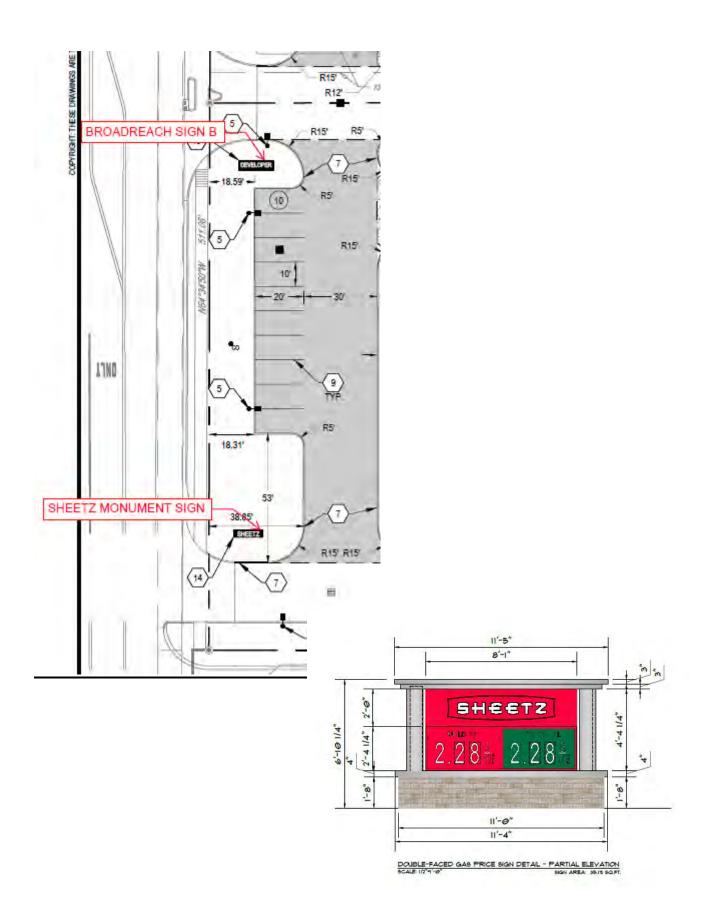






Through is major change, the applicant proposes two additional 6'-10" ground-mounted gas price signs adjacent to the public right of way. The signs are designed in a similar and complementary manner to those being constructed by the Broad Reach developer. The two ground mounted gas price signs are the only substantial changes being proposed to the approved basic development plan.





Applicable Zoning Regulations

The significant appliable zoning chapters include: 1171 General Provisions, 1179 Planned Mixed Use District, and 1181 General Provisions. Since a basic development plan was previously approved, only the relevant sections to this application are discussed in detail below:

Chapter 1171 General Provisions

1171.06 General standards for approval.

The Planning Commission shall review the application, prepared development plan and the facts presented at the hearing. The applicant shall have the burden of proof. No approval shall be given unless the Commission shall find by a preponderance of the evidence that such PUD on the proposed locations:

- (a) Is consistent with official thoroughfare plan, comprehensive development plan and other applicable plans and policies;
- (b) Could be substantially completed within the period of time specified in the schedule of development submitted by the developer;
- (c) Is accessible from public roads that are adequate to carry the traffic that shall be imposed upon them by the proposed development. Further, the streets and driveways on the site of the proposed development shall be adequate to serve the residents or occupants of the proposed development;
- (d) Shall not impose an undue burden on public services such as utilities, fire and police protection, and schools;
- (e) Contains such proposed covenants, easements and other provisions relating to the proposed development standards as may reasonably be required for the public health, safety and welfare;
- (f) Shall be landscaped or otherwise improved and the location and arrangement of structures, parking areas, walks, lighting and appurtenant facilities shall be compatible with the existing intended uses, and any part of a PUD not used for structures, parking and loading areas, or accessways;
- (g) Shall preserve natural features such as water courses, trees and rock outcrops, to the degree possible, so that they can enhance the overall design of the PUD;
- (h) Is designed to take advantage of the existing land contours in order to provide satisfactory road gradients and suitable building lots and to facilitate the provision of proposed services;
- (i) Shall place underground all electric and telephone facilities, street light wiring and other wiring conduits and similar facilities in any development which is primarily designed for or occupied by dwellings, unless waived by the Commission because of technical reasons;
- (j) Shall not create excessive additional requirements at public cost of public facilities and services and shall not be detrimental to the economic welfare of the community;
- (k) Shall not involve uses, activities, processes, materials, equipment and conditions of operation that shall be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors; and

(I) Rezoning of the land to the PUD District and approval of the development plan shall not adversely affect the public peace, health, morals, safety or welfare.

1171.11 Changes in the basic and detailed development plans.

A PUD shall be developed only according to the approved and recorded detailed development plan and supporting data together with all recorded amendments and shall be binding on the applicants, their successors, grantees and assigns and shall limit and control the use of premises (including the internal use of buildings and structures) and location of structures in the PUD as set forth therein.

- (a) Major Changes. Changes which alter the concept, uses or intent of the PUD including increases in the number of units per acre, change in location or amount of nonresidential land uses, more than 15 percent modification in proportion of housing types, significant redesign of roadways, utilities or drainage, may be approved only by submission of a new basic plan and supporting data in accordance with Sections 1171.03, 1171.04 and 1171.05.
- (b) Minor Changes. The Zoning Officer recommends to the Planning Commission approval or disapproval of the minor changes in the PUD. Minor changes are defined as any change not defined as a major change.

Conformance with Zoning Regulations

1179.02 Permitted uses.

The uses outlined as permitted uses in the (PR) Planned Residential District, (PO) Planned Office District, (PP) Planned Public and Private Buildings and Grounds District, and (PC) Planned Commercial District are principal uses permitted in the (PM) Planned Mixed Use District except as prohibited in this chapter.

The approved basic development plan permits the uses proposed by the applicant.

Development Standards Analysis:

1179.06 Development standards (Planned Mixed Use)

Except when specifically modified herein, the provisions of the Planning and Zoning Code shall govern. The following development standards apply to a PM development:

(a) Minimum Land Area Requirement. A minimum of 20 acres shall be required.

The approved basic development plan contains 17.2 acres.

(b) Covenants. The developer of a PM development shall be required to submit a set of covenants or deed restrictions with the Basic Development Plan application that will outline, at a minimum, development standards and guidelines established in this chapter and any other requirements the developer and/or Planning Commission deems necessary. The Planning Commission may require additional or amended covenants as it deems necessary to ensure compliance with the Planning and Zoning Code and the Planned Mixed-Use District.

Covenants will be submitted during the detailed development phase and with the PUD agreement.

(c) Required Mix of Land Uses. A developer shall be required to provide a mix of land uses in a PM Development. At a minimum, at least two of the following uses are required in a PM Development: residential, commercial, office, institutional, and/or industrial.

The approved permitted uses include a mix of residential, office, retail and commercial uses.

- (d) Site Planning.
 - (1) The combination of different uses whether as part of one building or as part of the overall development shall be designed and developed so as not to create a nuisance by excessive noise, light, vibration, odor or any other annoyances for any uses within the development or neighboring properties.

After the informal review with the Planning Commission, the applicant relocated the proposed vacuum stands from along Taylorsville Road to behind the car wash. The revised location will reduce the noise impacts to surrounding residents. Additionally, the more intense activities such as fueling pumps, and the main access to the convenience store, are located adjacent to Old Troy Pike, away from surrounding residential areas. The car wash is a single bay wash whose doors close during the washing procedure.

(2) A PM development is to be designed so that buildings and structures are clustered and open space areas are preserved and maintained. Special care shall be given to protect preexisting natural features including, but not limited to, woodlands, ravines, streams, lakes, ponds, and/or flood plains. Impervious surface coverage, including, but not limited to, buildings, parking area, and accessways, shall not exceed 75 percent of the total development area. Therefore, 25 percent of the development area shall be reserved for green space.

The approved basic development plan requires a minimum of 25 percent green space. The proposal shall also meet this requirement, which will be evaluated at the Detailed Development Plan stage.

(3) The number of ingress and egress points onto the public streets shall be limited in order to reduce the number of traffic conflict points. Adequate and properly arranged facilities for internal pedestrian and traffic circulations shall be provided. The street and thoroughfare network shall be designed to minimize truck traffic through residential areas of the development.

The proposed development maintains the previously approved site access points and internal circulation pathways.

(4) Parking systems shall be designed so as to discourage single large unbroken paved lots for off-street parking and shall encourage smaller defined parking areas within the total parking system. Underground parking facilities are encouraged.

The applicant's proposal has two smaller parking areas, not one large parking area, consistent with other commercial sites within this development.

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(5) The development shall be designed to tie all the uses into one overall community and encourage walking, biking, running, and alternative modes of transportation. Developers are encouraged to incorporate bus stops, bikeways, walkways, and crosswalks into an overall thematic scheme for pedestrian traffic. Sidewalks shall be required except, in the case of a golf course or specific open space development, the Planning Commission may determine them to be unnecessary.

The proposed development maintains the previously approved transportation system, including sidewalks, site access points and internal circulation pathways.

(6) Any signs as proposed within this district, shall comply with Chapter 1189 "Signs".

Additionally, a developer of a PM development shall develop and submit with the Detailed Development Plan application, a comprehensive set of graphic design criteria for signage in the development. This set of graphic design criteria for signage shall be approved by the Planning Commission and shall apply to all signage requests within the development. The criteria shall include, at a minimum, the sizes permitted (if different from Chapter 1189), colors permitted, materials permitted, typefaces permitted, type size permitted, and permitted illumination. Compliance with the on- site comprehensive graphics shall be verified by the Zoning Administrator during the sign permit review process.

Ground Signs

The applicant proposes two 6'-10" ground-mounted gas price signs adjacent to the public right of way. The signs have been significantly redesigned from those illustrated during the informal review. Specifically, they have been reduced from 30' tall pylon signs to a more modest height of 6'-10" and are designed in complementary manner that reflects the design of those being constructed by the Broad Reach developer. The two-ground mounted gas price signs are the only substantial change being proposed to the approved basic development plan.

Building Signs

While not part of the basic development plan, the proposed canopy and wall signs are generally consistent with the sign code and similar to those approved within the Broad Reach development. The final sign package will be evaluated during the detailed development plan phase.

- (7) Minimum lot area, frontage and setback requirements may be varied to allow greater flexibility in design. However, the following shall be used as a guideline for development:
 - A. With multiple buildings on a single property, entirely residential buildings shall be at least 15 feet from another entirely residential building and at least 50 feet from nonresidential or mixed-use buildings.

The proposal meets these standards

(8) No maximum height restriction shall apply, except that the proposed development meets all Federal Aviation Administration (FAA), Dayton International Airport or Wright Patterson Air Force Base height or abatement requirements.

The proposal meets these standards

(9) Common parking areas and accessways shall be lighted adequately with light fixtures that shall be designed to reflect light away from adjoining properties. Special attention will be given to protect entirely residential structures from light emitted from nonresidential land uses.

A lighting plan was submitted with the application and appears to meet the lighting standards in terms of height and light trespass. A final review will be completed during the detailed development plan phase.

(10) Nonresidential uses shall have trash containers and/or receptacles (including recycling containers) placed to the rear of all structures and shall be screened or enclosed on four sides with opening doors for the purpose of trash removal. The placement of trash containers and/or receptacles in multi-family residential developments shall be as inconspicuous as possible. The use of a wooden or vinyl fence structure, earth mound, or wall with an opaqueness of 100 percent and a height of 12 inches above the top of the largest container is required.

The application illustrates enclosed dumpsters. A final review will be completed during the detailed development plan phase.

(11) The architecture of nonresidential structures is encouraged to be unique yet similar in certain sections of the PM.

The applicant is proposing brick structures consistent with the non-residential material requirements and the basic development plan. A final review will be completed during the detailed development plan phase.

(12) The distribution systems for utilities are required to be underground.

All utilities will be below ground.

(13) The use of privately owned open space and public dedicated park land is encouraged as part of a PM development. Privately owned open space shall be maintained by the developer or by a duly authorized owner's association.

All open space will be privately maintained.

(14) The use of chain link fencing is prohibited. Additionally, on an entirely residential property, no fencing shall be permitted in the front yard, and, in the case of a corner lot, no fencing shall be permitted in the side yard with frontage to a public right-of-way. The covenants submitted by the developer shall establish the height requirements for fencing in the development. Fencing in a development shall be uniform in height in related use areas. On an entirely residential property, fence height shall not exceed six feet.

No fencing is proposed in the application.

(15) With the submission of a Basic Development Plan application, the applicant is required to submit a phasing plan that details when certain sections of the development will commence construction and when the sections will be complete.

The proposed filling station will be constructed in one phase.

1179.07 Landscaping.

To protect and promote a harmonious development that ensures a functional and logical arrangement of mixed uses, the effective and efficient use of landscaping and buffering is required. Therefore, a PM development shall include the following landscaping and buffering:

(a) Development Landscaping. Within the PM development that is proposed, entirely residential buildings shall be screened from nonresidential and mixed-use buildings with a 20 foot wide buffer strip that includes a six foot high earth mound, wooden or vinyl fence, wall, landscaping and/or mixture thereof that shall maintain an opaqueness of at least 80 percent year around. Parking areas, accessways, or any impervious surfaces are prohibited within this buffer strip. If planted materials are used, the screen must achieve the required height, width, and opaqueness within two years of planting. The use of pre-existing trees, natural features or amenities as part of this buffer is encouraged. The Planning Commission may approve some other arrangement of buffering if it determines that such an arrangement meets the intent of this requirement.

N/A

(b) Perimeter Landscaping. In a section of a PM development that contains nonresidential, mixed use, or multi-family buildings that abut a neighboring property with a single-family residential zoning designation or in a PM development section that contains an entirely residential section that abuts a neighboring property with a commercial, office, or multi-family zoning designation, the perimeter of the section of the PM development shall be screened with a 25 foot wide buffer strip that includes a six foot high earth mound, wooden or vinyl fence, wall, landscaping and/or mixture thereof that shall maintain an opaqueness of at least 80 percent year-round. Parking areas, accessways or an impervious surfaces are prohibited within this buffer strip. If planted materials are used, the screen must achieve the required height, width, and opaqueness within two years of planting. The use of pre-existing trees, natural features or amenities as part of this buffer is encouraged. The Planning Commission may approve some other arrangement of buffering if it determines that such an arrangement meets the intent of this requirement.

N/A

(c) Parking Lot Landscaping. All parking lots are required to have interior landscaped areas as outlined in Chapter 1185, "Parking and Loading".

The landscaping plan submitted appears to meet these requirements. Staff will verify compliance during the detailed development phase.

(d) Street Tree Requirement. All frontage property within a PM development that abuts public rights-of-way and is developed with nonresidential, mixed use, and/or multi-family buildings is required to have one street tree per 40 feet of frontage planted just outside of the street right-

of-way. Unless determined to be inappropriate by the City Engineer, street trees shall be planted at least four feet from the edge of the sidewalk on private property. All frontage property within a PM development along a major collector or better as defined by the Huber Heights Thoroughfare Plan, no matter what use, shall meet this requirement. The type of tree and size shall be proposed by the developer at the Detailed Development Plan application stage and approved by the Planning Commission. A list of appropriate trees with required caliper is available in the City Engineer's Office.

Street trees are illustrated in a clustered manner. Further refinement may be necessary during the detailed development phase.

1179.08 Parking and loading.

The provisions of Chapter 1185, "Parking and Loading" shall apply, except that the off-street loading spaces and docks shall be provided with area, location and design appropriate to the needs of the development and specific uses within it, and the space designated for off-street loading shall not be used for off-street parking. Within the PM development, off-street loading areas shall be physically isolated and/or enclosed from residences in or adjacent to the PM Development. In all cases, off-street loading spaces and docks are prohibited in the front and side yards of any property.

As proposed, the code requires approximately 49 spaces and at least five stacking spaces. The initial site plan illustrates 45 parking spaces and room to stack 10 vehicles. The final parking requirements will be determined during the detailed development plan review and may change based on the floor area of the retail component of the convenience store.

1179.09 Planning commission/city council review.

All requirements within this chapter are to be used as guidelines and may be varied as part of the Basic or Detailed Development Plan approval if it is determined that such deviation will not adversely affect neighboring properties or the community as a whole. Additionally, any variation of these requirements shall, in no case, change the overall plan and character of the proposed development.

1181.24 Commercial building design standards.

- (a) Applicability. The Commercial Building Design Standards shall apply to all newly constructed or reconstructed/remodeled nonresidential structures located in the O-1, B-1, B-2, and B-3 zoning districts.
 - (1) Exceptions. The requirements of this section shall not apply to:
 - A. Existing structures as of the adoption of this section shall be exempt from these commercial building design standards unless an exempted structure is expanded by ten percent or more of its original size.
 - B. Deviation from the design standards contained in this section may only be approved through the Planned Unit Development Approval Process.
- (b) Design Standards.
 - (1) Building materials.

- A. All exterior walls, including parking structures, garages, and accessory structures shall be 100 percent masonry materials.
- B. Masonry coverage calculation does not include doors, windows, chimneys, dormers, window box-outs, bay windows that do not extend to the foundation, or any exterior wall that does not bear on the foundation.
- C. Masonry Materials shall be defined as:
 - Hard fired brick: Shall be kiln fired clay or slate material and can include concrete brick if it is to the same American Society for Testing and Materials (ASTM) standard for construction as typical hard fired clay brick. Unfired or under-fired clay, sand or shale brick shall be prohibited.
 - 2. Stone: Includes naturally occurring granite, marble, limestone, slate, river rock, and other similar hard and durable all-weather stone that is customarily used in exterior construction material. Cast or manufactured stone product may be approved, provided that such product yields a highly textured, stone-like appearance.
 - 3. Decorative concrete block: Shall be highly textured finish such as split-faced, indented, hammered, fluted, ribbed, or similar architectural finish. Coloration shall be integral to the masonry material and shall not be painted on.
 - 4. Concrete pre-cast or tilt wall panel: Shall be of an architectural finish that is equal to or exceeds the appearance and texture of face brick or stone. Coloration shall be integral to the masonry material and shall not be painted on.
 - 5. Stucco: An exterior plaster made from a mixture of cement, sand, lime and water spread over metal screening or chicken wire or lath.
 - 6. Exterior Insulated Finish System (EIFS): A synthetic stucco cladding system that typically consists of these main components:
 - Panels of expanded polystyrene foam insulation installed with adhesive or mechanically fastened to the substrate, usually plywood or oriented strand board;
 - b. A base coat over the foam insulation panels,
 - c. A glass fiber reinforcing mesh laid over the polystyrene insulation panels and fully imbedded in the base coat; and
 - d. A finishing coat over the base coat and the reinforcing mesh.
 - 7. Other: The Director of the Planning and Development Department, or his/her designee, may approve the use of other materials not specifically mentioned herein if it is determined that said materials exhibit comparable characteristics as those materials already approved herein.
- (2) Roofing design and materials.
 - A. Asphalt shingles, industry approved synthetic shingles, standing seam metal or tile roofs are allowed.
 - B. Gable roofs, if provided, shall have a minimum pitch of 6/12.

- C. Pitch roofs, if provided, shall have a minimum pitch of 9/12.
- D. Architectural elements that add visual interest to the roof, such as dormers and masonry chimneys, are encouraged.
- E. Flat roofs shall require parapet screening in accordance with Section 1181.18.
- F. Parapet shall require cornice detailing or similar design.
- (3) Prohibited Materials. The following materials shall be prohibited as primary cladding or roofing materials:
 - A. Aluminum or vinyl siding or cladding.
 - B. Galvanized steel or other metal.
 - C. Wood or plastic siding.
 - D. Cementitious fiber board.
 - E. Unfinished concrete block.
 - F. Exposed aggregate.
 - G. Wood roof shingles.
 - H. Reflective glass.
- (4) Architectural design features.
 - A. All nonresidential buildings shall be architecturally finished on all sides with the same materials and detailing (e.g. tiles, moldings, cornices, wainscoting, etc.)
 - B. Structures 20,000 square feet or less shall require a minimum of two distinct building materials from the approved masonry list be utilized on all facades to provide architectural detail and interest.
 - C. Structures over 20,000 square feet shall require a minimum of three distinct building materials from the approved masonry list be utilized on all facades to provide architectural detail and interest.
 - D. Secondary materials must cover a minimum of ten percent of the building façade on all sides.
 - E. No blank walls shall front along any public right-of-way.
 - F. All nonresidential buildings shall be designed to include no less than four of the architectural design features listed as follows. Buildings over 20,000 square feet must include a minimum of six of the architectural design features listed as follows.
 - 1. Canopies, awnings, arcades, covered walkways or porticos.
 - 2. Recesses, projections, columns, pilasters projecting from the planes, offsets, reveals or projecting ribs used to express architectural or structural bays.
 - 3. Varies roof heights for pitched, peaked, sloped or flat roof styles.
 - 4. Articulated cornice line.
 - 5. Arches.
 - 6. Display windows, faux windows or decorative windows.

- 7. Architectural details (such as tile work and molding) or accent materials integrated into the building facade.
- 8. Integrated planted or wing walls that incorporate landscaping and sitting areas or outdoor patios.
- 9. Integrated water features.
- 10. Other architectural features approved by the Planning and development Director or his/her designee.

The submitted elevations indicate the buildings will be clad with a brick and stone exterior, consistent with the design standards. A formal review of the building design for compliance with this section will occur during the detailed development plan phase.

Staff Analysis

The applicant requests to construct a 6,138 SF convenience store with fueling pumps and a 1,648 SF carwash. On May 21, 2021, the Planning Commission approved (4-1) a rezoning to PM and a basic development plan to facilitate the redevelopment of two parcels totaling 17.2 acres into a mixed-use development including a variety of commercial, office, and retail uses, along with a 192 unit apartment community. The rezoning was, and continues to be, consistent with the Comprehensive Plan.

When the Planning Commission approved the basic development plan, it set the range of allowable uses (those permitted in the PM district), site access, and internal site circulation. The applicant is proposing a convenience store and fueling station on the western parcels and a car wash on the eastern parcel bisected by the interior street network. The proposed uses are permitted within the adopted basic development plan.

Additionally, the revised traffic study indicates there will be minimal changes in the level of service and delay by the proposed development compared to three previous lots originally studied. No additional roadway improvements are necessary beyond the roadway widenings currently underway. The internal circulation system proposed by the applicant remains unchanged from the approved basic development plan.

Since the informal review before the Planning Commission, the applicant has made two key revisions to the application. First, the carwash and vacuum stations were redesigned to reduce noise impacts to the surrounding properties. Secondly, two 30' tall pylon gas price signs were reduced to 6'-10" tall.

Since the approved basic development plan only permitted three signs adjacent to the right of way, the two proposed 6'-10" gas price ground signs require major change approval from the Planning Commission. Staff feels the two proposed gas price ground signs are modestly sized and highly complementary in design to the previously approved Broad Reach ID signs.

Additional Comments:

Fire: See Attached.

City Engineer: The City Engineer has expressed a concern about customers parking along the eastern edge of the building backing into the drive aisle, and a concern about drive-thru customers crossing a drive aisle after ordering and stacking at the pick-up window.

This site is not unique with parking along a drive aisle; most of the sites along Old Troy Pike are similarly situated. Regarding drive-thru customers crossing the drive aisle, the applicant has stated that drive-thru customers are approximately 10% of sales and the applicant does not anticipate congestion issues related to vehicle stacking.

Recommendation

The application for a major change was initiated at the request of the Planning Commission and their desire for City Council to review this development application.

Only the two proposed ground signs must be approved through the major change. Staff feels the major change requested by the applicant meets the standards outlined in Chapter 1171.06 for the following reasons:

- The proposed uses are consistent with the Comprehensive Plan;
- The proposed uses are currently permitted within the approved basic development plan;
- All site access locations and interior circulation remain unchanged;
- The replacement of the convenience store, fueling station and carwash will result in minimal changes in the level of service and delay along the thoroughfares compared to the three lots and uses originally studied; and,
- The two ground mounted gas price signs are modest in height and designed in a complementary manner to the previously approved development ID signs.

Staff recommends approval with the following conditions:

- All conditions approved by the Planning Commission on May 21, 2021, shall remain in effect;
- The two additional ground mounted gas price signs shall not exceed 6'-10";
- The applicant shall comply with all engineering, building and fire codes; and,
- The applicant shall update the basic development plan to reflect all conditions imposed by the planning commission.

Planning Commission Action

Planning Commission may take the following actions with a motion to:

- 1) Approve the basic development plan application, with or without conditions.
- 2) Deny the basic development plan.
- 3) Table the application in order to gather additional information.



Planning Commission Decision Record

WHEREAS, on June 3, 2022, the applicant, Skilken Gold Real Estate Development Architects, requested approval of a Major Change to the basic development plan to construct a 6,138 SF convenience store with fueling pumps and a 1,648 SF carwash at property located at the NE Corner of Old Troy Pike and Taylorsville Road further identified as Parcel Numbers P70 04005 0015 and P70 04005 0043 of the Montgomery County Auditor's Map (Case MJC 22-21), and;

WHEREAS, on June 28, 2022, the Planning Commission did meet and fully discuss the details of the request.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission hereby recommended approval of the request.

Ms. Vargo moved to approve the request by the applicant, Skilken Gold real estate Development Architects, for approval of a Major Change to the basic development plan to construct a 6,138 SF convenience store with fueling pumps and a 1,648 SF carwash at property located at the NE Corner of Old Troy Pike and Taylorsville Road (Case MJC 22-21), in accordance with the recommendation of Staff's Memorandum dated June 22, 2022, with the following conditions:

- 1. All conditions approved by the Planning commission on May 21, 2021, shall remain in effect;
- 2. The two additional ground mounted gas price signs shall not exceed 6'10":
- 3. The applicant shall comply with all engineering, building and fire codes; and.
- 4. The applicant shall update the basic development plan to reflect all conditions imposed by the Planning Commission.
- 5. No more than five (5) vacuums will be permitted.

/lr. /al

Planning Commission June 28, 2022, Meeting City of Huber Heights

- I. Chair Terry Walton called the meeting to order at approximately 6:00 p.m.
- **II.** Present at the meeting: Mr. Jeffries, Ms. Opp, Ms. Thomas, Ms. Vargo and Mr. Walton.

Members absent: None.

Staff Present: Aaron K. Sorrell, Interim City Planner, and Geri Hoskins, Planning & Zoning Administrative Secretary.

III. Opening Remarks by the Chairman and Commissioners

IV. Citizens Comments

None.

V. Swearing of Witnesses

Mr. Walton explained the proceedings of tonight's meeting and administered the sworn oath to all persons wishing to speak or give testimony regarding items on the agenda. All persons present responded in the affirmative.

VI. Pending Business

1. None

VII. New Business

Ms. Thomas moved to change the agenda by adding a presentation by Joe Nickel from YARD Company and moving 7A to 7B and 7B to 7A.

Seconded by Ms. Vargo. Roll call showed: YEAS: Ms. Opp, Ms. Vargo, Mr. Jeffries, Ms. Thomas, and Mr. Walton. NAYS: None. Motion to approve carried 5-0.

1. JOE NICKEL FROM YARD COMPANY gave a brief presentation on their help to develop the Comprehensive Plan.

Library

Alematic

Pool

Music Nights

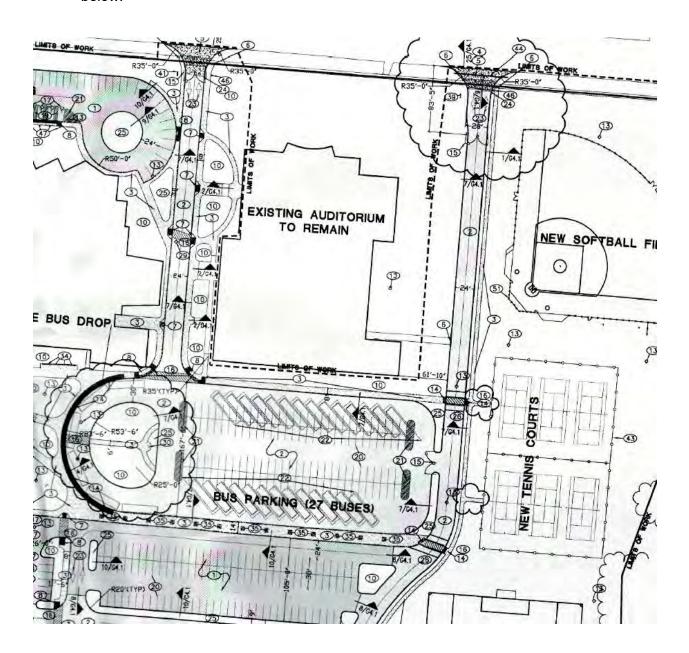
Farmer's Market

Final Recommendation

2. MAJOR CHANGE - The applicant, RUETSCHLE ARCHITECTS, is requesting a Major Change to the Combined Basic and Detailed Development Plan to construct an 11,623 SF career technology addition to the existing auditorium facility. Property is located at 5400 Chambersburg Road (MJC 22-27).

Mr. Sorrell stated that in late October 2009, the Planning Commission approved a combined basic and detailed development plan to construct a new high school, softball field, tennis courts and associated student and staff parking areas.

At the time of approval, an existing auditorium along Chambersburg Road was improved during the school upgrades. A partial section of the approved BDP is below:



Planning Commission Meeting June 28, 2022

While the approved BPD illustrates bus parking in the lot immediately south of the auditorium, the school no longer stages buses there. It has been using the east/west drive near the current student parking area.

The applicant is now proposing to add an 11,623 addition to the rear of the existing auditorium to facilitate the development of the career technology center and a covered pedestrian walkway.

Parking will be reconfigured, and there is an overall net reduction of 26 parking spaces, which is simply one row of existing parking. No changes to the current bus parking, circulation, or other student/event parking are anticipated.

Conformance with Zoning Regulations

The use conforms with all requirements of Chapter 1174. The applicant is requesting an amendment to facilitate the addition of 11,623 SF to an existing building. The addition is in the interior of the campus and will not be seen from Chambersburg Road.

Staff feels the impact on parking is negligible. There are currently 1175 spaces throughout the campus. At the time of the original basic and detailed development plan approval in 2009, the high school required 460 spaces, and the stadium required 1175 spaces. The original parking calculation was based on 146 employees, 1680 students and 68 classrooms.

The current enrollment is 1569 students, and with this addition, there will be six additional classrooms. The stadium seating stays the same. The reduction from 1175 spaces to 1149 should have a negligible impact on the school's daily operations or impact to surrounding properties.

Landscaping

The applicant proposes improving the interior street tree landscaping along the impacted perimeter roads. This is an improvement from the original basic and detailed development plan.

Building Materials

The building will be clad with a brick exterior, similar to the existing auditorium.

As outlined above, the new high school was approved in October 2009. The addition of the career center will provide additional educational opportunities for Huber Heights students. It is the staff's opinion the impact of the reduced parking are negligible.

Additionally, the applicant is proposing additional interior landscaping that will improve the overall aesthetics of the campus. No other changes to the approved basic and detailed development plan are presented. Staff feels the General Standards for Approval outlined in Chapter 1171.06 can be satisfied and recommend approval.

Additional Comments:

Fire: See Attached. The applicant will comply will all fire code requirements.

City Engineer: No comments received.

Recommendation

Staff recommends approving the major change to the basic and detailed development plan submitted on June 2, 2022.

Mike Ruetschle and Gary Doll spoke.

Action

Mr. Jeffries moved to approve the request by the applicant RUETSCHLE RCHITECTS, for approval of a Major Change to the Combined Basic and Detailed Development Plan to construct an 11,623 SF career technology addition to the existing auditorium facility. Property is located at 5400 Chambersburg Road (Case MJC 22-27) in accordance with the recommendation of Staff's Memorandum dated June 22, 2022, and the Planning Commission Decision Record attached thereto.

Seconded by Ms. Thomas. Roll call showed: YEAS: Ms. Vargo, Mr. Jeffries, Ms. Thomas, Ms. Opp, and Mr. Walton. NAYS: None. Motion to approve carried 5-0.

3. MAJOR CHANGE - The applicant, SKILKEN GOLD REAL ESTATE DEVELOPMENT, LLC, is requesting approval of A Major Change to the Basic Development Plan for a proposed 6,138 SF Convenience Store with Fuel Canopy, a 1,648 SF Car Wash and Vacuum Stalls. Property is located at NE Corner of Old Troy Pike and Taylorsville Road (Case MJC 22-21).

Mr. Sorrell stated that the applicant requests approval to construct a 6,138 SF convenience store with fueling pumps and a 1,648 SF carwash. During the informal review with the Planning Commission there was significant discussion about the proposed use as compared to the uses illustrated on the adopted basic development plan. The Planning Commission expressed concerns about the perceived deviation from the originally illustrated uses and layout on the south side of the development, and members felt that the City Council should have an opportunity to review the new development proposal. It was recommended by the Planning Commission and agreed to by the applicant that they would request a major change to the basic development plan, which allows City Council the opportunity to review the proposal.

Background

On May 21, 2021, the Planning Commission approved (4-1) a rezoning to PM and basic development plan to facilitate the redevelopment of two parcels totaling 17.2 acres into a mixed-use development which includes a variety of commercial, office, and retail uses, along with a 192-unit apartment community. The rezoning was, and continues to be, consistent with the Comprehensive Plan. **Transportation Improvements**

As part of the rezoning and basic development plan approval, the developer is widening the north side of Taylorsville Road to add a lane and widening the east side of Old Troy Pike to Huber Road to add a lane. Additionally, a new traffic signal will be installed along Old Troy Pike to facilitate better site access and the existing Huntington Bank and Starbucks sites will have access to this signalized intersection. The site is being cleared and roadway improvements will begin shortly.

For the sites under consideration in this application, the interior drive network and access to Taylorsville Road and Old Troy Pike is unchanged from the approved rezoning and basic development plan.

The city is planning to carry the Old Troy Pike widening from former Huber Road to I-70.

Allowable Uses

For the sites in this application, the basic development plan presented at the May 14th Planning Commission meeting illustrated a proposed bank, medical facility, and future outparcel. The basic development plan simply outlines allowable uses, site access, internal circulation (drive-aisles) and illustrates possible individual site plan concepts.

During the meeting, planning staff indicated to the Planning Commission the three sites were illustrative only, and those uses may change during the detailed development plan process. When the Planning Commission approved the basic development plan, it set the range of allowable uses (those permitted in the PM district), transportation improvements, site access, and internal site circulation.

The applicant is now proposing a convenience store and fueling station on the western parcels and a car wash on the eastern parcel in place of the illustrated bank, medical building and future outparcel.

Chapter 1179.02 states: "The uses outlined as permitted uses in the (PR) Planned Residential District, (PO) Planned Office District, (PP) Planned Public and Private Buildings and Grounds District, and (PC) Planned Commercial District are principal uses permitted in the (PM) Planned Mixed Use District except as prohibited in this chapter."

As such, the following related uses are permitted in PM district:

- Retail, office, and commercial establishments
- Personal service commercial establishments
- Filling stations
- Service stations

The proposed uses are permitted within this adopted basic development plan.

Ground Signs

The approved basic development plan approved two multi-tenant ID signs, and one general ID sign adjacent to the public right of way. The approved locations are illustrated below. Sign "A" is 16'-8" and located at the main signalized intersection along Old Troy Pike. Sign "B" is 14'-2" and located along Taylorsville Road. Sign "C", the smallest ID sign, is 5' tall and located at the corner of Taylorsville Road and Old Troy Pike.

After the informal review with the Planning Commission, the applicant relocated the proposed vacuum stands from along Taylorsville Road to behind the car wash. The revised location will reduce the noise impacts to surrounding residents. Additionally, the more intense activities such as fueling pumps, and the main access to the convenience store, are located adjacent to Old Troy Pike, away from surrounding residential areas. The car wash is a single bay wash whose doors close during the washing procedure.

The approved basic development plan requires a minimum of 25 percent green space. The proposal shall also meet this requirement, which will be evaluated at the Detailed Development Plan stage.

A lighting plan was submitted with the application and appears to meet the lighting standards in terms of height and light trespass. A final review will be completed during the detailed development plan phase.

The applicant is proposing brick structures consistent with the non-residential material requirements and the basic development plan. A final review will be completed during the detailed development plan phase.

Staff Analysis

The applicant requests to construct a 6,138 SF convenience store with fueling pumps and a 1,648 SF carwash. On May 21, 2021, the Planning Commission approved (4-1) a rezoning to PM and a basic development plan to facilitate the redevelopment of two parcels totaling 17.2 acres into a mixed-use development including a variety of commercial, office, and retail uses, along with a 192-unit apartment community. The rezoning was, and continues to be, consistent with the Comprehensive Plan.

When the Planning Commission approved the basic development plan, it set the range of allowable uses (those permitted in the PM district), site access, and internal site circulation. The applicant is proposing a convenience store and fueling station on the western parcels and a car wash on the eastern parcel bisected by the interior street network. The proposed uses are permitted within the adopted basic development plan.

Additionally, the revised traffic study indicates there will be minimal changes in the level of service and delay by the proposed development compared to three previous lots originally studied. No additional roadway improvements are necessary beyond the roadway widenings currently underway. The internal circulation system proposed by the applicant remains unchanged from the approved basic development plan.

Since the informal review before the Planning Commission, the applicant has made two key revisions to the application. First, the carwash and vacuum stations were redesigned to reduce noise impacts to the surrounding properties. Secondly, two 30' tall pylon gas price signs were reduced to 6'-10" tall.

Since the approved basic development plan only permitted three signs adjacent to the right of way, the two proposed 6'-10" gas price ground signs require major change approval from the Planning Commission. Staff feels the two proposed gas price ground signs are modestly sized and highly complementary in design to the previously approved Broad Reach ID signs.

Additional Comments:

Fire: See Attached.

City Engineer: The City Engineer has expressed a concern about customers parking along the eastern edge of the building backing into the drive aisle, and a concern about drive-thru customers crossing a drive aisle after ordering and stacking at the pick-up window.

This site is not unique with parking along a drive aisle; most of the sites along Old Troy Pike are similarly situated. Regarding drive-thru customers crossing the drive aisle, the applicant has stated that drive-thru customers are approximately 10% of sales and the applicant does not anticipate congestion issues related to vehicle stacking.

Recommendation

The application for a major change was initiated at the request of the Planning Commission and their desire for City Council to review this development application.

Only the two proposed ground signs must be approved through the major change. Staff feels the major change requested by the applicant meets the standards outlined in Chapter 1171.06 for the following reasons:

- The proposed uses are consistent with the Comprehensive Plan;
- The proposed uses are currently permitted within the approved basic development plan;
- All site access locations and interior circulation remain unchanged;
- The replacement of the convenience store, fueling station and carwash will result in minimal changes in the level of service and delay along the thoroughfares compared to the three lots and uses originally studied; and,
- The two-ground mounted gas price signs are modest in height and designed in a complementary manner to the previously approved development ID signs.

Staff recommends approval with the following conditions:

 All conditions approved by the Planning Commission on May 21, 2021, shall remain in effect; Planning Commission Meeting June 28, 2022

- The two additional ground mounted gas price signs shall not exceed 6'-10";
- The applicant shall comply with all engineering, building and fire codes; and,
- The applicant shall update the basic development plan to reflect all conditions imposed by the planning commission.

Lengthy discussions on stacking of cars, road widening, gaining left turn, additional lane on Troy Pike, curb cut management,

Mike Castellitto from Broadreach talked about widening Taylorsville and Troy Pike, lanes shifted, traffic control measures in place, history and relationship with the city, agreement pertains to property, not tenants.

Frank Petruziello talked about Sheetz selling gas but restaurant was original business, seating for 30, food to order, touch screens, drive-thru 10% of business. Traffic load won't change.

Discussion on vacuums and parking 49 required spaces, hours of operation, security, highly competitive. Signage and additional lanes. Eliminate 3 vacuums, hours of operation at Detailed Development Plan. All fire concerns are being addressed.

Action

Ms. Vargo moved to approve the request by the applicant SKILKEN GOLD REAL ESTATE DEVELOPMENT, for approval of a Major Change to the Basic Development Plan for a proposed 6,138 SF Convenience store a with Fuel Canopy, a 1,648 SF Car Wash and Vacuum Stalls. Property is located at NE Corner of Old Troy Pike and Taylorsville Road (Case MJC 22-21) in accordance with the recommendation of Staff's Memorandum dated June 22, 2022, and the amended Planning Commission Decision Record attached thereto.

Seconded by Ms. Opp. Roll call showed: YEAS: Ms. Opp, Ms. Vargo, and Mr. Walton. NAYS: Mr. Jeffries and Ms. Thomas. Motion to approve carried 3-2.

VIII. Additional Business

None.

IX. Approval of the Minutes

Without objection, the minutes of the June 14, 2022, Planning Commission meeting are approved.

X. Reports and Calendar Review

DDP – The Waverly DDP – Medical Facility

XI.	Upcoming Meetings
	July 12, 2022 July 26, 2022
XII.	Adjournment
	There being no further business to come before the Commission, the meeting was adjourned at approximately 8:01 p.m.
Terry \	Walton, Chair Date

Date

Planning Commission Meeting June 28, 2022

Geri Hoskins, Administrative Secretary

BDP 22-21 Skilken Gold / SHEETZ

Approval of Major Change to Basic Development Plan July 25, 2022

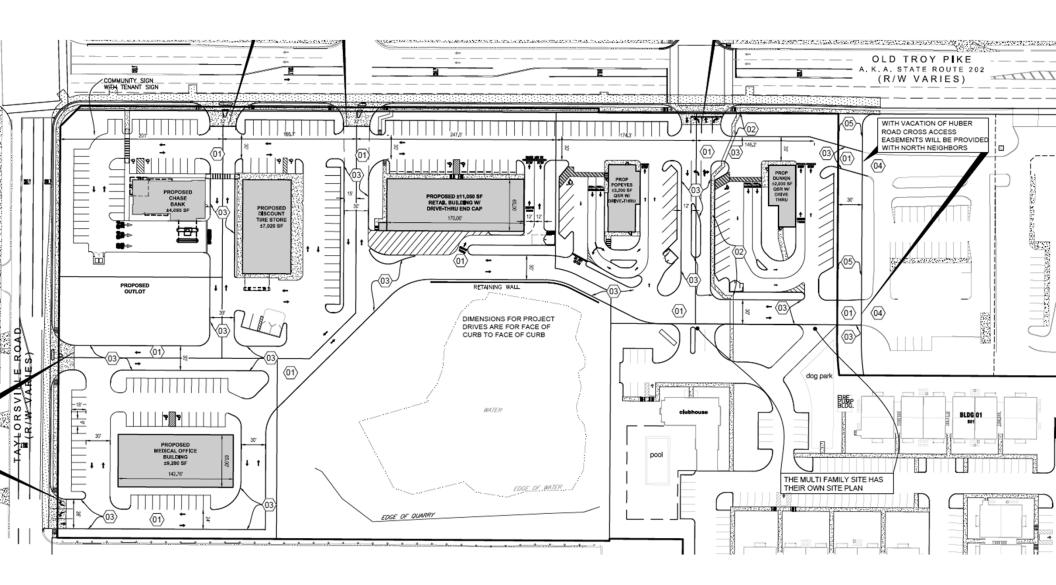
Site Details:

- 2.82 acres
- Zoned: PM (Planned Mixed-Use)
- Site is vacant land
- Adjacent land: PM (North), R-6 (East), R-4 (South), PC (West)
- Original BDP approved May 11, 2021

Development Details:

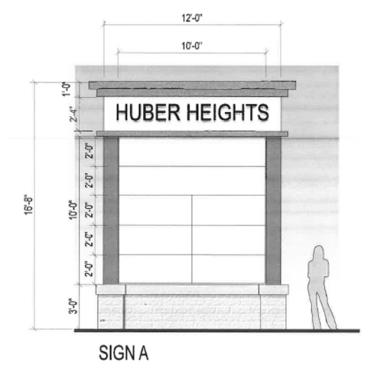
- Applicant intends to construct a 6,138 SF convenience store with fueling pumps and a 1,648 SF carwash.
- A major change application was requested by PC to allow City Council review.

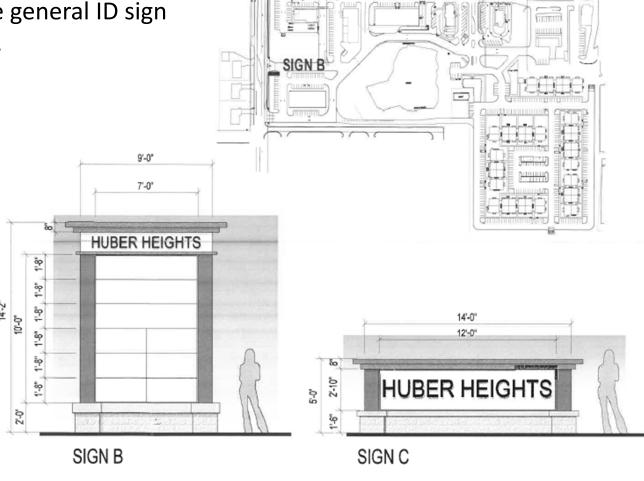




Approved Ground Signs:

Two multi-tenant ID signs, and one general ID sign adjacent to the public right of way.





SIGN A

SIGN C

BDP Conditions

The original BDP had nine conditions related to land use, transportation, and signage.

Land Use:

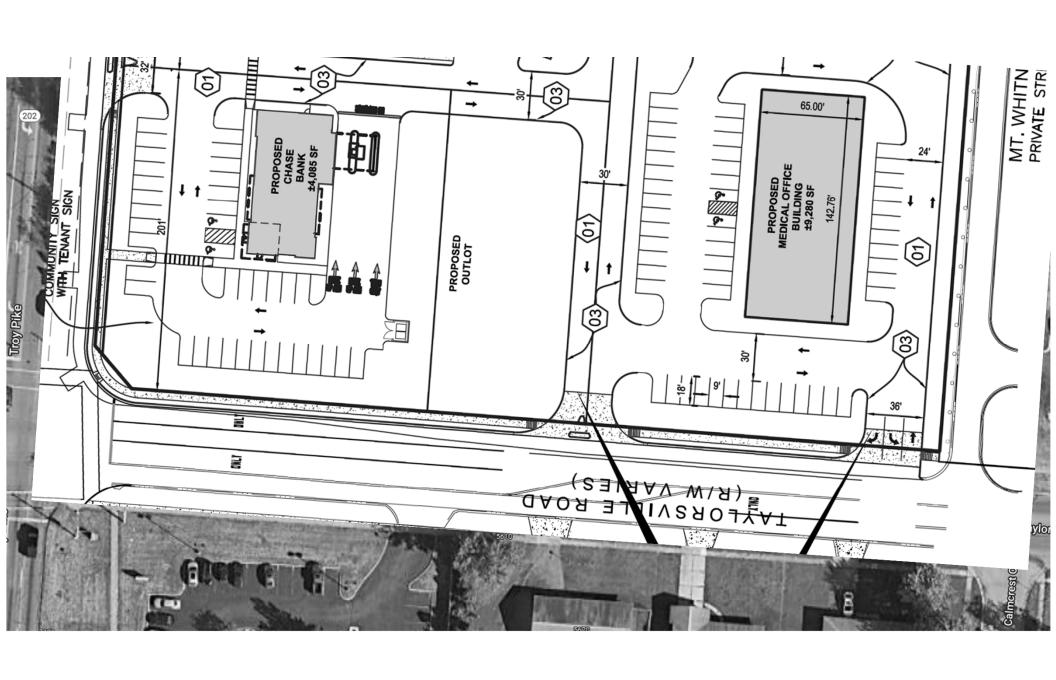
The allowable uses are those permitted in the PM – Planned Mixed Use District:

- As such, the following related uses are permitted in PM district:
 - > Retail, office and commercial establishments
 - Personal service commercial establishments
 - > Filling stations
 - > Service stations

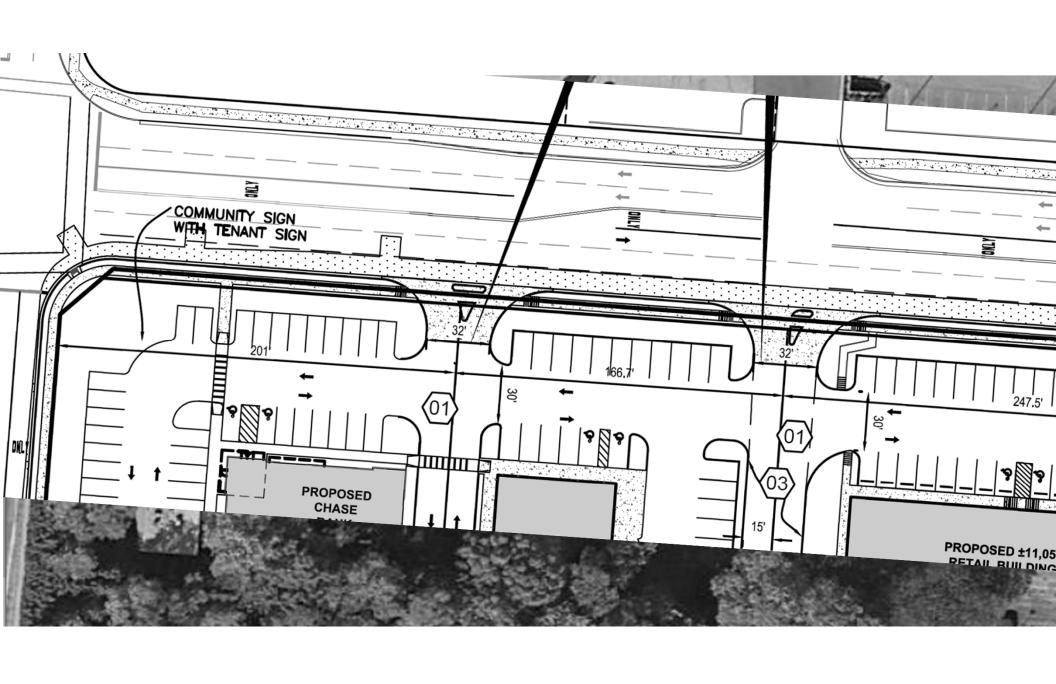
Transportation:

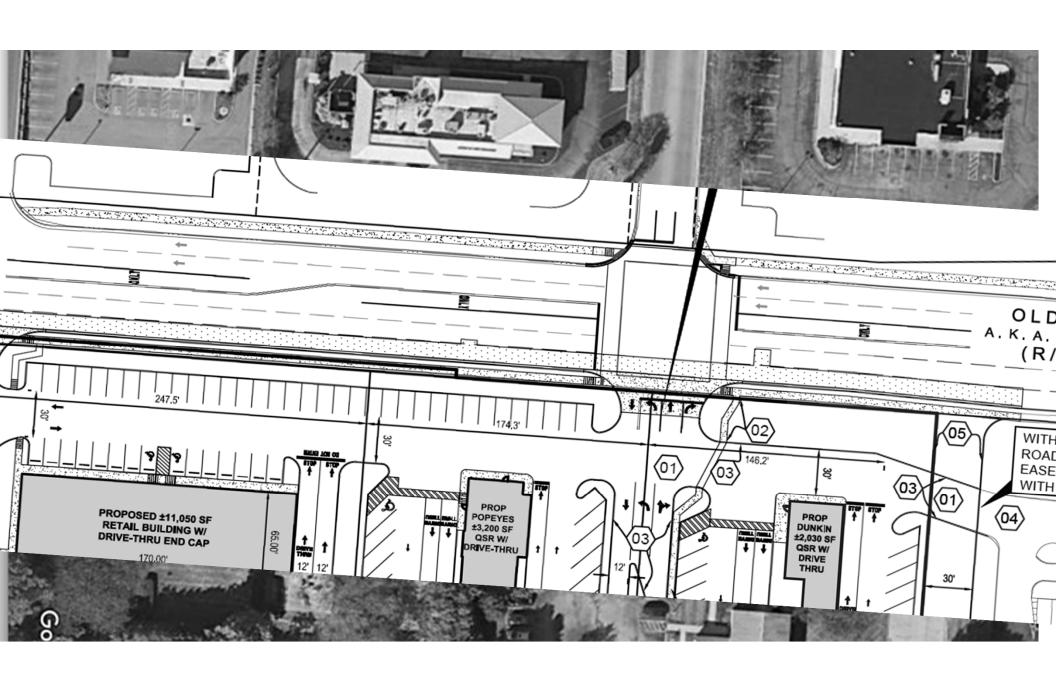
- Widening the north side of Taylorsville Road to add a lane
- Widening the east side of Old Troy Pike to Huber Road to add a lane.
- New traffic signal along Old Troy Pike
- Access easements to facilitate vacation of Huber Road





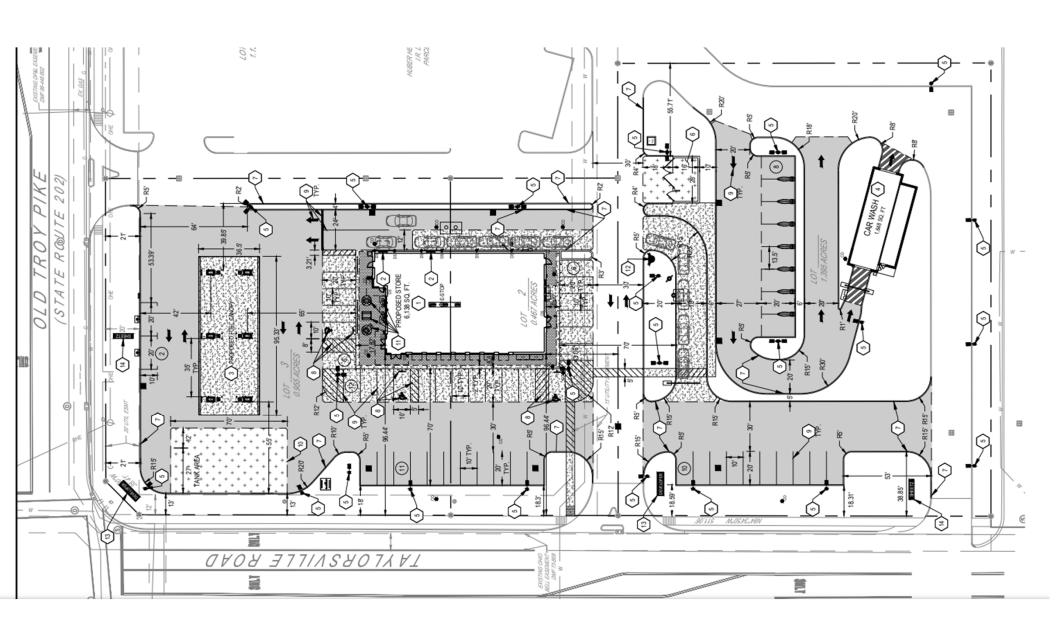






Major Change Application

- Applicant intends to construct a 6,138 SF convenience store with fueling pumps and a 1,648 SF carwash.
- A major change application was requested by PC to allow City Council review.
- The only major change needed is approval of two additional ground signs for Sheetz.



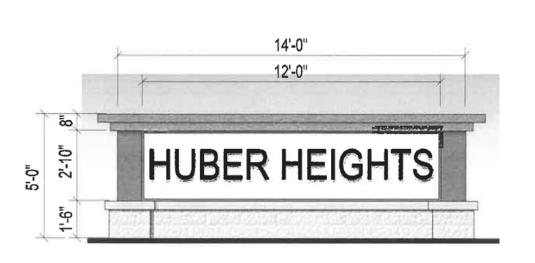


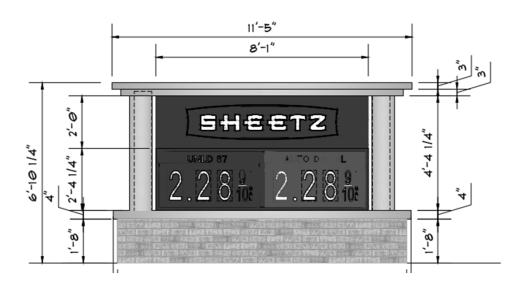
1) FRONT ELEVATION - SOUTH

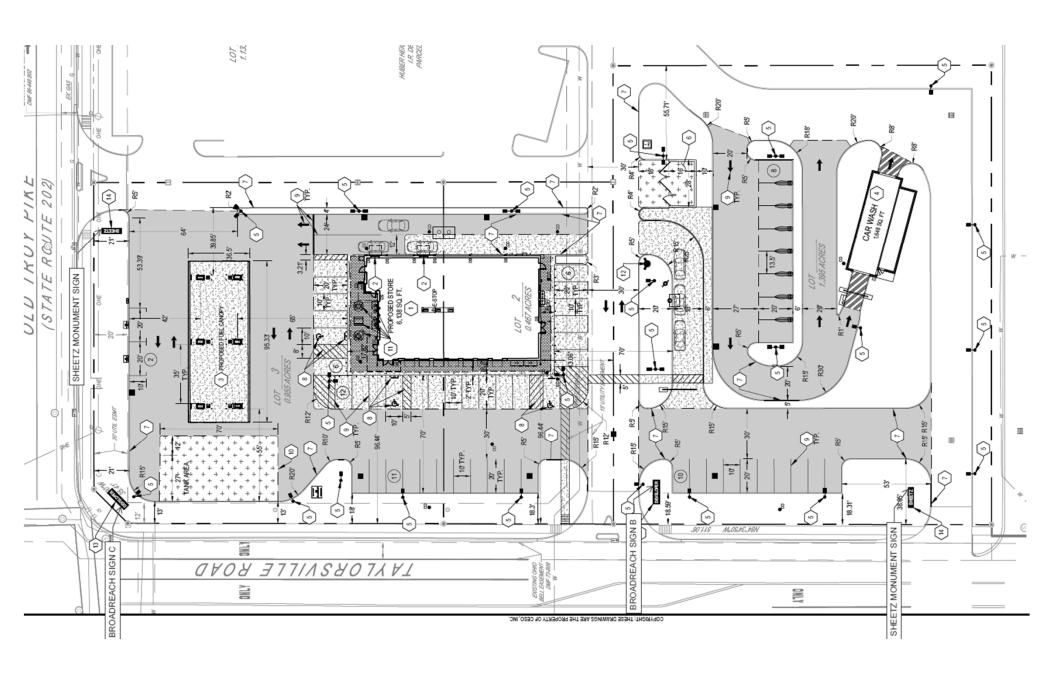


2 LEFT ELEVATION - WEST

Similar sign theme







Conformance with Zoning Regulations

The significant appliable zoning chapters include: 1179 Planned Mixed Use District, and 1181 General Provisions. The

1179 Planned Mixed Use District

- The proposed uses are principally permitted in the PM district.
- The proposal generally meets all other requirements.
- Ground signs: The two additional ground mounted signs are substantial changes to the basic development plan.

Conformance with Zoning Regulations

1179.07 Landscaping

 A landscaping will be addressed during the detailed development plan phase.

1179.08 Parking and Loading

- As proposed, the code requires 49 spaces and at least 5 staking spaces.
- The initial site plan illustrates 53 spaces (including vacuums) and 10 stacking spaces.
- The final parking requirement will be determined during detailed development plan, but will likely be less than 49 spaces.

1181 General Standards

 Proposed elevations are consistent with the building material requirements.



1) FRONT ELEVATION - SOUTH

Other Considerations:

Traffic Study:

- Shows no material change is LOS
- Delays are reduced in most instances, compared to three prior uses

Fire Department:

 Applicant has indicated they will make the requested Fire Department changes (canopy height, turning radius, etc.)

City Engineer:

- Expressed concern about east parking and backing into drive aisle
- Expressed concern about drive-thru customers crossing a drive aisle after ordering and stacking at the pick-up window.

Table 2
C-Store Development Weekday Generated Trips

									_					
	ITE Cat.	Size	Unit	Total Generated Trips										
ITE Land Use				Weekday		Weekday AM Peak Hour			Weekday PM Peak Hour					
Description				Trips		Trips			Trips					
				Tot	In	Out	⁴Tot	In	Out	ВРВ	ATot	In	Out	ВРВ
Automated Car Wash	948	1	Bays	776	388	388					78	39	39	0
ITE Cat. 948 Ent	ITE Cat. 948 Entering (%)/Exiting (%)				50%	50%					100%	50%	50%	°0%
Internal Capture Applied									-	20	10	10		
Internal (Internal Capture Rates									-		75%	75%	
Gasoline/Service Station with Convenience Market		12	Fuel Pos.	2,766*	1,383	1,383	314	38	38	238	318	38	38	242
Entering (Entering (%)/Exiting (%)				50%	50%	100%	50%	50%	^c 76%	100%	50%	50%	^c 76%
Internal Capture Applied							314	38	38	238	318	38	38	242
Internal Capture Rates								0%	0%			0%	0%	
Total (No Internal Capture Applied)				3,542	1,771	1,771	314	38	38	238	396	77	77	242
Total (Internal Capture Subtracted)				3,542	1,771	1,771	314	38	38	238	338	48	48	242

A - Primary Trips + Pass-by Trips, B - Pass-by Trips Generated, C - Percent (%) of ATot

^{* -} Taken from ITE LUC 960 based on Vehicle Fueling Positions

^{** -} No internal ITE capture rate. Internal Capture rate estimated at 75% since most car washes come directly from fueling customers.

Table 7
Summary of 2022 Build Traffic Scenario Capacity Analysis

	11111111 9 01 202			capacity Allaly	J13				
=	Year →	2022 AM and PM Peak Hours							
ters	Volume →	Build- Year 2022							
Intersection	Geometry →	Build							
	Direction	Movement	AM Pe	ak Hour	PM Peak Hour				
	Direction		Original Study	New Study	Original Study	New Study			
	Intersection Overall →		C (23.2)	C (23.2)	D (36.6)	D (36.0)			
		EBL	C (23.9)	C (23.5)	D (42.2)	D (42.6)			
	Eastbound	EBT	C (28.2)	C (27.8)	D (37.3)	D (37.3)			
		EBR	C (23.6)	C (23.3)	C (26.0)	C (26.0)			
	Westbound	WBL	C (23.9)	C (23.8)	C (27.8)	C (28.4)			
0117 87 67 1 77 8		WBT	C (28.8)	C (28.4)	D (35.3)	D (35.3)			
Old Troy Pike & Taylorsville Road (Signal Controlled)		WBR	C (26.0)	C (26.6)	C (28.0)	C (28.2)			
(olghai controlled)	Northbound	NBL	B (16.3)	B (16.3)	C (28.4)	C (27.9)			
		NBT	C (23.7)	C (23.5)	C (33.4)	C (32.8)			
		NBR	B (15.7)	B (15.9)	B (19.5)	B (19.8)			
	Southbound	SBL	B (17.0)	B (17.0)	D (37.6)	D (36.6)			
		SBT	C (23.3)	C (23.4)	D (46.8)	D (45.6)			
		SBTR	C (23.3)	C (23.5)	D (46.8)	D (45.5)			
Old Troy Pike & Access #1	Intersection	Intersection Overall →				-			
(Stop Sign Controlled)	Westbound	WBR	B (13.6)	B (13.5)	C (17.3)	C (16.8)			
	Intersection Overall →		-			-			
Old Troy Pike & IHOP	Eastbound	EBLTR	D (28.0)	D (27.5)	F (70.0)	F (120.3)			
Driveway/Access #2	Westbound	WBLTR	F (412.1)	F (78.5)	F (1059.7)	F (624.4)			
(Stop Sign Controlled)	Northbound	NBL	A (9.4)	A (9.3)	B (12.8)	B (12.5)			
	Southbound	SBL	C (21.3)	C (21.2)	D (30.0)	E (40.8)			

Table 8
Summary of 2042 Build Traffic Scenario Capacity Analysis

	illilaly of 204	Z Dullu II d	inic Scenario (vapacity Milaly	313				
=	Year →	2042 AM and PM Peak Hours							
nters	Volume →	Build- Year 2042							
Intersection	Geometry →	Build							
¥ ↓	Direction	Movement	AM Pea	ak Hour	PM Peak Hour				
	Direction		Original Study	New Study	Original Study	New Study			
	Intersection Overall →		C (29.2)	C (28.9)	E (77.9)	E (75.4)			
		EBL	C (22.3)	C (22.1)	F (121.7)	F (123.2)			
	Eastbound	EBT	C (26.2)	C (26.0)	D (49.8)	D (49.8)			
		EBR	C (21.5)	C (21.3)	C (26.7)	C (26.7)			
	Westbound	WBL	C (22.5)	C (22.6)	D (38.0)	D (40.7)			
		WBT	C (27.3)	C (27.1)	D (42.9)	D (42.9)			
Old Troy Pike & Taylorsville Road (Signal Controlled)		WBR	C (25.1)	C (25.2)	D (35.9)	D (36.3)			
(Signal Controlled)	Northbound	NBL	C (20.1)	C (20.2)	E (65.0)	E (65.0)			
		NBT	C (32.6)	C (32.5)	E (56.1)	D (52.5)			
		NBR	B (19.1)	B (19.5)	C (20.6)	C (20.9)			
	Southbound	SBL	C (27.6)	C (25.8)	F (144.5)	F (140.8)			
		SBT	D (36.2)	D (36.1)	F (112.3)	F (107.4)			
		SBTR	D (36.3)	D (36.2)	F (116.1)	F (110.8)			
Old Troy Pike & Access #1	Intersection	Overall →	-						
(Stop Sign Controlled)	Westbound	WBR	C (15.4)	C (15.4)	C (22.0)	C (21.0)			
	Intersection Overall →		-						
Old Troy Pike & IHOP	Eastbound	EBLTR	F (62.3)	F (60.2)	F (\$)	F (\$)			
Driveway/Access #2	Westbound	WBLTR	F (\$)	F (\$)	F (\$)	F (\$)			
(Stop Sign Controlled)	Northbound	NBL	B (10.4)	B (10.2)	C (16.3)	C (15.9)			
	Southbound	SBL	D (32.9)	D (32.8)	F (61.3)	F (114.6)			

City Engineer Concerns

- This site is not unique with parking along a drive aisle. Many commercial shopping areas have parking stalls that back into a drive aisle.
- Applicant has stated drive-thru customers are approximately 10% of sales and does not anticipate congestion related to stacking.





Staff Analysis and Recommendation

The application for a major change was initiated at the request of the Planning Commission and their desire for City Council to review this development application.

Staff feels the major change requested by the applicant meets the standards outlined in Chapter 1171.06 for the following reasons:

- The proposed uses are consistent with the Comprehensive Plan;
- The proposed uses are permitted within the approved basic development plan;
- All site access locations and interior circulation remain unchanged;
- The replacement of the convenience store, fueling station and carwash will result in minimal changes in the level of service and delay along the thoroughfares compared to the three lots and uses originally studied; and,
- The two ground-mounted gas price signs are modest in height and designed in a complementary manner to the previously approved development ID signs.

Staff Analysis and Recommendation

Staff recommends approval with the following conditions:

- All conditions approved by the Planning Commission on May 21, 2021, shall remain in effect;
- The two additional ground mounted gas price signs shall not exceed 6'-10";
- The applicant shall comply with all engineering, building and fire codes; and,
- The applicant shall update the basic development plan to reflect all conditions imposed by the planning commission.

Planning Commission Action

The Planning Commission approved the Basic Development Plan with a 3-2 vote.

Traffic was the major concern expressed by the PC members.

CITY OF HUBER HEIGHTS STATE OF OHIO

ORDINANCE NO. 2022-O-

TO APPROVE A MAJOR CHANGE TO THE BASIC DEVELOPMENT PLAN FOR THE PROPERTY LOCATED AT THE NORTHEAST CORNER OF OLD TROY PIKE AND TAYLORSVILLE ROAD AND FURTHER IDENTIFIED AS PARCEL NUMBER P70 04005 0015 ON THE MONTGOMERY COUNTY AUDITOR'S MAP AND ACCEPTING THE RECOMMENDATION OF THE PLANNING COMMISSION (CASE MJC 22-21).

WHEREAS, the citizens of Huber Heights require the efficient and orderly planning of land uses within the City; and

WHEREAS, the City Planning Commission has reviewed Case MJC 22-21 and on June 28, 2022, recommended approval by a vote of 3-2 of the Major Change; and

WHEREAS, the City Council has considered the issue.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Huber Heights, Ohio that:

Section 1. The application requesting approval of a Major Change to the Basic Development Plan (Case MJC 22-21) is hereby approved in accordance with the Planning Commission's recommendation and following conditions:

- 1. All conditions approved by the Planning Commission on May 21, 2021, shall remain in effect.
- 2. The two additional ground mounted gas price signs shall not exceed 6'-10".
- 3. The applicant shall comply with all engineering, building and fire codes.
- 4. The applicant shall update the basic development plan to reflect all conditions imposed by the Planning Commission.
- 5. No more than five (5) vacuums will be permitted.
- 6. Prior to the issuance of a zoning permit, the applicant shall enter into a PUD Agreement with the City for the purpose, but not the sole purpose, of establishing the development obligations of the applicant and requiring the submittal of a performance bond, cash bond, or letter of credit to insure the installation of landscaping as approved. The bond or letter of credit shall be in an amount equal to the applicant's estimate of the cost of installation as approved by the Planning Department and shall remain in effect until such time as the landscaping has been completed as determined by the Planning Department. Upon completion of the installation of landscaping as required by the approved landscape plan, the applicant may request release of the performance bond or letter of credit. Following an inspection by the Planning Department and upon determination by the department that the landscaping has been completed in accordance with the approved landscaping plan, 80% of the performance bond or letter of credit may be released. However, the performance bond or letter of credit will not be released until a maintenance bond lasting three growing seasons, or letter of credit equal to 20% of the initial performance bond or letter of credit to ensure maintenance of the landscaping, is submitted to and accepted by the Planning Department. The term of the maintenance bond shall be three growing seasons.
- Section 2. It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of this Council, and that all deliberations of this Council and of any of its Committees that resulted in such formal action were in meetings open to the public and in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

Section 3.	This Ordinance	shall go into ef	ffect upon its pa	assage as provi	ided by law and the
Charter of the	City of Huber H	leights.			
	J	C			
Passed by Cou	ncil on the	day of	, 2022;		
Yeas;	Nays.				

Effective Date:	
AUTHENTICATION:	
Clerk of Council	Mayor
Date	Date

CITY OF HUBER HEIGHTS STATE OF OHIO

ORDINANCE NO. 2022-O-

TO APPROVE A MAJOR CHANGE TO THE BASIC DEVELOPMENT PLAN FOR THE PROPERTY LOCATED AT NE CORNER OF OLD TROY PIKE AND TAYLORSVILLE ROAD FURTHER IDENTIFIED AS PARCEL NUMBER P70 04005 0015 ON THE MONTGOMERY COUNTY AUDITOR'S MAP AND ACCEPTING THE RECOMMENDATION OF THE PLANNING COMMISSION (CASE MJC 22-21).

WHEREAS, the citizens of Huber Heights require the efficient and orderly planning of land uses within the City; and

WHEREAS, the City Planning Commission has reviewed Case MJC 22-21 and on June 28, 2022, recommended approval by a vote of 3-2 of the Major Change; and

WHEREAS, the City Council has considered the issue.

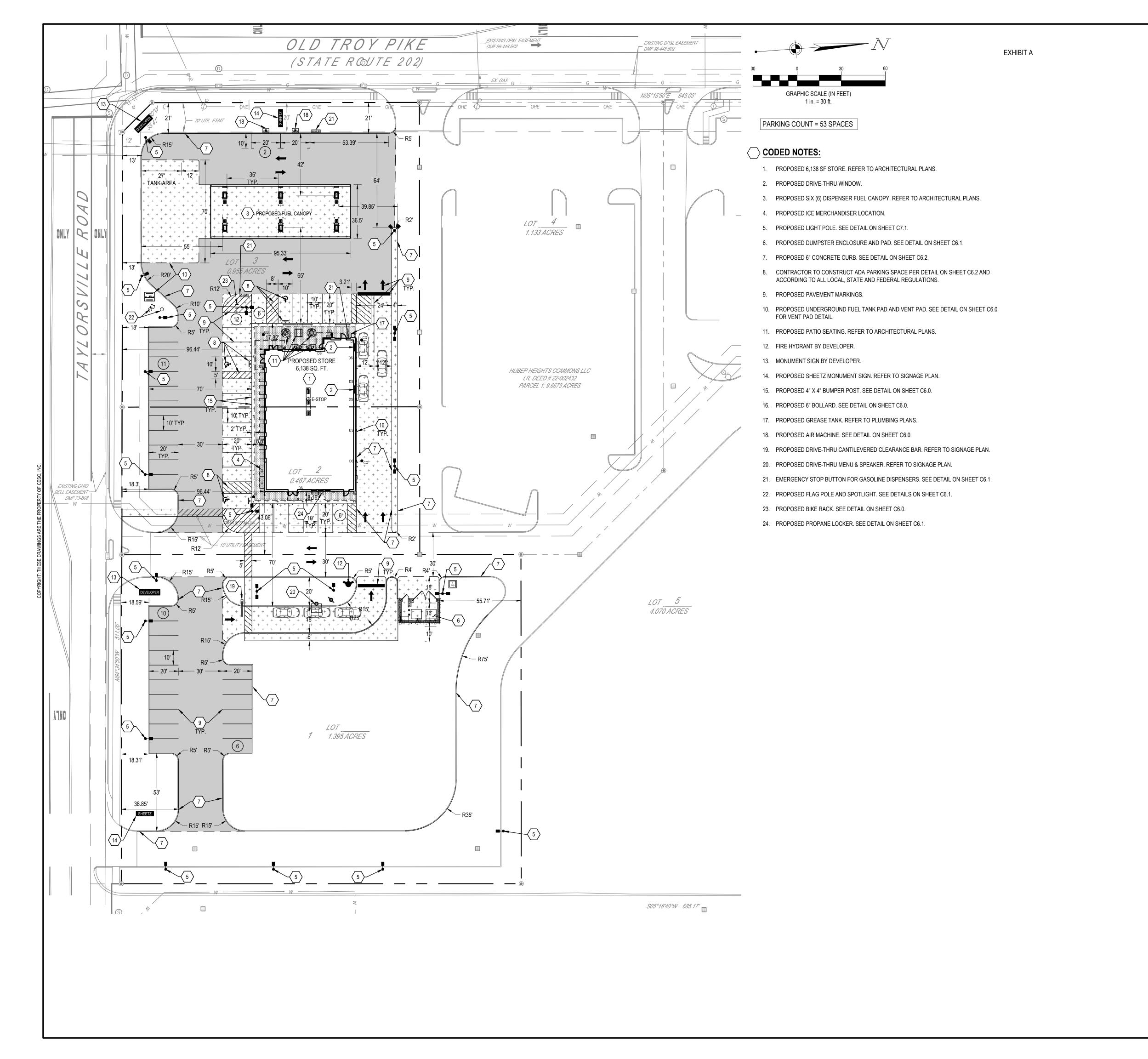
NOW, THEREFORE, BE IT ORDAINED by the City Council of Huber Heights, Ohio that:

Section 1. The application requesting approval of a Major Change to the Basic Development Plan (Case MJC 22-21) is hereby approved in accordance with the Planning Commission's recommendation and following conditions:

- 1. All conditions approved by the Planning Commission on May 21, 2021, shall remain in effect;
- 2. The two additional ground mounted gas price signs shall not exceed 6'-10";
- 3. The applicant shall comply with all engineering, building and fire codes;
- 4. The applicant shall update the basic development plan to reflect all conditions imposed by the Planning Commission;
- 5. The Basic Development Plan shall be the revised site plan submitted July 28, 2022 and attached as Exhibit A;
- 6. The addition of a car wash shall be considered by this Council no sooner than one year from the effective date of this Ordinance.
- 7. Prior to the issuance of a zoning permit, the applicant shall enter into a PUD Agreement with the City for the purpose, but not the sole purpose, of establishing the development obligations of the applicant and requiring the submittal of a performance bond, cash bond, or letter of credit to insure the installation of landscaping as approved. The bond or letter of credit shall be in an amount equal to the applicant's estimate of the cost of installation as approved by the Planning Department and shall remain in effect until such time as the landscaping has been completed as determined by the Planning Department. Upon completion of the installation of landscaping as required by the approved landscape plan, the applicant may request release of the performance bond or letter of credit. Following an inspection by the Planning Department and upon determination by the department that the landscaping has been completed in accordance with the approved landscaping plan, 80% of the performance bond or letter of credit may be released. However, the performance bond or letter of credit will not be released until a maintenance bond lasting three growing seasons, or letter of credit equal to 20% of the initial performance bond or letter of credit to ensure maintenance of the landscaping, is submitted to and accepted by the Planning Department. The term of the maintenance bond shall be three growing seasons.
- Section 2. It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of this Council, and that all deliberations of this Council and of any of its Committees that resulted in such formal action were in meetings open to the public and in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

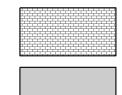
Section 3. This Ordinance shall go into effect upon its passage as provided by law and the Charter of the City of Huber Heights.

Passed by Council on the Yeas; Nays.	day of	, 2022;	
Effective Date:			
AUTHENTICATION:			
Clerk of Council		Mayor	
Date		Date	

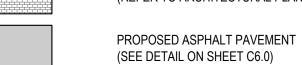


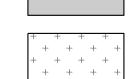
SITE LEGEND

EXISTING REFER TO C1.1 FOR EXISTING FEATURES LEGEND PROPOSED



PROPOSED BRICK PAVERS (REFER TO ARCHITECTURAL PLANS)





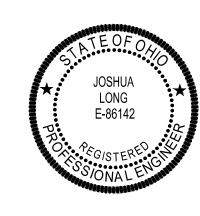
PROPOSED CONCRETE PAVEMENT (SEE DETAIL ON SHEET C6.0)

BUILDING CONCRETE CURB

EDGE OF PAVEMENT / WALK PAVEMENT TRANSITION

PARKING SPACE COUNT

WWW.CESOINC.COM





SHEE

SITE PLAN

ISSUE: NOT FOR CONSTRUCTION DATE: 04.29.2022 MST

FORTY-EIGHT (48) HOURS BEFORE DIGGING IS TO COMMENCE, THE CONTRACTORS SHALL NOTIFY UNDERGROUND UTILITIES INVOLVING THIS 1-800-362-2764 Call Before You Dig

SHEET NO. PROJECT AND ARE NONMEMBERS OF OHIO UTILITIES PROTECTION SERVICE

C. AI-8570 **Pending Business**

City Council Meeting City Manager

Meeting Date: 08/08/2022

Case BDP 22-25 - Homestead Development - Basic Development Plan - 6209 Brandt Pike

Submitted By: Geri Hoskins

Department: Division: **Planning** Planning Council Committee Review?: Council Work Date(s) of Committee Review: 07/19/2022

Session

Audio-Visual Needs: SmartBoard Emergency Legislation?: No

Motion/Ordinance/ **Resolution No.:**

Agenda Item Description or Legislation Title

An Ordinance To Approve A Basic Development Plan For The Property Located At 6209 Brandt Pike And Further Identified As Parcel Number P70 03912 0140 On The Montgomery County Auditor's Map And Accepting The Recommendation Of The Planning Commission (Case BDP 22-25). (second reading)

Purpose and Background

The applicant, Homestead Development, is requesting approval of a Basic Development Plan to construct a 135-unit senior community and a 192-unit market rate community on a combined 15.56 acres (Case BDP 22-25).

Fiscal Impact

Source of Funds: N/A Cost: N/A Recurring Cost? (Yes/No): N/A Funds Available in Current Budget? (Yes/No): N/A

Financial Implications:

Attachments

Drawings Elevations

Staff Report

Decision Record

Minutes

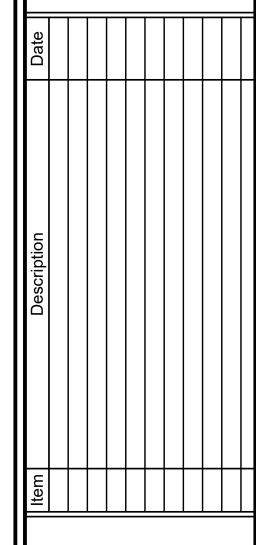
Presentation

Ordinance



GENERAL DEMOLITION NOTES

- Within the subject property, the intent is to have a clean, clear site, free of all existing items noted to be removed in order to allow for the construction of the new project.
- All items noted to be removed shall be done as part of the contract for general construction.
- 3. Remove and dispose of any materials requiring removal from the work area in an approved off-site landfill.
- 4. The Contractor shall secure all permits for demolition and disposal of demolition material to be removed from the site. The Contractor shall post all bonds and pay all permit fees as required.
- The Contractor shall cut and plug, or arrange for the appropriate utility company to cut and plug service piping at the property line or at the main (as required). All services may not be shown on this plan.
- 6. For all items noted to be removed, remove not only above ground elements, but all underground elements as well, including, but not necessarily limited to: foundations, slabs, gravel fills, tree roots, pipes, wires, unsuitable materials, etc.
- 7. The Contractor shall sawcut existing pavement to provide a clean edge between existing pavement to remain and existing pavement to be removed.
- 8. Limits of removal shown on demolition plan are approximate only. Actual quantities may vary due to construction activities. Contractor is responsible for all demolition, removal and restoration work necessary to allow for the construction of the new project.
- 9. Backfill excavations resulting from demolition work to meet the requirements for fill outlined in the Geotechnical / Soils Report.



ARIAN MEADOWS
RESIDENTIAL



Design: HB Proj: 22.112

Draw: HB Dwg: 22.112.dwg

Check: JDB Tab: C1-EC

Check: JDB Tab: C1-l

06.03.2022

heet:

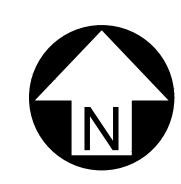
GRAPHIC SCALE

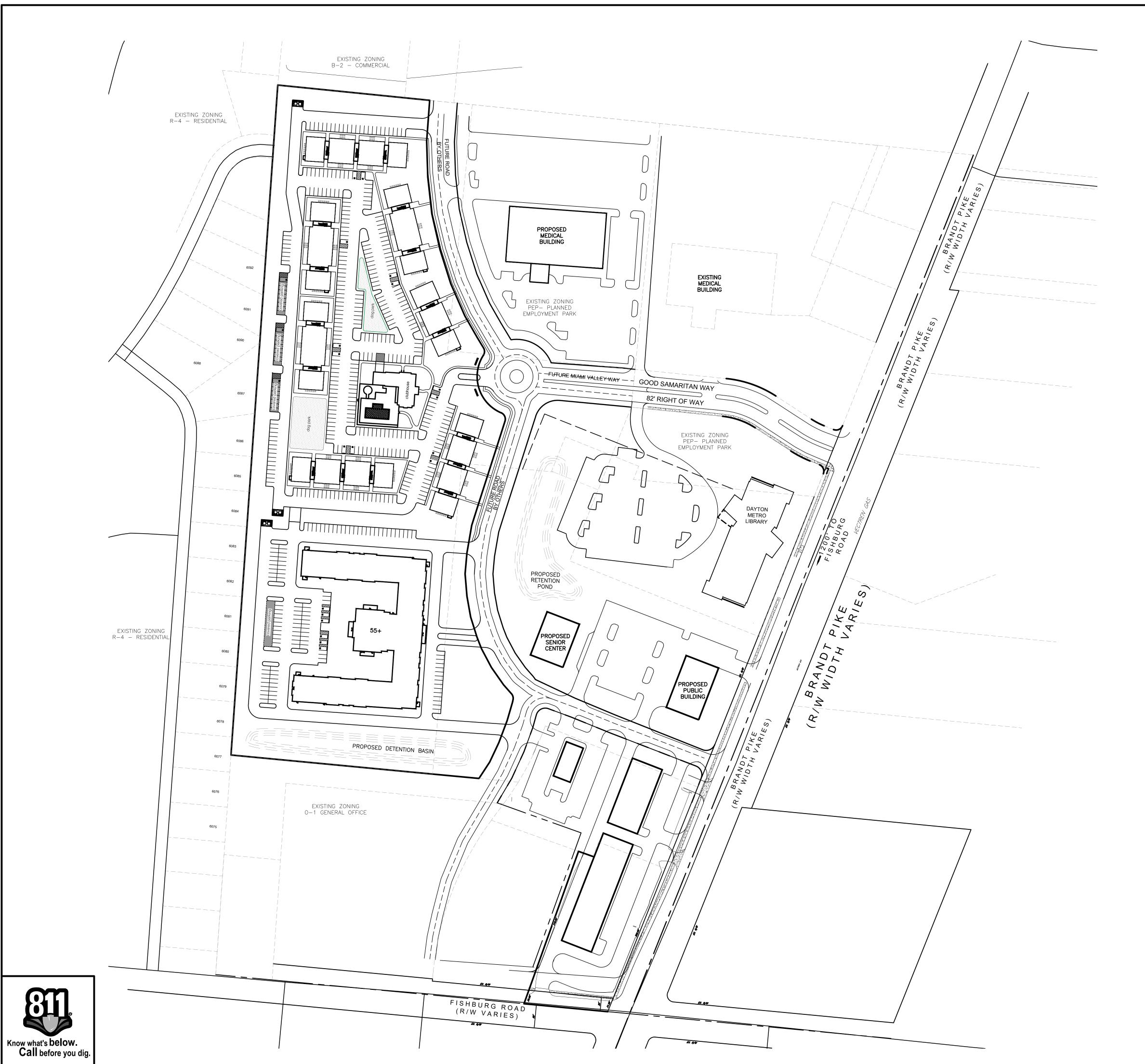
1 inch = 100 ft.

EXISTING CONDITIONS

Sheet No.:

C-1.0





GENERAL SITE NOTES

- 1. Building dimensions shown on the Civil Engineering Plans are for reference purposes only.
- 2. All site and radii dimensions are referenced to the face of curbs or edge of paving unless otherwise noted.
- 3. All dimensions to the building are referenced to the outside face of the structure's facade.
- 4. All sidewalks, curb and gutter, street paving, curb cuts, driveway approaches, handicap ramps, etc. constructed outside the property line in the right-of-way shall conform to all Local and/or State specifications and requirements.
- 5. All proposed handicap ramps, parking areas, and accessible routes shall strictly comply with current Local, State, and Federal regulations, including but not necessarily limited to the ADA Accessibility Guidelines (ADAAG).
- 6. All ADA accessible routes shall have detectable warnings installed as required by the ADAAG. Detectable warnings shall consist of raised truncated domes which contrast visually with the adjoining surfaces, either light-on-dark, or dark-on-light.
- 7. Contractor shall sawcut existing pavement and concrete to provide a clean, straight joint where new pavement meets existing pavement and ensure positive drainage.
- 8. All concrete pavement shall have joints in accordance with ACI 330R-08, Section 3.7 and Appendix C. Contraction joints shall be 1/4 of the slab thickness. Isolation joints shall be placed between pavement and foundations, inlets, and other fixed structures. Contraction joints shall be tool finished and spaced as follows:

Curbing: 10'-0" (max) spacing. Sidewalks: 5'-0" (max) spacing. Vehicular Traffic Areas: 24 x Concrete Pavement Thickness (feet), 15'-0" (max) spacing.

PARKING COUNT

-357 FOR MULTIFAMILY AREA (16 ADA) 184 TOTAL UNITS, 84 ONE BEDROOM AND 100 TWO BEDROOMS (284 BEDROOMS) PARKING SPACES PER BEDROOM = 1.24

-134 FOR 55+ FACILITY (6 ADA)

Design: JDB Proj: 22.112 Dwg: 22.112.dwg Check: KZ Tab: C2-SP

06.03.2022

GRAPHIC SCALE

1 inch = 100 ft.

SITE PLAN

C-2.0



GENERAL GRADING, EARTHWORK & DRAINAGE NOTES

- All spot elevations indicated in pavement areas are at bottom face of curb and/or finished pavement grade unless noted otherwise. All spot elevations indicated in grass or landscape areas are finished grade unless noted otherwise.
- The Contractor shall be responsible for the removal and disposal of all vegetation and organic materials from the site that results from clearing & grubbing activities.
- 3. The Contractor shall be responsible for stripping and removal of all excess topsoil from the site. All topsoil that cannot be used on site shall be removed from the site at the Contractor's expense. The Contractor may dispose of excess topsoil by burying topsoil in landscape areas only at the direction of the Owner or the Owner's Representative.
- 4. The Contractor will be responsible for all safety requirements and for the protection of all existing and proposed utilities or structures during earthwork procedures.
- 5. The Contractor shall be responsible for the import of structural fill materials if suitable material is not available on site. The location and testing of suitable material shall be the Contractor's responsibility. The Contractor shall be responsible for the export and disposal of all excess or unsuitable materials.
- 6. The Contractor shall provide construction dewatering as necessary to complete construction as outlined in plans.
- 7. The Contractor shall exercise extreme care in establishing all grades and slopes in pavement areas, ramps and sidewalks in the vicinity of handicap parking and access areas and shall comply with Federal, State, and Local Codes.
- 8. In areas where sheet drainage flows from grass or landscape areas onto paved areas, the finished grade in grass or landscape areas shall be 1/2 inch above the top of curb or above the pavement in areas without curb. In areas where sheet drainage flows from pavement to grass or landscaped areas, the finished grade in grass or landscape areas shall be 1/2 inch below the pavement.
- The Contractor shall provide positive drainage in all areas and away from all buildings.
- 10. All pavement shall be laid on a straight, even, and uniform grade with a minimum of 1:100 (1.0%) slope toward the collection points unless otherwise specified on plans. Cut or fill slopes in unpaved areas shall not exceed 3:1 (33.3%) maximum grade unless otherwise noted on plans.
- 11. ADA accessible areas shall not exceed the following slopes:

Ramps - 1:12 (8.3%) max.

Routes - 1:20 (5.0%) max.

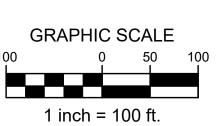
Parking - 1:50 (2.0%) max.

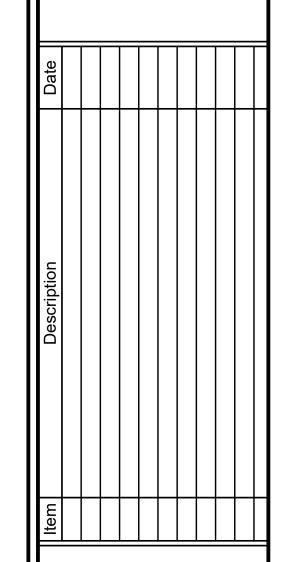
Cross Slopes - 1:50 (2.0%) max.

- 12. The Contractor shall adjust tops/lids/grates of all existing and proposed cleanouts, manholes, inlets, valves, etc. to match final grade.
- 13. Following grading of subsoil to subgrade elevations, the Contractor shall provide 4" of topsoil (minimum) in all disturbed areas which are not to be paved. Final grades should be smoothly finished to surrounding areas and ensure positive drainage. Stockpiled topsoil shall be screened prior to respreading and should be free of subsoil, debris, and stones.
- 14. The Contractor shall be responsible for determining exact quantities of cut and/or fill for estimating and construction and should alert the Engineer of any excessive cut and/or fill, especially if additional cut and/or fill will be required due to poor existing soil conditions discovered during earthwork operations.
- Refer to the Architectural and Structural Plans for information regarding any perimeter foundation drains.
- 16. The Contractor shall obtain a copy of the Geotechnical / Soils Report and become thoroughly familiar with site and subgrade information and fully implement recommendations given therein.
- 17. Proposed spot elevations are provided in a truncated form to save space, add 900' to each spot elevation to convert the elevation to NAVD88 datum.
- 18. Refer to the Landscape Plans for finish material specifications (topsoil, seed, sod, mulch, etc.) in all landscape and open space areas.

GRADING LEGEND					
INV	INVERT				
TC	TOP-OF-CURB				
TG	GRATE/RIM ELEVATION				
~ ~~	PROP. SHEET FLOW				
+00.00	PROP. SPOT ELEVATION				
+00.00	EXIST. SPOT ELEVATION				
970 ——	— PROP. CONTOUR				
<u> </u>	- EXISTING CONTOUR				
DI	PROP. CATCH BASIN				
	GRADE BREAK				
ADD 900' TO SPOT ELEVA ALL GRADES IN PAVEMENT ELEVATIONS UNLESS OTHE	AREAS ARE TOP OF PAVEMENT				







MARIAN MEADOW
RESIDENTIAL
6007-6054 & 6061-6119 BRANDT PIKE



 Design:
 HB
 Proj:
 22.112

 Draw:
 HB
 Dwg:
 22.112.dwg

 Check:
 JDB
 Tab:
 C3-GP

 Scale:
 1" = 100'

ate: 06.03.2022

neet:

GRADING PLAN

Sheet No.:

C - 3.0

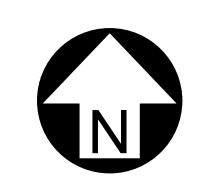


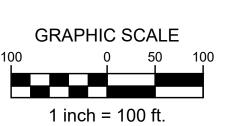
GENERAL UTILITY NOTES:

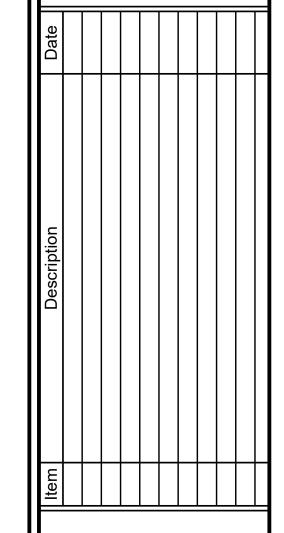
- All utilities shown are approximate locations only and have been compiled from the latest available mapping. The exact location of all underground utilities shall be verified by the Contractor prior to the start of construction.
- Contractor to coordinate with the local utility companies for all locations and connections. A preconstruction meeting with the various utility companies may be required prior to the start of any construction activity.
- 3. The Contractor shall visit the site and verify the location, elevation, and condition of all existing utilities by various means prior to beginning any excavation. Test pits shall be dug at all locations where existing and proposed utility lines cross, and the horizontal and vertical locations of the utilities shall be determined. The Contractor shall contact the Engineer in the event of any unforeseen conflicts between existing and proposed utilities so that an appropriate modification may be made.
- 4. The Contractor shall ensure that all utility companies and local standards for materials and construction methods are met. The Contractor shall perform proper coordination with the respective utility company. The Contractor shall coordinate work to be performed by the various utility companies and shall pay all fees for connections, disconnection, relocations, inspections, and demolition.
- 5. This plan details pipes up to 5' from the building face. Refer to the building drawings for building connections. Supply and install pipe adapters as necessary.
- All valve boxes and curb boxes shall be adjusted to the final grades and located in grassed areas unless indicated otherwise on the plans.
- 7. The Contractor shall provide traffic bearing concrete collars and lids for all cleanouts, manholes, inlets, valves, etc. which are located in paved areas.
- 8. All existing pavement within the rights-of-way where utility piping is to be installed shall be saw cut and replaced or directionally bored in accordance with Local and/or State requirements. Existing pavement shall be repaired as necessary.
- All utility lines and trenches shall be installed, bedded and backfilled according to manufacturer's specifications and to the satisfaction of Local and State Authorities.
- 10. Sanitary sewer laterals shall maintain (10' min. horizontal, 1.5' min. vertical) separation distance from water lines unless otherwise shown, or additional protection measures will be required. Where water line crosses above sanitary lateral by less than 2' vertical, a concrete encasement shall be installed, Contractor shall center one joint of pipe at crossing.
- 11. Roof drains, foundation drains, and other clean water connections to the sanitary sewer system are prohibited.

UTILITY LEGEND

PROP. INLET/MANHOLE/CLEANOUT
PROP. DOWNSPOUT @ BUILDING
PROP. SANITARY SEWER
PROP. WATER SERVICE
PROP. STORM SEWER







MARIAN MEADOWS
RESIDENTIAL



Design: JDB Proj: 22.112

UTILITY PLAN

Sheet No.:

C-4.0













55+ community

site area 6.0 acres parking provided 134 spaces

Homestead Apartment Community

site area 8.1 acres parking provided 320 spaces

Retail + Restaurant

site area 1.3 acres parking provided 81 spaces

Library, Public Use, Senior Center

site area 9.1 acres parking provided 219 spaces

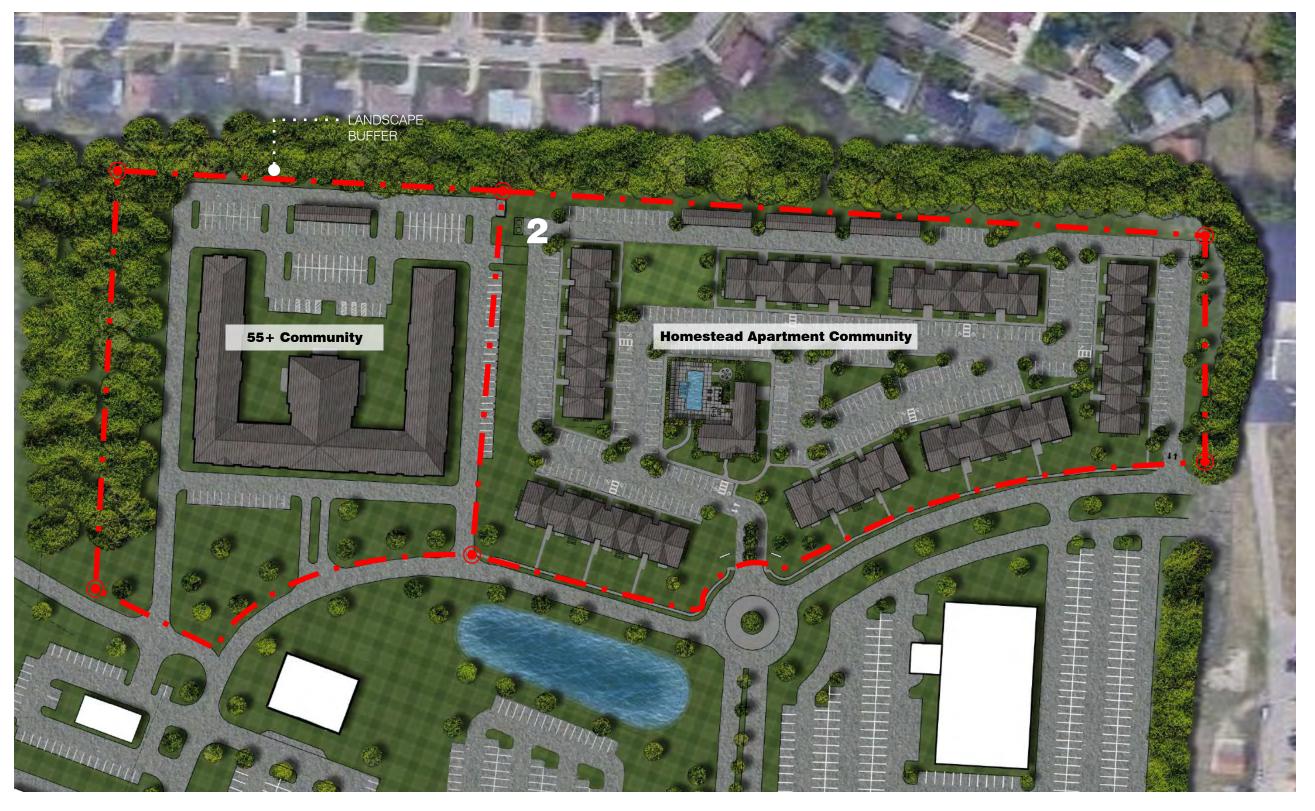
Medical Offices

site area 4.7 acres parking provided 306 spaces

 $\sum_{\text{SCALE: 1"} = 200'-0"} \frac{\text{site plan // parcels}}{\text{SCALE: 1"}}$







55+ Community

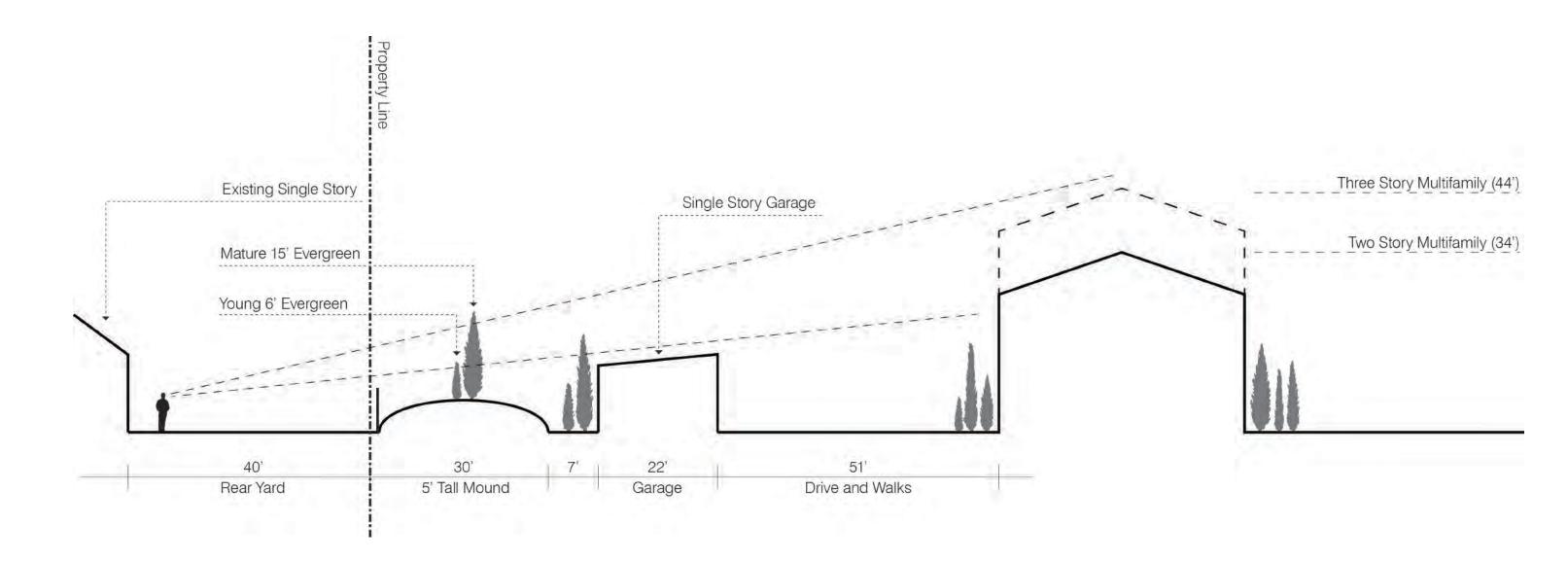
area 6.0 acres units 135 parking 134 spaces

Homestead Apartment Community

area 8.1 acres
units 192
parking 320 spaces
parking ratio 1.67/ unit







sightline // west property line

SCALE: NTS















FRONT/BACK ELEVATION



SIDE ELEVATION



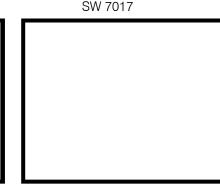
product // provia color // lakepointe - dry stack // no grout



shutters product // na color // night owl SW 7061



product // james hardie
// hardieplank lap siding
color // dorian gray
SW 7017



TRIMproduct // na
color // white



SIDING 03 product // shake siding color // white



ROOF
product // tamko
// dimensional asphalt
shingle
color // weathered wood



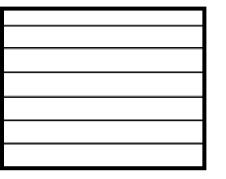












SIDING 01

product // james hardie lap siding color // arctic white



SIDING 03

product // hardie shingle siding color // arctic white



STONE 01

SIDING 02

product // taylor clay products color // executive grey



SHUTTERS

product// na color // black



TRIM product// na

color // arctic white



ROOF

product // asphalt shingle



FRONT ELEVATION



REAR ELEVATION



SIDE ELEVATION





Memorandum

Staff Report for Meeting of June 14, 2022

To: Huber Heights City Planning Commission

From: Aaron K. Sorrell, Interim City Planner

Date: June 8, 2022

Subject: BDP 22-25 Basic Development Plan - Marian Meadows

Application dated May 26, 2022

Department of Planning and Zoning City of Huber Heights

APPLICANT/OWNER: Homestead Development – Applicant

City of Huber Heights - Owner

DEVELOPMENT NAME: Marian Meadows

ADDRESS/LOCATION: 6209 Brandt Pike (rear lots of former Marian

Shopping Center) P70 03912 0140

ZONING/ACREAGE: PM – Planned Mixed Use / 15.56 Acres

BPO – Brandt Pike Revitalization Overlay District

EXISTING LAND USE: Vacant

ZONING

ADJACENT LAND: R-4 – West; PC – North; PM – East; PP/B-3 - South

REQUEST: The applicant requests approval of a basic

development plan to construct a 135-unit senior community and a 192-unit market rate community on

a combined 15.56 acres.

ORIGINAL APPROVAL: N/A

APPLICABLE HHCC: Chapter 1171, 1179, 1180

CORRESPONDENCE: In Favor –

In Opposition –

STAFF ANALYSIS AND RECOMMENDATION:

Overview:

This project grew out from the Brandt Pike Redevelopment Plan (2017), which identified a need and demand for senior housing and market-rate multi-family housing along and near the Brandt Pike corridor. The City subsequently purchased the shopping center to facilitate redevelopment. New developments within this site include: Dayton Metro Library Huber Heights Branch, Dogtown, and the shopping center will be refaced with a brick / stone façade. TIF proceeds from the proposed apartment developments, as well as future developments may fund the façade and public infrastructure upgrades.

The applicant is requesting basic development plan approval for a 184-unit market-rate apartment community and a 135-unit senior apartment community.

Applicable Zoning Regulations

The appliable zoning chapters include: 1171 General Provisions, 1179 Planned Mixed Use District, 1180 Brandt Pike Revitalization Overlay District, 1181 General Provisions. The relevant sections are cited and discussed below:

Chapter 1171 General Provisions

1171.01 Purpose.

Planned Unit Developments Districts may be permitted as amendments to the zoning map, after application and approval of specific and detailed plans, where tracts suitable in location and character for the uses and structures proposed are to be planned and developed as units. The provisions of this chapter are adopted to unify planning and development in such districts. Applications for rezoning of land into a Planned Unit Development District shall be granted only when the basic development plan for the project is such that the public health, safety and morals shall not be jeopardized by a departure from the restrictions on corresponding uses in the standard zoning district. PUD rezonings may be approved only when a basic development plan for the area has been approved by Council. A detailed development plan shall then be approved for zoning permit to be approved for development in the District. Normally the detailed development plan shall be approved by the Planning Commission after the rezoning and basic development plan have been approved by Council. Owners shall have the option however, of submitting a combined basic and detailed development plan ("combined development plan") if they should so desire for some or all of the site.

(Ord. 93-O-602, Passed 3-22-93)

1171.05 Contents of basic development plan.

- (a) The basic development plan shall consist of at least the following information together with such other data and materials as may be required by the City:
 - (1) Site plan showing the actual shape and dimensions of the lot to be built upon or to be changed in its use together with the location of the existing and proposed structures with approximate square footages, number of stories including heights of structures;
 - (2) Typical elevation views of the front and side of each type of building;

- (3) Planning location and dimensions of all proposed drives, service access road, sidewalks and curb openings;
- (4) Parking lot areas (show dimensions of a typical parking space), unloading areas, fire lanes and handicapped parking;
- (5) Landscaping plan, walls and fences;
- (6) Storm water detention and surface drainage;
- (7) Exterior lighting plan;
- (8) Vehicular circulation pattern;
- (9) Location and square footage of signs;
- (10) Topographic survey; and
- (11) Listing of proposed uses taken from the list of permitted and special uses of the PUD zoning district to which rezoning is being sought.
- (b) The Planning Commission shall schedule both the proposed rezoning and the issue of approval of the basic development plan for a combined public hearing, following which it shall make its recommendation indicating approval, approval with modification or disapproval.

(Ord. 2006-O-1655, Passed 9-25-05)

1171.06 General standards for approval.

The Planning Commission shall review the application, prepared development plan and the facts presented at the hearing. The applicant shall have the burden of proof. No approval shall be given unless the Commission shall find by a preponderance of the evidence that such PUD on the proposed locations:

- Is consistent with official thoroughfare plan, comprehensive development plan and other applicable plans and policies;
- (b) Could be substantially completed within the period of time specified in the schedule of development submitted by the developer;
- (c) Is accessible from public roads that are adequate to carry the traffic that shall be imposed upon them by the proposed development. Further, the streets and driveways on the site of the proposed development shall be adequate to serve the residents or occupants of the proposed development;
- (d) Shall not impose an undue burden on public services such as utilities, fire and police protection, and schools;
- (e) Contains such proposed covenants, easements and other provisions relating to the proposed development standards as may reasonably be required for the public health, safety and welfare;
- (f) Shall be landscaped or otherwise improved and the location and arrangement of structures, parking areas, walks, lighting and appurtenant facilities shall be compatible with the existing intended uses, and any part of a PUD not used for structures, parking and loading areas, or accessways;
- (g) Shall preserve natural features such as water courses, trees and rock outcrops, to the degree possible, so that they can enhance the overall design of the PUD;

- (h) Is designed to take advantage of the existing land contours in order to provide satisfactory road gradients and suitable building lots and to facilitate the provision of proposed services;
- (i) Shall place underground all electric and telephone facilities, streetlight wiring and other wiring conduits and similar facilities in any development which is primarily designed for or occupied by dwellings, unless waived by the Commission because of technical reasons;
- (j) Shall not create excessive additional requirements at public cost of public facilities and services and shall not be detrimental to the economic welfare of the community;
- (k) Shall not involve uses, activities, processes, materials, equipment and conditions of operation that shall be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors; and
- (I) Rezoning of the land to the PUD District and approval of the development plan shall not adversely affect the public peace, health, morals, safety or welfare.

(Ord. 93-O-602, Passed 3-22-93)

1171.091 Planning commission/council review.

It is the purpose of the Planning Development regulations to encourage property owners to develop their land in efficient and effective ways. It is the intent of these regulations to encourage land uses which may not always meet traditional zoning rules. Inherent in these Planned Development regulations is an opportunity for property owners to develop their sites without requiring strict compliance with all zoning regulations where the overall plan is deemed to be in the best interest of the City. During review of a Basic or Detailed Development Plan by the Planning Commission or City Council, all requirements within Part 11, Title 7 of the Code are to be used as guidelines and may be varied as part of the Basic or Detailed Development Plan if it is determined that such deviation will not materially adversely affect neighboring properties or the community as a whole, any such variation of these requirements does not change the overall plan and character of the proposed development, and the variance does not have the effect of nullifying the intent and purpose of these regulations or the Zoning Ordinance. In granting variances or modifications, the Commission or Council may require such conditions as shall, in its judgement, secure substantially the objective of the standards or requirements so varied or modified.

(Case 427; Ord. 2002-O-1367, Passed 9-9-02)

Development Standards Analysis:

1179.06 Development standards (Planned Mixed Use)

Except when specifically modified herein, the provisions of the Planning and Zoning Code shall govern. The following development standards apply to a PM development:

(a) Minimum Land Area Requirement. A minimum of 20 acres shall be required.

While this application covers approximately 15.56 acres, the overall area zoned PM exceeds 20 acres.

(b) Covenants. The developer of a PM development shall be required to submit a set of covenants or deed restrictions with the Basic Development Plan application that will outline, at a minimum, development standards and guidelines established in this chapter and any other requirements the developer and/or Planning Commission deems necessary. The Planning Commission may require additional or amended covenants as it deems necessary to ensure compliance with the Planning and Zoning Code and the Planned Mixed-Use District.

Covenants will be created during the detailed development plan phase.

(c) Required Mix of Land Uses. A developer shall be required to provide a mix of land uses in a PM Development. At a minimum, at least two of the following uses are required in a PM Development: residential, commercial, office, institutional, and/or industrial.

The area zoned PM has a mix of uses including retail, commercial, public use (library) and planned residential.

- (d) Site Planning.
 - (1) The combination of different uses whether as part of one building or as part of the overall development shall be designed and developed so as not to create a nuisance by excessive noise, light, vibration, odor or any other annoyances for any uses within the development or neighboring properties.

All uses being considered are compatible with the neighboring properties. Extensive natural vegetation exists that will buffer and screen the proposed development and the existing homes to the west.

(2) A PM development is to be designed so that buildings and structures are clustered and open space areas are preserved and maintained. Special care shall be given to protect preexisting natural features including, but not limited to, woodlands, ravines, streams, lakes, ponds, and/or flood plains. Impervious surface coverage, including, but not limited to, buildings, parking area, and accessways, shall not exceed 75 percent of the total development area. Therefore, 25 percent of the development area shall be reserved for green space.

The overall campus development is focused around a wet detention area and has large areas of open space. The combined proposed residential development sites are approximately 40% open space.

(3) The number of ingress and egress points onto the public streets shall be limited in order to reduce the number of traffic conflict points. Adequate and properly arranged facilities for internal pedestrian and traffic circulations shall be provided. The street and thoroughfare network shall be designed to minimize truck traffic through residential areas of the development.

Access is limited to two required access points for each residential development.

(4) Parking systems shall be designed so as to discourage single large unbroken paved lots for offstreet parking and shall encourage smaller defined parking areas within the total parking system. Underground parking facilities are encouraged.

The parking areas are arranged for the convenience of the residents but are broken up with landscape islands and covered parking areas.

(5) The development shall be designed to tie all the uses into one overall community and encourage walking, biking, running, and alternative modes of transportation. Developers are encouraged to incorporate bus stops, bikeways, walkways, and crosswalks into an overall thematic scheme for pedestrian traffic. Sidewalks shall be required except, in the case of a golf course or specific open space development, the Planning Commission may determine them to be unnecessary.

Sidewalks are indicated along the future road frontage of non-senior multi-family building. Staff recommends sidewalks also be provided for the senior facility residents.

(6) Any signs as proposed within this district, shall comply with Chapter 1189 "Signs". Additionally, a developer of a PM development shall develop and submit with the Detailed Development Plan application, a comprehensive set of graphic design criteria for signage in the development. This set of graphic design criteria for signage shall be approved by the Planning Commission and shall apply to all signage requests within the development. The criteria shall include, at a minimum, the sizes permitted (if different from Chapter 1189), colors permitted, materials permitted, typefaces permitted, type size permitted, and permitted illumination. Compliance with the on- site comprehensive graphics shall be verified by the Zoning Administrator during the sign permit review process.

No sign details were provided for this application but will be submitted during the detailed development phase.

- (7) Minimum lot area, frontage and setback requirements may be varied to allow greater flexibility in design. However, the following shall be used as a guideline for development:
 - A. With multiple buildings on a single property, entirely residential buildings shall be at least 15 feet from another entirely residential building and at least 50 feet from nonresidential or mixed-use buildings.

All residential buildings are spaced according to the above requirements.

(8) No maximum height restriction shall apply, except that the proposed development meets all Federal Aviation Administration (FAA), Dayton International Airport or Wright Patterson Air Force Base height or abatement requirements.

While no height maximum height restriction exists in the PM district, the Brandt Pike Overlay District has a maximum height of three stories or 35 feet. The proposed non-senior apartments have both two- and three-story buildings. The two-story buildings are 34 feet to the roof peak and the three-story buildings are 44 feet to the roof peak. The applicant is proposing the market-rate apartments will have mixture of two- and three-story buildings along the west side of the site, which is closest to the existing single-family neighborhood. This arrangement will breakup the building massing along the western edge and the buildings are sited approximately 150-feet from the back of the single-family homes.

The three-story senior buildings will also be at least 150-feet from the back of the single-family homes. Additionally, the building is oriented in such a way that only the endcaps, and not the full building length, are facing the single-family homes.

Staff feels both the market rate site plan and senior building site plan provides a significant visual buffer and a nine (9) foot variance from the maximum height is acceptable.

(9) Common parking areas and accessways shall be lighted adequately with light fixtures that shall be designed to reflect light away from adjoining properties. Special attention will be given to protect entirely residential structures from light emitted from nonresidential land uses.

A lighting plan will be submitted with the detailed development plan.

(10) Nonresidential uses shall have trash containers and/or receptacles (including recycling containers) placed to the rear of all structures and shall be screened or enclosed on four sides with opening doors for the purpose of trash removal. The placement of trash containers and/or receptacles in multi-family residential developments shall be as inconspicuous as possible. The use of a wooden or vinyl fence structure, earth mound, or wall with an opaqueness of 100 percent and a height of 12 inches above the top of the largest container is required.

Both developments indicate enclosed trash facilities. The screening details will be provided in the detailed development plan.

(11) The architecture of nonresidential structures is encouraged to be unique yet similar in certain sections of the PM.

N/A

(12) The distribution systems for utilities are required to be underground.

All utilities will be below ground.

(13) The use of privately owned open space and public dedicated park land is encouraged as part of a PM development. Privately owned open space shall be maintained by the developer or by a duly authorized owner's association.

Two small dog parks are illustrated in the basic development plan of the market rate apartments. Overall, the developments have approximately 40% open space.

(14) The use of chain link fencing is prohibited. Additionally, on an entirely residential property, no fencing shall be permitted in the front yard and, in the case of a corner lot, no fencing shall be permitted in the side yard with frontage to a public right-of-way. The covenants submitted by the developer shall establish the height requirements for fencing in the development. Fencing in a development shall be uniform in height in related use areas. On an entirely residential property, fence height shall not exceed six feet.

No fencing is currently illustrated on the plans.

(15) With the submission of a Basic Development Plan application, the applicant is required to submit a phasing plan that details when certain sections of the development will commence construction and when the sections will be complete.

No phasing plans have been submitted to date, though staff expects the apartments to be constructed in one phase.

1179.07 Landscaping.

To protect and promote a harmonious development that ensures a functional and logical arrangement of mixed uses, the effective and efficient use of landscaping and buffering is required. Therefore, a PM development shall include the following landscaping and buffering:

(a) Development Landscaping. Within the PM development that is proposed, entirely residential buildings shall be screened from nonresidential and mixed-use buildings with a 20-foot-wide buffer strip that includes a six-foot-high earth mound, wooden or vinyl fence, wall, landscaping and/or mixture thereof that shall maintain an opaqueness of at least 80 percent year around. Parking areas, accessways, or any impervious surfaces are prohibited within this buffer strip. If planted materials are used, the screen must achieve the required height, width, and opaqueness within two years of planting. The use of pre-

existing trees, natural features or amenities as part of this buffer is encouraged. The Planning Commission may approve some other arrangement of buffering if it determines that such an arrangement meets the intent of this requirement.

A landscaping plan has not been submitted at this time. Staff recommends a mixture of street trees, and clustered plantings along the eastern edge of the market-rate and senior apartments. Staff feels a six-foot high earthen mound is inappropriate for this site and will interfere with pedestrian access from the apartments to the sidewalk network.

(b) Perimeter Landscaping. In a section of a PM development that contains nonresidential, mixed use, or multi-family buildings that abut a neighboring property with a single-family residential zoning designation or in a PM development section that contains an entirely residential section that abuts a neighboring property with a commercial, office, or multi-family zoning designation, the perimeter of the section of the PM development shall be screened with a 25 foot wide buffer strip that includes a six foot high earth mound, wooden or vinyl fence, wall, landscaping and/or mixture thereof that shall maintain an opaqueness of at least 80 percent year-round. Parking areas, accessways or an impervious surfaces are prohibited within this buffer strip. If planted materials are used, the screen must achieve the required height, width, and opaqueness within two years of planting. The use of pre-existing trees, natural features or amenities as part of this buffer is encouraged. The Planning Commission may approve some other arrangement of buffering if it determines that such an arrangement meets the intent of this requirement.

The applicant is proposing a five-foot earthen mound and evergreen plantings along the west edge to screen the development from the existing single-family homes.

(c) Parking Lot Landscaping. All parking lots are required to have interior landscaped areas as outlined in Chapter 1185, "Parking and Loading".

Areas for parking landscaping are illustrated in the basic development plan. The applicant shall submit additional details during the detailed development phase.

(d) Street Tree Requirement. All frontage property within a PM development that abuts public rights-of-way and is developed with nonresidential, mixed use, and/or multi-family buildings is required to have one street tree per 40 feet of frontage planted just outside of the street right-of-way. Unless determined to be inappropriate by the City Engineer, street trees shall be planted at least four feet from the edge of the sidewalk on private property. All frontage property within a PM development along a major collector or better as defined by the Huber Heights Thoroughfare Plan, no matter what use, shall meet this requirement. The type of tree and size shall be proposed by the developer at the Detailed Development Plan application stage and approved by the Planning Commission. A list of appropriate trees with required caliper is available in the City Engineer's Office.

Street trees are not illustrated, but staff recommends street trees be provided at 40-foot intervals.

1179.08 Parking and loading.

The provisions of Chapter 1185, "Parking and Loading" shall apply, except that the off-street loading spaces and docks shall be provided with area, location and design appropriate to the needs of the development and specific uses within it, and the space designated for off-street loading shall not be used for off-street parking. Within the PM development, off-street loading areas shall be physically isolated and/or enclosed from residences in or adjacent to the PM Development. In all cases, off-street loading spaces and docks are prohibited in the front and side yards of any property.

The zoning code requires two-space per multi-family unit. In the non-senior community, the applicant is proposing 357 parking spaces for 184 units, or 1.94 spaces per unit. Of the 184 units, 84 are one-bedroom apartments which are less likely to have two vehicles. Additionally, most communities have begun reducing parking minimums of non-senior multi-family apartments to approximately 1.5 spaces / unit. Staff feels the amount of parking proposed for the non-senior community is adequate.

The applicant is proposing 134 spaces for 135 units, or .99 spaces per unit. Most senior living facilities have a 1:1 parking ratio because the majority of residents either live alone or only have one vehicle in the household. Staff feels the amount of parking provided is acceptable at this time. There is room to provide additional parking in the front of the building if management determines it's necessary in the future. However, at this point in time, staff does not think sacrificing greenspace for parking is necessary.

1179.09 Planning commission/city council review.

All requirements within this chapter are to be used as guidelines and may be varied as part of the Basic or Detailed Development Plan approval if it is determined that such deviation will not adversely affect neighboring properties or the community as a whole. Additionally, any variation of these requirements shall, in no case, change the overall plan and character of the proposed development.

This development falls with in the Brandt Pike Overlay District. The entire zoning text is included for your reference. My recommendations are at the end of each section.

CHAPTER 1180 (BPO) BRANDT PIKE REVITALIZATION OVERLAY DISTRICT

1180.01 Purpose; intent.

- The purpose of the Brandt Pike Revitalization Overlay District is multi-faceted. On a practical level, the Overlay District standards are meant to implement the recommendations of the Brandt Pike Target Revitalization Study (2017) which identify a number of public health, safety, and welfare issues on Brandt Pike, including traffic congestion, changing land uses, aging shopping centers, unattractiveness, and lack of identity. As this part of Huber Heights has come close to reaching build-out, the opportunity to address these issues comes through site-by-site redevelopment, which is an incremental process that will occur in fragments. It is because of this fragmentation, that a cohesive framework that channels or guides new building and construction is needed; otherwise, redevelopment on individual parcels or sites will occur independent of the larger Brandt Pike Corridor context, perpetuating the public health, safety, and welfare issues. The Overlay is such a framework and is intended to supplement the land uses and development requirements of the multiple underlying zoning districts while providing more specific development standards that unify this unique corridor's development pattern by regulating primarily the form (scale, alignment, and composition of buildings); parking and loading; site amenities; landscape design; lighting; and graphics. It is also aimed at encouraging and incorporating environmentally-friendly design, facilitating pedestrian connections to adjacent neighborhoods, as well as better connecting the corridor to its surroundings and serve as a tool to achieve the City's vision for redevelopment and help to create an identity for this vital corridor.
- (b) It is the intent of the City of Huber Heights Brandt Pike Revitalization Overlay District to improve the health safety and welfare of the citizens of Huber Heights through objectives which include, but are not limited to, the following objectives:

- (1) To establish parking standards with the specific intent of coordinating traffic between adjoining properties.
- (2) To reduce access points to improve traffic safety, circulation, and coordination.
- (3) To provide standards for screening of service and loading areas, HVAC equipment, and other areas determined to detract from the aesthetic qualities of the streetscape.
- (4) To regulate outdoor dining activities for the benefit of customers and pedestrians, while also preserving required parking and safe vehicular circulation.
- (5) To minimize the potential for increased traffic congestion by providing incentives that require shared access points, cross-access easements, shared parking areas, and quality public spaces.
- (6) To increase the number of pedestrian and vehicular connections between adjacent properties to provide complimentary and coordinated development of adjacent properties.
- (7) To provide regulating standards which require orderly, well-planned development and to ensure that the new buildings and additions enhance the surrounding streetscape, including incentives for burial of existing utilities within the right-of-way.
- (8) To use scale, building orientation and landscaping to establish community identity.
- (9) To effectively and efficiently regulate the establishment and maintenance of businesses requiring outdoor storage of vehicles, type and heights of signage, equipment or merchandise.
- (10) To establish a walkable streetscape by promoting a pedestrian orientation of streets and buildings and providing a safe and convenient interconnected sidewalk network.

1180.02 Applicability to underlying zoning districts.

- (a) The provisions of this chapter shall be applicable to all lands shown as being located within the boundaries of the "BP" Brandt Pike Revitalization Overlay District ("BP") on the Zoning Map and shall be supplemental to the regulations of the underlying zoning district.
- (b) Any and all development, redevelopment, improvements, or the like, including, but not limited to, signage, and any variance, modification, and/or conditional use request for property with the BP shall be subject to the procedures and provisions set forth in this Chapter 1180. Any changes to the underlying zoning of property within the BP shall not remove the property from the BP unless expressly specified in the rezoning approval.
- (c) The Planning Commission shall review the particular facts and circumstance of each proposed conditional use in terms of the requirements contained in this chapter and shall find by a preponderance of the evidence that applicant has either met or made a good faith attempt to meet each applicable provision.

1180.03 Permitted uses.

- (a) Uses permitted in the underlying zoning districts; and
- (b) Multi-family residential uses are permitted if incorporated into an overall mixed-use development.

1180.04 Requirements for conditional use application.

Any applicant desiring to improve property, submit a land development or perform an alteration to an existing building located in the Brandt Pike Revitalization Overlay District is required to apply for and obtain conditional use approval pursuant to the provisions of this chapter, and said application shall be governed by the standards and criteria set forth below. If a Special Use permit is required for the use under the Underlying zoning, the applicant may submit a single application for special use/conditional use.

Staff feels issuing a conditional use permit/approval for this type of development is confusing and unnecessary. Staff recommends incorporating the standards, where appropriate, in the overall basic development plan approval and subsequent detailed development plan approval. This section of the overlay district should be revisited in the future and revised for clarity and intent.

1180.05 Conditional use general property standards and criteria.

The Planning Commission shall review the particular facts and circumstance of each proposed conditional use in terms of the following requirements and shall find by a preponderance of the evidence that applicant has either met or made a good faith attempt to meet each of the following

- (a) Applicants shall be required to pursue, where physically feasible, cross-easement agreements with neighboring property owners for the purpose of creating a cohesive and efficient parking configuration and traffic circulation plan including pedestrian and vehicular connections.
- (b) Applicants shall be required to investigate the feasibility of and to reduce, to the extent possible, the number of existing curb cuts in order to improve traffic safety and circulation.
- (c) Appropriate fenced and/or landscaped screening shall be required around all HVAC equipment, service and loading areas, trash receptacles, and other areas deemed appropriate by the Planning Commission. A privacy fence, landscaped buffer and/or low shrubs shall provide screening along the side and rear property boundaries to residential zoning districts.
- (d) Applicants shall be required to investigate the feasibility of and, to the extent possible, consolidate two or more parcels, under separate ownership, prior to development, with the purpose of providing a more unified development.
- (e) The applicant shall appropriately landscape along the backside of the public sidewalk with low shrubs, ornamental walls and earth shaping or any combination thereof. In those instances where parking is located in front of the building, vehicular screening shall be provided between the street right-of-way and the building by low brick walls 24 to 36 inches in height from the curb elevation with a five-inch limestone cap or by landscaping of 100 percent opacity. The brick utilized in the wall shall match the brick used elsewhere in the corridor. Where it is determined by the Planning Commission that insufficient space exists for such landscaping, they may be located elsewhere on the lot, at locations determined acceptable by the Commission.
- (f) The applicant shall renovate existing building facades to provide a combination of masonry materials, such as stone, stucco, or brick and decorative elements around windows and doors, such as columns, pediments, and shutters, and new roof plan where flat roofs presently exist. All exterior walls of Commercial, Office, and Mixed-Use Buildings shall be 100 percent masonry materials as per City Code 1181.24(b)(1). All buildings in the Brandt Pike Revitalization Overlay District shall be architecturally finished on all sides utilizing four-sided architectural design so that there will be no apparent rear of any building where visible by surrounding roadways, as determined by the City. All buildings shall have a minimum of two distinct building materials from the approved list with secondary materials covering a minimum of ten percent of the total building façades. Window walls shall be considered windows by the City Code. All materials, colors, and architectural details used on the exterior of a building should be compatible with the building style, and with each other.

The applicant is proposing four-sided architecture with a mixture of stone, lap siding and shake-style siding. Windows are trimmed and highlighted with shudders.

(g) The applicant shall bring the front facade wall and sidewalk into conformity with 1180.11 contained herein.

(h) New developments shall be planned containing new streets and/or pedestrian ways such that no block within the development shall contain a block frontage greater than 600 feet in one direction and 400 feet in the opposite direction without an intervening street or pedestrian way.

One street frontage exceeds 600-feet, however since it abuts an existing development new cross streets are not feasible.

- (i) Shopping center out-parcels shall have an equivalent design treatment on all facades and shall be of a complimentary architecture to that of the shopping center.
- (j) Any right-of-way outside of the roadway shall be preserved for sidewalks and green area between the curb line and the front yard setback along the entire Brandt Pike, Chambersburg, Fishburg, Powell, Nebraska and Kitridge Road frontages.
- (k) Minimum green area: 20 percent, which may include any green area in the right-of-way as provided in Subsection J. If 20 percent green area is physically impossible, the applicant shall make a contribution in lieu of green area to the City of Huber Heights. Such contribution will be based on the assessed value of the property.

The applicant is proposing 40% open space.

- (I) A maximum of one 30-foot curb cut per street frontage shall be provided, unless additional curb cuts are approved by the City in order to accommodate existing or proposed circulation deemed desirable by the City, including installation of one-way movements limiting existing or proposed driveways to entrance or exit only. The applicant shall reduce the number and width of existing curb cuts when practicable.
- (M) A minimum of 250 feet must be provided between curb cuts and public street intersections. A minimum of 100 feet must be provided between curb cuts.

The development meets this standard.

1180.07 Outdoor lighting.

All outside lighting on the premises, including sign lighting, shall be arranged, designed, and shielded or directed so as to protect the abutting streets and adjoining property from the glare of lights, and lighting shall be so shielded that the source of the light shall not be visible from any point outside the premises. No flashing or intermittent or moving lights shall be permitted, either freestanding, attached to a facade, or as a part of an approved sign. This does not include digital changeable copy.

Lighting plans shall be provided during the detailed development plan stage.

1180.08 Lots; setbacks; parking.

The following dimensional requirements shall apply to all properties within the Brandt Pike Revitalization Overlay District:

(a) Maximum building height: three stories, not to exceed 35 feet.

Please refer to my prior discussion on building height.

(b) Front, side, and rear yard setbacks: The front, side, and rear yard setbacks shall be no less than ten feet, unless adjacent to an existing residential zoning district, in which case the minimum side and rear yard setbacks shall be 30 feet.

The development proposal meets this standard.

(c) Lot coverage maximums shall be those of the underlying zoning district unless a mix of two or more uses is incorporated on site. In such case, all impervious surface areas, including building, parking, etc. shall not exceed more than 80 percent of the site for the entire development.

The development proposal meets this standard.

(d) Parking setback. All parking shall be set back a minimum of ten feet from the ultimate right-of-way along all Brandt Pike and frontages. The parking setback along all collectors or residential streets may be zero feet from the ultimate right-of-way. A minimum of ten feet from the curb line shall be provided for the placement of sidewalks, landscaping and utilities.

The development proposal meets this standard.

- (e) Up to 25 percent of the required parking spaces may be replaced with landscaped area. This area is in addition to any other landscaping requirement.
- (f) Up to 25 percent of the required parking spaces for any development may be compact spaces reduced in total area, width or depth for designated compact vehicle parking. Each compact vehicle parking space shall not be less than nine feet in width and 18 feet in depth.
- (g) Parking Cap. Parking shall not exceed 110 percent of the minimum requirement. A fee shall be paid for each parking space added in excess in accordance with the fee schedule.

Based on these standards, the market-rate apartments meet the parking requirements.

- (h) Curbing. All parking and landscape areas shall be curbed with six-inch concrete except in cases where bioretention basins or similar storm water management methods are utilized. Extruded curb is prohibited.
- (i) Decorative, commercial-quality, bicycle racks, benches and trash receptacles shall be required for all retail and office developments unless specifically waived by the Planning Commission.
- (j) Dumpsters shall be screened on all sides by a minimum six-foot high brick or masonry wall with access via an opaque gate.

1180.09. Sign and graphic standards.

In addition to conformance with Chapter 1189 of the City of Huber Heights Planning & Zoning Code, all signs and graphics shall meet the following requirements:

- (a) Signs must positively influence the overall character and appearance of the streetscape and must be designed to complement the architecture of the building.
- (b) Franchise logos and identification signs shall be permitted only if they are appropriate in size and are integrated into the building façade and street character. This also includes patio umbrella graphics and signage.
- (c) Canopies designed as signs are prohibited.
- (d) Individual letters (either illuminated or nonilluminated) are considered preferable to sign cabinets.
- (e) Signs shall be illuminated only by the following means:
 - (1) By a white, steady, stationary light of reasonable intensity, directed solely at the sign and shielded or otherwise prevented from beaming directly onto adjacent properties or rights-of-way. Light fixtures shall be screened from view by site grading or evergreen shrubs. No exposed light sources (except in the case of a sign made of neon tubing) are permitted.

- (ii) By white interior light of reasonable intensity with primary and secondary images lit or silhouetted on an opaque background. The background must be opaque and preferably made of aluminum (as opposed to Plexiglas) with routed-out or push-through letters and graphics. No additional background lighting or illuminated borders or outlines shall be permitted.
- (f) Ground signs shall be set on grade or be placed on a low masonry base and to take on an architectural appearance compatible with the actual building and the streetscape. Maximum height of grounds signs is six feet from ground level in relation to the back of curb of the nearest street.
- (g) Wall signs are prohibited above the ground floor level or above a height of one inch below the second-floor window line, whichever is lower.

A sign package shall be provided during the detailed development phase.

1180.11 Pedestrian standards.

- (a) Sidewalks are required to connect the street frontage sidewalks to all front building entrances, parking areas, central open space and any other destination that generates pedestrian traffic.
- (b) Sidewalks shall connect to existing sidewalks on abutting tracks and other nearby pedestrian destination points and transit stops.
- (c) Striped crosswalks shall be installed at any major intersection or other location as determined by the Planning Commission.
- (d) Sidewalks shall be a minimum of four feet in width and separated from the curb line by a minimum of five feet of grass and landscaped area, which shall, in any event, comply with the design standards contained herein, unless specifically waived by the Planning Commission.
- (e) All sidewalks and pedestrian connections shall be located a minimum of five feet from any buildings to allow for landscaping, unless arcades or entryways are part of the facade.
- (f) Pedestrian circulation areas shall be provided and clearly defined by the use of sidewalks, walkways or textured or colored paving materials.

All sidewalks should be a minimum of five-feet per the subdivision requirements and to accommodate two people walking side-by-side comfortably.

1180.99 Construction or implementation; permit issuance, invalidation.

- (a) The Planning Commission may modify or waive specific requirements of this section as well as the requirements of Chapter 1185, Parking and Loading, if the Commission determines an improved development plan or better vehicular or pedestrian circulation will result.
- (b) Construction or implementation of the proposed conditional use shall comply with the plans submitted with the application except to the extent those plans are modified by the Planning Commission and shall also comply with all terms of the decision of the Commission.
- (c) The City shall issue a conditional use permit to the extent a conditional use has been permitted by the Commission. The breach of any condition, safeguard or requirement shall automatically invalidate the permit granted and shall constitute a violation of the City's Zoning Ordinance. The penalties for such violations are specified in Section 1125.99
- (d) A conditional use permit shall be deemed to authorize only one particular conditional use and such permit shall automatically expire if, for any reason, the conditional use shall cease for more than one continuous one year.
- (e) A conditional use permit shall be transferable, but only if and when the transferee signs a form provided by the City acknowledging that the transferee is bound by all terms and conditions of the prior approval and permit.

As stated before, the issuance of a conditional use permit for a permitted use is confusing and unnecessary. Staff recommends the Planning Commission waive the conditional use permit and incorporate the necessary standards in the basic development plan.

1181 General Provisions

1181.20 Building materials for dwellings.

(b) Dwellings Over One Story. All first-floor exterior walls of dwellings over one story shall be constructed of brick or other approved masonry type of materials. Other exterior wall areas of dwellings over one story may be constructed of other code approved building materials; provided, however, no vinyl siding shall be permitted, unless permitted under subsection (c) hereof.

The applicant has submitted proposed elevations that that are consistent with this requirement.

Staff Analysis of Standards for approval

The Planning Commission shall review the application, prepared development plan and the facts presented at the hearing. The applicant shall have the burden of proof. No approval shall be given unless the Commission shall find by a preponderance of the evidence that such PUD on the proposed locations:

(a) Is consistent with official thoroughfare plan, comprehensive development plan and other applicable plans and policies;

This development is consistent with the comprehensive plan, which suggests this area be mixed use, as well as the Brandt Pike Revitalization Plan.

(b) Could be substantially completed within the period of time specified in the schedule of development submitted by the developer;

While no phasing plan was submitted with the application, each apartment community will be constructed as one phase.

(c) Is accessible from public roads that are adequate to carry the traffic that shall be imposed upon them by the proposed development. Further, the streets and driveways on the site of the proposed development shall be adequate to serve the residents or occupants of the proposed development;

New roads will be constructed for this development linking it to the existing transportation network.

(d) Shall not impose an undue burden on public services such as utilities, fire and police protection, and schools;

The site is served by adequate utilities.

 (e) Contains such proposed covenants, easements and other provisions relating to the proposed development standards as may reasonably be required for the public health, safety and welfare;

Draft covenants were not included in the application, however the standards set by the Planning Commission during the basic and detailed development planning process will be incorporated into the covenants before any zoning permit is issued.

(f) Shall be landscaped or otherwise improved and the location and arrangement of structures, parking areas, walks, lighting and appurtenant facilities shall be compatible with the existing intended uses, and any part of a PUD not used for structures, parking and loading areas, or accessways;

The applicant is providing adequate screening between all uses.

(g) Shall preserve natural features such as water courses, trees and rock outcrops, to the degree possible, so that they can enhance the overall design of the PUD;

Some existing vegetation will remain, however there are no real natural features on this site.

 (h) Is designed to take advantage of the existing land contours in order to provide satisfactory road gradients and suitable building lots and to facilitate the provision of proposed services;

The site plan takes advantage of the natural grade and existing contours to limit grading beyond the required storm water detention cells.

 (i) Shall place underground all electric and telephone facilities, streetlight wiring and other wiring conduits and similar facilities in any development which is primarily designed for or occupied by dwellings, unless waived by the Commission because of technical reasons;

All utilities will be placed below ground.

(j) Shall not create excessive additional requirements at public cost of public facilities and services and shall not be detrimental to the economic welfare of the community;

This residential development should not create excessive additional requirements to the community.

(k) Shall not involve uses, activities, processes, materials, equipment and conditions of operation that shall be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors; and

Only residential uses are contemplated for this site.

(l) Rezoning of the land to the PUD District and approval of the development plan shall not adversely affect the public peace, health, morals, safety or welfare.

No rezoning is necessary.

STAFF RECOMMENDATION

It is the staff's opinion the proposal meets the standards outlined in Section 1171.06. Staff recommends approval of the Basic Development Plan submitted on June 3, 2022 to construct approximately 184 market-rate apartments and 134 senior apartments within two residential communities. Staff recommends approval with the following conditions:

- 1) Sidewalks shall be required connecting the senior building and along the future roadway
- 2) All sidewalks shall be a minimum of 5' in width
- 3) Street trees be provided 40-foot on center
- 4) A sign package meeting code shall be submitted with the detailed development plans
- 5) A lighting plan shall be submitted with the detailed development plan
- 6) A landscaping plan shall be submitted with the detailed development plan
- 7) In lieu of mounding and screening along the new roadway, clustered landscaping areas shall be provided between the apartments and sidewalks.
- 8) The applicant will comply with all stormwater requirements, per the City Engineer;
- 9) The applicant will comply will all Fire Code requirements, per the Huber Heights Fire Department;

Planning Commission Action

Planning Commission may take the following actions with a motion:

- 1) Approve the Basic Development Plan with or without conditions;
- 2) Deny the Basic Development Plan (the Commission should state the specific reasons for denial); or
- 3) Table the application.



Planning Commission Decision Record

WHEREAS, on May 26, 2022, the applicant, Homestead Development, requested approval of a Basic Development Plan to construct a 135-unit senior community and a 192-unit market rate community on a combined 15.56 acres at 6209 Brandt Pike, further identified as Parcel Number P70 03912 0140 of the Montgomery County Auditor's Map (Case BDP 22-25), and;

WHEREAS, on June 14, 2022, the Planning Commission did meet and fully discuss the details of the request.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission hereby recommended approval of the request.

Ms. Thomas moved to approve the request by the applicant, Homestead Development, for approval of a Basic Development Plan to construct a 135-unit senior community and a 192-unit market rate community on a combined 15.56 acres at 6209 Brandt Pike (Case BDP 22-25), in accordance with the recommendation of Staff's Memorandum dated June 8, 2022, with the following conditions:

- 1. Sidewalks shall be required connecting the senior building and along the future roadway.
- 2. All sidewalks shall be a minimum of 5' in width.
- 3. Street trees be provided 40-foot on center.
- 4. A sign package meeting code shall be submitted with the detailed development plans.
- 5. A lighting plan shall be submitted with the detailed development plan.
- 6. A landscaping plan shall be submitted with the detailed development plan.
- 7. In lieu of mounding and screening along the new roadway, clustered landscaping areas shall be provided between the apartments and sidewalks.
- 8. The applicant will comply with all stormwater requirements, per the City Engineer.

BDP 22-25 – Decision Record

9. The applicant will comply will all Fire Code requirements, per the Huber Heights Fire Department.

Seconded by	Mr. Jeffries.	Roll ca	all showed	I: YEAS: M	s. Opp, Ms.	Vargo, Mr
Jeffries, Ms.	Thomas, and	Mr. Wa	alton. NA	YS: None.	Motion to	recommend
approval carri	ed 5-0.					

Planning Commission June 14, 2022, Meeting City of Huber Heights

- **I.** Chair Terry Walton called the meeting to order at approximately 6:00 p.m.
- **II.** Present at the meeting: Mr. Jeffries, Ms. Opp, Ms. Thomas, Ms. Vargo and Mr. Walton.

Members absent: None.

Staff Present: Aaron K. Sorrell, Interim City Planner, and Geri Hoskins, Planning & Zoning Administrative Secretary.

III. Opening Remarks by the Chairman and Commissioners

IV. Citizens Comments

None.

V. Swearing of Witnesses

Mr. Walton explained the proceedings of tonight's meeting and administered the sworn oath to all persons wishing to speak or give testimony regarding items on the agenda. All persons present responded in the affirmative.

VI. Pending Business

1. None

VII. New Business

 FINAL PLAT - The applicant, DEC Land Co. I LLC, is requesting approval of the final plat for 62 building lots in Carriage Trails – Section 2, Phase 5 (Case FP 22-23).

Mr. Sorrell stated that the applicant requests approval of the final plat for section two, phase five of the Carriage Trails subdivision. This phase contains 62 lots on approximately 16.32 acres.

Conformance with Zoning Regulations

The detailed development plan was approved by the Planning Commission on August 10, 2021.

Staff Analysis

The applicant requests approval of the final plat for section two, phase five of the Carriage Trails subdivision. This final plat accurately reflects the DDP and simply releases drainage easements between two sections.

Fire: None

City Engineer: None

Recommendation

Staff recommends approval of the final plat submitted on May 2, 2022.

Action

Ms. Opp moved to approve the request by the applicant DEC Land Co. I LLC, for approval of a Final Plat for 62 building lots in Carriage Trails – Section 2, Phase 5 (Case FP 22-23) in accordance with the recommendation of Staff's Memorandum dated June 4, 2022, and the Planning Commission Decision Record attached thereto.

Seconded by Ms. Thomas. Roll call showed: YEAS: Ms. Vargo, Mr. Jeffries, Ms. Thomas, Ms. Opp, and Mr. Walton. NAYS: None. Motion to approve carried 5-0.

2. FINAL PLAT - The applicant, GENERATIONS CONSTRUCTION, LLC, is requesting approval of the final plat for 14 building lots in Callamere Farms, Section 6 (FP 22-26).

Mr. Sorrell stated that the applicant requests approval of the final plat for section six of the Callamere Farms subdivision. This phase contains 14 lots on approximately 8.03 acres.

Conformance with Zoning Regulations

The detailed development plan was approved by the Planning Commission on March 23, 2021.

Staff Analysis

The applicant requests approval of the final plat for section six of the Callamere Farms subdivision. This final plat accurately reflects the DDP previously approved by the Planning Commission.

Fire: None

City Engineer: None

Recommendation

Staff recommends approval of the final plat submitted on May 30, 2022.

Action

Mr. Jeffries moved to approve the request by the applicant Generations Construction, LLC, for approval of a Final Plat for 14 building lots in Callamere Farms, Section six (FP 22-26) in accordance with the recommendation of Staff's Memorandum dated June 4, 2022, and the Planning Commission Decision Record attached thereto.

Seconded by Ms. Vargo. Roll call showed: YEAS: Ms. Thomas, Ms. Opp, Ms. Vargo, Mr. Jeffries, and Mr. Walton. NAYS: None. Motion to approve carried 5-0.

3. MINOR CHANGE - The applicant, MELISSA BARRETT, is requesting approval of A Minor Change to increase the wall sign area by approximately 60 SF at Kohl's/Sephora in the Northpark Center (MC 22-24).

Mr. Sorrell stated that the applicant The applicant requests approval to add an additional copy to the existing wall sign, which will increase the size from approximately 192 SF to 252 SF. The request is to facilitate adding the "Sephora" brand to the existing Kohl's sign.

Conformance with Zoning Regulations

Northpark Center Sign Policy

The Northpark Center sign guidelines allow large tenants (over 60,000 SF) to have a maximum wall sign area of up to 250 SF on any one building face and a maximum of 500 SF total. The Kohl's tenant space is approximately 81,000 SF.

Current Application

The applicant seeks a minor change to add one 60 SF internally illumined wall sign below the existing internally illuminated wall sign to highlight the two brands (Kohl's and Sephora). The total wall sign area will increase from 192 SF to 252SF. With this additional sign, the wall signs slightly exceed the maximum size by 2 SF, which is a negligible overage amount.

Staff Analysis

The applicant seeks a minor change to add one internally illumined wall sign below an existing internally illuminated wall sign. Total wall sign area will exceed the maximum size by approximately 2 SF, or 1% of the total sign area. Staff feel this is a negligible overage amount and the new sign is visually proportional to the building frontage and existing sign.

Fire: None received

City Engineer: None Received

Recommendation

Staff recommend approval of the minor change to the sign package as submitted.

Action

Mr. Jeffries moved to approve the request by the applicant Melissa Barrett, for approval of a Minor Change to increase the wall sign area by approximately 60 SF at Kohl's/Sephora in the Northpark Center (Case MC 22-24) in accordance with the recommendation of Staff's Memorandum dated June 4, 2022, and the Planning Commission Decision Record attached thereto.

Seconded by Ms. Opp. Roll call showed: YEAS: Ms. Vargo, Mr. Jeffries, Ms. Thomas, Ms. Opp, and Mr. Walton. NAYS: None. Motion to approve carried 5-0.

4. BASIC DEVELOPMENT PLAN AND REZONING - The applicant, HARTMAN I, LLC, is requesting approval of a Basic Development Plan and Rezoning to Planned Office (PO)at property located at 7611 Old Troy Pike (RZ BDP 22-13).

Mr. Sorrell stated that the applicant requests approval of a basic development plan and rezoning from Planned Commercial to Planned Office to construct a 10,800 square foot healthcare facility for outpatient and emergency services. The applicant anticipates an initial volume of 30-40 patients per day, with a maximum of 50-60 a day once the facility is established.

The site plan for this development has evolved no less than four times since the application was originally submitted, and the City Council has requested the Planning Commission review the latest revision prior to their consideration of the rezoning and basic development plan approval request.

The Planning Commission originally heard this case on April 12, 2022. The original application had no direct access to Taylorsville Road. Prior to the Planning Commission meeting a revised plan was submitted which included a "Right-in / Right-out" on Taylorsville to facilitate site access. The access aligned with a large sewer easement on the eastern side of the site. There was significant discussion among the Planning Commission members regarding this access point and its close proximity to the bank driveway and the Old Troy Pike intersection. Ultimately, the Commission recommended approval of the rezoning and basic development plan with the access point on the eastern side.

Based on the location and depth of the sewer line, and a desire to have full turn access from Taylorsville into the site, the applicant revised the site plan and moved the building slightly west and relocated the access point to the west side of the site. Staff received the revised site plan on April 28, 2022, prior to the May 3rd City Council Work Session.

During the work session there was considerable discussion and concern expressed about adding the curb cut along Taylorsville Road. At the City Council meeting, there was additional concerns expressed about the curb cut access along Taylorsville Road.

The applicant has worked with Rural King to obtain an access agreement along the Taylorsville frontage, which enabled the elimination of the curb cut along Taylorsville Road. Subsequently, the applicant has submitted a revised site plan that utilizes the existing Rural King access point along Taylorsville. The site plan also moves the identification sign to the western side of the site.

City Council has requested the Planning Commission review the revised site plan and make a recommendation prior to Council moving forward with the rezoning legislation.

Staff Analysis

This site plan revision goes a long way to addressing the Taylorsville Road access concerns of the Planning Commission and City Council. The revised site plan conforms to the PO district regulations including parking and buffering. The revised plan also allows the possibility of aligning driveways along Taylorsville at some future point when the Rural King property is redeveloped or improved.

Conformance with Zoning Regulations:

1173 (PO) Planned Office District

The proposed use is principally permitted in the PO district.

The required 15-foot perimeter yard is provided in the revised site plan.

Chapter 1181 General Provisions

The proposal meets the requirements of Chapter 1181, with the exception of the following items are not illustrated on the Basic Development Plan:

- Street trees shall be placed every 40-feet along the public street.
- No exterior lighting plan was submitted. Unless otherwise directed by the Planning Commission, parking light fixtures shall not exceed 25 feet in height.
- Mechanical, waste, and service screening is not illustrated with great detail, but shall comply with the zoning code.

Chapter 1182 Landscaping and Screening Standards

The Basic Development Plan indicates potential locations for landscape islands and trees within the parking areas. Additional detail shall be provided during the detailed development plan phase.

Chapter 1185 Parking and Loading

The proposal generally meets the requirements of Chapter 1185. The applicant is illustrating areas for parking island landscaping. Based on the interior programing, 45 spaces required, and 50 spaces are illustrated. The applicant is working with Rural King on the exact language to allow access through the Rural King parking area.

Chapter 1189 Signs

The applicant is requesting a mixture of signage including one ground mounted sign, three corporate wall signs, three "Emergency" wall signs and one "Ambulance" canopy sign.

The original site plan had the ground mounted sign located on the eastern edge and the applicant requested an 8-feet tall with a sign area of 80 square feet. The height was to account for the grade change between the site and 5/3rd bank.

The code suggests a height limit of 6-feet and not exceed 75 square feet in sign area. The ground sign has been relocated to the western edge of the site, and the grade change should no longer be a factor.

The two "Emergency" wall signs are 75 square feet each, and the three corporate wall signs are 50 square feet each, totaling 300 square feet. The code suggests single wall signs shall not exceed 75 square feet each, and a cumulative total of no more than 150 square feet. If the commission considers the "emergency" signs to be exempt, the wall signs are compliant.

The "Ambulance" canopy sign is 35 square feet and mounted above the canopy. The code suggests canopy signs are only permitted along street frontage and may not project above the canopy. While not along a street frontage, the canopy covers the ambulance entrance and a variance from the code requirements seems reasonable.

Recommendation

Staff feels the standards of approval outlined in 1171.06 can be met and therefore staff recommends approval of the rezoning from Planned Commercial to Planned Office and approval of the basic development plan with the following conditions:

- Street trees shall be placed every 40-feet along Taylorsville Road.
- The applicant shall comply with Chapter 1181.18 Screening of Service Structures.
- The applicant shall comply with Chapter 1181.21 Lighting Standards.
- The applicant shall comply with Chapter 1182 Landscaping and Screening.
- Wall and canopy signs shall be similar to those submitted in the sign package submitted to the Planning Commission on April 12, 2022.
- Ground signs shall not exceed 6-feet in height.
- Applicant shall comply will all fire code requirements.

Discussion on the rezoning.

Action

Ms. Thomas moved to approve the request by the applicant Hartman I, LLC, for approval of a Basic Development Plan and Rezoning to Planned Office (PO) for property located at 7611 Old Troy Pike (RZ BDP 22-13) in accordance with the recommendation of Staff's Memorandum dated June 4, 2022, and the Planning Commission Decision Record attached thereto.

Seconded by Mr. Jeffries. Roll call showed: YEAS: Mr. Jeffries, Ms. Thomas, and Mr. Walton. NAYS: Ms. Opp and Ms. Vargo. Motion to approve carried 3-2.

 BASIC DEVELOPMENT PLAN AND REZONING - The applicant, HOMESTEAD DEVELOPMENT, is requesting approval of a Basic Development Plan to construct 135-unit senior community and a 192-unit market rate community on a combined 15.56 acres. Property located at 6209 Brandt Pike (BDP 22-25).

Mr. Sorrell stated that this project grew out from the Brandt Pike Redevelopment Plan (2017), which identified a need and demand for senior housing and market-rate multi-family housing along and near the Brandt Pike corridor. The City subsequently purchased the shopping center to facilitate redevelopment. New developments within this site include: Dayton Metro Library Huber Heights Branch, Dogtown, and the shopping center will be refaced with a brick / stone façade. TIF proceeds from the proposed apartment developments, as well as future developments may fund the façade and public infrastructure upgrades.

The applicant is requesting basic development plan approval for a 184-unit market-rate apartment community and a 135-unit senior apartment community. While this application covers approximately 15.56 acres, the overall area zoned PM exceeds 20 acres.

The area zoned PM has a mix of uses including retail, commercial, public use (library) and planned residential.

All uses being considered are compatible with the neighboring properties. Extensive natural vegetation exists that will buffer and screen the proposed development and the existing homes to the west.

The overall campus development is focused around a wet detention area and has large areas of open space. The combined proposed residential development sites are approximately 40% open space.

The parking areas are arranged for the convenience of the residents but are broken up with landscape islands and covered parking areas.

Sidewalks are indicated along the future road frontage of non-senior multi-family building. Staff recommends sidewalks also be provided for the senior facility residents.

No sign details were provided for this application but will be submitted during the detailed development phase.

While no height maximum height restriction exists in the PM district, the Brandt Pike Overlay District has a maximum height of three stories or 35 feet. The proposed non-senior apartments have both two- and three-story buildings. The two-story buildings are 34 feet to the roof peak and the three-story buildings are 44 feet to the roof peak. The applicant is proposing the market-rate apartments will have mixture of two- and three-story buildings along the west side of the site, which is closest to the existing single-family neighborhood. This arrangement will breakup the building massing along the western edge and the buildings are sited approximately 150-feet from the back of the single-family homes.

The three-story senior buildings will also be at least 150-feet from the back of the single-family homes. Additionally, the building is oriented in such a way that only the endcaps, and not the full building length, are facing the single-family homes.

Staff feels both the market rate site plan and senior building site plan provides a significant visual buffer and a nine (9) foot variance from the maximum height is acceptable. A landscaping plan has not been submitted at this time. Staff

recommends a mixture of street trees, and clustered plantings along the eastern edge of the market-rate and senior apartments. Staff feels a six-foot high earthen mound is inappropriate for this site and will interfere with pedestrian access from the apartments to the sidewalk network.

The applicant is proposing a five-foot earthen mound and evergreen plantings along the west edge to screen the development from the existing single-family homes.

Areas for parking landscaping are illustrated in the basic development plan. The applicant shall submit additional details during the detailed development phase.

The zoning code requires two-space per multi-family unit. In the non-senior community, the applicant is proposing 357 parking spaces for 184 units, or 1.94 spaces per unit. Of the 184 units, 84 are one-bedroom apartments which are less likely to have two vehicles. Additionally, most communities have begun reducing parking minimums of non-senior multi-family apartments to approximately 1.5 spaces / unit. Staff feels the amount of parking proposed for the non-senior community is adequate.

The applicant is proposing 134 spaces for 135 units, or .99 spaces per unit. Most senior living facilities have a 1:1 parking ratio because the majority of residents either live alone or only have one vehicle in the household. Staff feels the amount of parking provided is acceptable at this time. There is room to provide additional parking in the front of the building if management determines it's necessary in the future. However, at this point in time, staff does not think sacrificing greenspace for parking is necessary.

Staff feels issuing a conditional use permit/approval for this type of development is confusing and unnecessary. Staff recommends incorporating the standards, where appropriate, in the overall basic development plan approval and subsequent detailed development plan approval. This section of the overlay district should be revisited in the future and revised for clarity and intent.

STAFF RECOMMENDATION

It is the staff's opinion the proposal meets the standards outlined in Section 1171.06. Staff recommends approval of the Basic Development Plan submitted on June 3, 2022 to construct approximately 184 market-rate apartments and 134 senior apartments within two residential communities. Staff recommends approval with the following conditions:

- Sidewalks shall be required connecting the senior building and along the future roadway
- 2) All sidewalks shall be a minimum of 5' in width
- 3) Street trees be provided 40-foot on center
- A sign package meeting code shall be submitted with the detailed development plans
- 5) A lighting plan shall be submitted with the detailed development plan
- 6) A landscaping plan shall be submitted with the detailed development plan
- In lieu of mounding and screening along the new roadway, clustered landscaping areas shall be provided between the apartments and sidewalks.
- 8) The applicant will comply with all stormwater requirements, per the City Engineer;

9) The applicant will comply will all Fire Code requirements, per the Huber Heights Fire Department.

Numerous neighbors were present and asked questions about the development.

<u>Action</u>

Ms. Thomas moved to approve the request by the applicant Homestead Development, for approval of a Basic Development Plan to construct 135-unit senior community and a 192-unit market rate community on a combined 15.56 acres. Property located at 6209 Brandt Pike (BDP 22-25) in accordance with the recommendation of Staff's Memorandum dated June 8, 2022, and the Planning Commission Decision Record attached thereto.

Seconded by Mr. Jeffries. Roll call showed: YEAS: Ms. Opp, Ms. Vargo, Mr. Jeffries, Ms. Thomas, and Mr. Walton. NAYS: None. Motion to approve carried 5-0.

VIII. A	dditional	Business
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None.

IX. Approval of the Minutes

None.

X. Reports and Calendar Review

DDP - The Waverly

DDP - Sheetz

MJC - Wayne High School

XI. Upcoming Meetings

June 8, 2022 July 12, 2022

XII. Adjournment

There being no further business to come before the Commission, the meeting was adjourned at approximately 8:18 p.m.

Terry Walton, Chair	Date
Geri Hoskins, Administrative Secretary	Date

BDP 22-25 Homestead Development

Approval of Basic Development Plan for 135-unit senior community and 192-unit market rate community

July 19, 2022

Site Details:

- 15.56 acres
- Zoned: PM (Planned Mixed-Use)
 BPO (Brandt Pike Revitalization Overlay District)
- Site is vacant land
- Adjacent land: West R4; North PC; East PM; South PP/B3

Development Details:

- Applicant is requesting basic development plan approval
 - 135-unit senior community
 - 192-unit market rate community (non-income restricted)



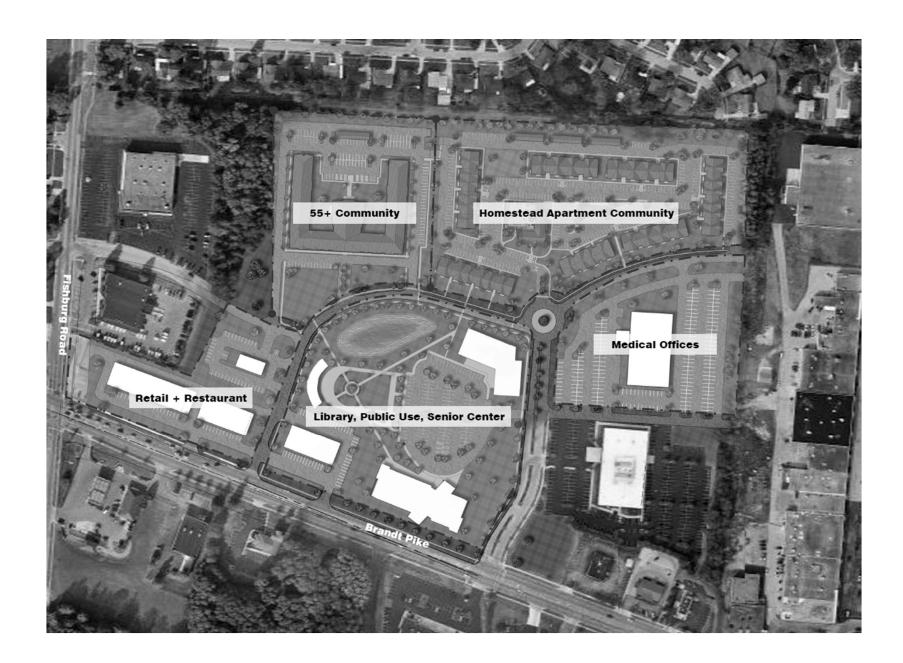
Planning Background

- Brandt Pike Target Redevelopment Plan (2017)
 - Identified a need for senior and market rate multi-family housing in area
- City purchased the former shopping center to facilitate redevelopment:
 - Huber Heights Branch Library
 - Dogtown
 - Shopping center façade improvements
- TIF proceeds may be used to fund costs of façade improvements and public infrastructure

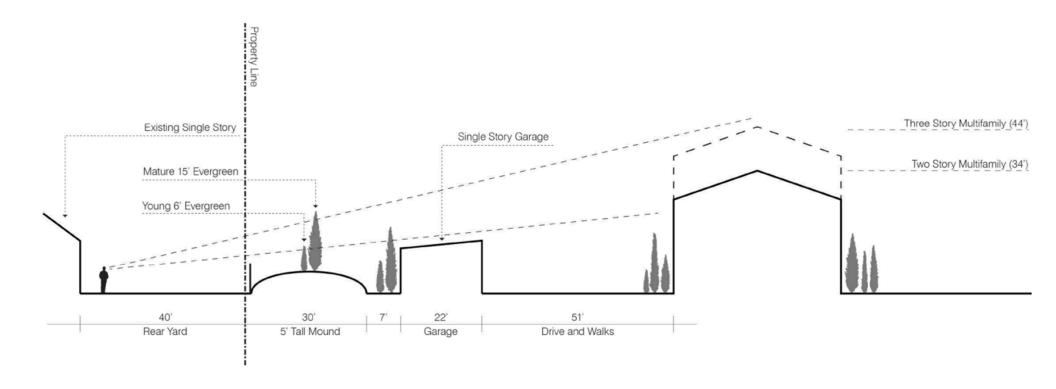












Conformance with Zoning Regulations

1179 Planned Mixed Use District

- The proposed uses are principally permitted in the PM district.
- Approximately 40% Open Space (25% required)
- Approximately 37-foot buffer between residential area and back of garages (25-foot required)
- Not included in the BDP submission:
 - Signage, landscaping, and lighting plans

Conformance with Zoning Regulations

1179.07 Landscaping

- A landscaping plan has not been submitted
- Staff recommends clusters of plantings and street trees along frontage
- Staff does not feel mounding is appropriate along frontage

1179.08 Parking and Loading

- Code requires 2 spaces / unit
 - Non-senior facility has 1.94 spaces / unit
 - Senior facility has .99 spaces / unit
 - Staff feels this is acceptable at this time.

1180 Brandt Pike Revitalization Overlay District

- Proposal generally meets the standards of the BPO
- BPO has a height-limit of three stories, or 35-feet.
 - Staff recommended planning commission waive this requirement.
- Sidewalks should be a minimum of 5-feet in width

1181 General Standards

 Proposed elevations are consistent with the building material requirements.

Other Considerations:

- Applicant is seeking basic development plan approval
- The follow details will need to be reviewed during the detailed development phase:
 - Signage
 - Landscaping
 - Lighting

Staff Analysis and Recommendation

Staff feels the standards of approval outlined in 1171.06 can be met and therefore staff recommends approval of the basic development plan with the following conditions:

- 1. Sidewalks shall be required connecting the senior building and along the future roadway
- All sidewalks shall be a minimum of 5' in width
- 3. Street trees be provided 40-foot on center
- 4. A sign package meeting code shall be submitted with the detailed development plans
- 5. A lighting plan shall be submitted with the detailed development plan
- 6. A landscaping plan shall be submitted with the detailed development plan
- 7. In lieu of mounding and screening along the new roadway, clustered landscaping areas shall be provided between the apartments and sidewalks.
- 8. The applicant will comply with all stormwater requirements, per the City Engineer;
- 9. The applicant will comply with all Fire Code requirements.

Planning Commission:

- Voted 5-0 to approve the Basic Development Plan.
- Two residents spoke at the meeting:
 - Concerns about existing flooding this project will improve drainage and reduce or eliminate their flooding issues.
 - Building height
 - General noise concerns

CITY OF HUBER HEIGHTS STATE OF OHIO

ORDINANCE NO. 2022-O-

TO APPROVE A BASIC DEVELOPMENT PLAN FOR THE PROPERTY LOCATED AT 6209 BRANDT PIKE AND FURTHER IDENTIFIED AS PARCEL NUMBER P70 03912 0140 ON THE MONTGOMERY COUNTY AUDITOR'S MAP AND ACCEPTING THE RECOMMENDATION OF THE PLANNING COMMISSION (CASE BDP 22-25).

WHEREAS, the citizens of Huber Heights require the efficient and orderly planning of land uses within the City; and

WHEREAS, the City Planning Commission has reviewed Case BDP 22-25 and on June 14, 2022, recommended approval by a vote of 5-0 of the Basic Development Plan; and

WHEREAS, the property subject to this legislation is one of several key properties identified as essential to the redevelopment of the Brandt Pike corridor as outlined in the City's 2017 Brandt Pike Corridor Revitalization Study; and

WHEREAS, the committed investment of public assets such as a library, senior center, and public park in close proximity to 6209 Brandt Pike compels the City to further redevelopment efforts involving other properties near parcel number P70 03912 0140; and

WHEREAS, the City Council has considered the totality of this issue.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Huber Heights, Ohio that:

Section 1. The application requesting approval of a Basic Development Plan (Case BDP 22-25) is hereby approved in accordance with the Planning Commission's recommendation and following conditions:

- 1. Sidewalks shall be required connecting the senior building and along the future roadway.
- 2. All sidewalks shall be a minimum of 5 feet in width.
- 3. Street trees shall be provided 40-foot on center.
- 4. A sign package meeting code shall be submitted with the Detailed Development Plan.
- 5. A lighting plan shall be submitted with the Detailed Development Plan.
- 6. A landscaping plan shall be submitted with the Detailed Development Plan.
- 7. In lieu of mounding and screening along the new roadway, clustered landscaping areas shall be provided between the apartments and sidewalks.
- 8. The applicant will comply with all stormwater requirements, per the City Engineer.
- 9. The applicant will comply will all Fire Code requirements, per the Huber Heights Fire Division.
- 10. Prior to the issuance of a zoning permit, the applicant shall enter into a PUD Agreement with the City for the purpose, but not the sole purpose, of establishing the development obligations of the applicant and requiring the submittal of a performance bond, cash bond, or letter of credit to insure the installation of landscaping as approved. The bond or letter of credit shall be in an amount equal to the applicant's estimate of the cost of installation as approved by the Planning Department and shall remain in effect until such time as the landscaping has been completed as determined by the Planning Department. Upon completion of the installation of landscaping as required by the approved landscape plan, the applicant may request release of the performance bond or letter of credit. Following an inspection by the Planning Department and upon determination by the department that the landscaping has been completed in accordance with the approved landscaping plan, 80% of the performance bond or letter of credit may be released. However, the performance bond or letter of credit will not be released until a maintenance bond lasting three growing seasons, or letter of credit equal to 20% of the initial performance bond or letter of credit to ensure maintenance of the landscaping, is submitted to and accepted by the Planning Department. The term of the maintenance bond shall be three growing seasons.

Section 2. The City Manager is hereby authorized and directed to contact the owners of the following parcels for the express purpose of furthering the development of new private-public partnerships intended to support the redevelop of said parcels in the spirit of the 2017 Brandt Pike Corridor Revitalization Study:

P70 02002 0001	P70 02015 0001	P70 02015 0002
P70 02015 0004	P70 02015 0005	P70 02015 0008
	P70 03912 0082	

Section 3. It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of this Council, and that all deliberations of this Council and of any of its Committees that resulted in such formal action were in meetings open to the public and in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

Section 4. This Ordinance shall Charter of the City of Huber Heights	go into effect upon its passage as provided by law and the .
Passed by Council on the da Yeas; Nays.	y of, 2022;
Effective Date:	
AUTHENTICATION:	
Clerk of Council	Mayor
Date	Date

AI-8592 New Business A.
City Council Meeting City Council

Meeting Date: 08/08/2022

Tax Review Board Appointment - S. Richardson

Submitted By: Anthony Rodgers

Department: City Council

Council Committee Review?: Council Work Session

Date(s) of Committee Review: 08/01/2022

Audio-Visual Needs: None Emergency Legislation?: No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

A Motion To Appoint Samuel Richardson To The Tax Review Board For A Term Ending December 31, 2023.

Purpose and Background

The City's interview panel recommends the appointment of Samuel Richardson to the Tax Review Board for a term ending December 31, 2023. A background check has been completed on Mr. Richardson by Human Resources.

Fiscal Impact

Source of Funds: N/A
Cost: N/A
Recurring Cost? (Yes/No): N/A
Funds Available in Current Budget? (Yes/No): N/A

Financial Implications:

Attachments

Application - S. Richardson



Application For RECEIVED ON: City Boards and Commission \$ 2022

6131 Taylorsville Road Huber Heights, Ohio 45424 Phone: (937) 233-1423 Fax: (937) 233-1272 www.hhoh.org An Equal Opportunity Employer

Board or Commission Applied For:

Qualified applicants are considered for all positions without regard to LERK OF COUNCIL color, religion, sex, national origin, marital or veteran status, or disability.

Date Applied:

PLEASE COMPLETE <u>ALL</u> SECTIONS AND <u>EACH</u> QUESTION COMPLETELY AND ACCURATELY

Personnel Appeals	2012 Tax Review	07/12/2022	
Richardson	Samuel	Saul	
Last Name	First Name	Middle Name	
6919 Serene Pl	ace Huber Heights	OH 45424	
Address	City	State Zip Code	
8.	412-901-2944	5.5. Richardson@outlook.co	~
Home Phone Number	Daytime Phone Number	E-mail Address	

EDUCATION

	SCHOOL	COURSE OF STUDY OR DEGREE EARNED
HIGH SCHOOL	North Versailles PA	Diploma, General
COLLEGE	Clarion University of Renalyvania	B.S. in Public Relations, Advertisingd Corporate Communications
GRADUATE SCHOOL	Mississippi College School of Law Jackson, MS	J.D. Claw dogree)
OTHER (Specify)	Clarion University of Penalwania Llarion, PA	Centificate in Advanced Paralegal Studies

COMMUNITY INVOLVEMENT

currently do belor	profit organizations to which you have belonged or ng, and your dates of service.
Organization	Dates of Service
Clarian University Paralegal Advisory Bo	and 2021- Present
Freemasons	2019 - Present
Dayton Bar Association	2022 - Present
Kappa Kappa Psi	2015 - 2018

EMPLOYMENT HISTORY

Name of Employer	Position(s) Held	Dates of Employment
Shelby County COH)	Assistant Public Defender	08/2021 - Present
Samuel Soul Richardson Cll		03/2022 - Present
1 2	Property Teaching Assistant	01/2020-05/2021
O 11 1	Human Resources Specialist	08/2012-08/2018
North Versailles Township	Road + Parks Laborer	06/2012-07/2014

REFERENCES

	173 Louthon Road	
Jenny Goehring	Darlington PA 16115	724-544-9907
Name	Address 5401 Coleraine Drive	Telephone Number
Taylor Lewin	Huber Heights, OH 45424	937-516-0808
Name	Address 558 Rossevelt Avenue	Telephone Number
Kajthyn Atkins	Modison TN 37115	256-727-0378
Name	Address	Telephone Number

STATEMENT OF INTEREST

Please tell us why you are interested in serving on this board or commission

See attached.		
	The state of	

REQUIREMENTS AND APPLICANT STATEMENT

Are you at least 18 years of age? Xes Do
Do you currently reside in the City of Huber Heights? ★ Yes □ No
Have you resided in the City of Huber Heights for at least one year prior to making this application? ★ Yes □ No
Are you a registered voter?
Are you willing to sign a release to allow the City of Huber Heights to perform a background screening and criminal records check? ▼Yes □ No
I certify that all of the information furnished in this application and its addenda are true and complete to the best of my knowledge I understand that the City of Huber Heights may investigate the information I have furnished and I realize that any omissions, misrepresentation or false information in this application and/or its addenda may lead to revocation of any volunteer appointment. I hereby acknowledge that I, voluntarily and of my own free will, have applied for a volunteer position with the City of Huber Heights with the understanding that the City may use a variety of screening procedures to evaluate my qualifications and suitability for appointment. I have been advised that these screening procedures might include, but are not limited to, interviews, criminal record checks, driving records checks and reference checks. I also acknowledge that any such screening procedures, as reasonably required by the City of Huber Heights, are prerequisites to my appointment to a volunteer position with the City of Huber Heights. In addition, I also hereby understand that the City of Huber Heights cannot guarantee the confidentiality of the results of, or information obtained through the aforementioned screening procedures. Decisions of the Ohio Supreme Court regarding the Ohio Public Records Act indicate that, with certain enumerated exceptions, records maintained by a governmental entity are a matter of public record and, should a proper request be made by a member of the public for such records, the governmental entity would be required to make such records available to that member of the public within a reasonable time. Additionally, all information furnished in this application is subject to disclosure under the Ohio Public Records Act.
Therefore, in consideration of my application being reviewed by the City of Huber Heights, under no legal disability, and on beha of my heirs and assigns, hereby release and agree to hold harmless the City of Huber Heights and any of its agents, employees, or related officials from any and all liability, whatever the type and nature resulting from the administration of any such screening procedures and/or release of the results therefrom. Samt Samt Market City of Huber Heights, under no legal disability, and on beha of my heirs and assigns, hereby release and agree to hold harmless the City of Huber Heights and any of its agents, employees, or related officials from any and all liability, whatever the type and nature resulting from the administration of any such screening procedures and/or release of the results therefrom.
Signature Date

July 12, 2022

RECEIVED ON:

JUL 1 4 2022

Huber Heights City Council c/o Anthony Rodgers, Clerk of Council 6131 Taylorsville Road Huber Heights, OH 45424

CLERK OF COUNCIL

Huber Heights City Council:

I am highly interested in serving on a Board or Commission with the City. I believe that many great things can be done at the local level, but it is an often-overlooked part of our country's framework. I would like to be more involved and get to know my City better and I think that this would be the right area for me to be involved in.

I would like to apologize for my application being late. The website states that you wanted applications in by July 8, however, my one year residency in Huber Heights was not satisfied until today, July 12. Additionally, I know that I listed both the Personnel Appeals Board or the Tax Review Board on my application. Because I am late I was unsure if either of those were filled, and I believe that I would be a great fit for either one. I also know that at least one of the positions for the Tax Review Board has been posted on the City website for quite some time

First, because I am an attorney and know how the law is interpreted. I enjoy legal research and would use all of my skills while serving on either of these positions. Although none of my legal experiences are in these particular areas, I am very passionate about expanding my knowledge bases. Secondly, either of these positions will not only allow me to help the community at large, but it will help me become a more well-rounded attorney. I look forward to the opportunity to 'grow with' with the City.

I have attached my resume along with the application and would be happy to provide any additional information requested by the Council. Thank you in advance for your consideration and I look forward to your response.

Sincerely,

Samuel Saul Richardson, Esq.

Sand Scent light

6919 Serene Place

Huber Heights, OH 45424

Samuel Saul Richardson, Esq.

6919 Serene Place • Huber Heights, OH 45424 • (412) 901-2944 • S.S.Richardson@outlook.com

EDUCATION

Mississippi College: School of Law, 151 E. Griffith St, Jackson, MS

May 2021

Juris Doctor

Certificate in Pro Bono

GPA: 3.46/4.00

Class Rank: 24/82

Honors: Cum Laude

Activities:

President, International Law Society

Vice-President, ACLU

Mississippi Defense Lawyer's Association

Phi Delta Phi

Clarion University of Pennsylvania, 840 Wood St, Clarion, PA

May 2018

Certificate in Advanced Paralegal Studies

GPA: 4.00/4.00

Clarion University of Pennsylvania, 840 Wood St, Clarion, PA

May 2017

Bachelor of Science in Public Relations, Advertising, and Corporate Communications

Minors in Political Science and Speech Communication

Activities:

Joint Chair, Kappa Kappa Psi

President, Phi Mu Alpha

President, Student Veterans Association

Symphony Orchestra

Section Leader, Marching Band Host, Eagle Media Productions

EXPERIENCE

The Law Office of Samuel Saul Richardson, LLC, P.O. Box 24252, Huber Heights, OH

March 2022-Present

Attorney-at-Law

Operate a general practice solo law firm out of a virtual office in the Greater Dayton Area.

Shelby County (OH), 129 E. Court St, Sidney, OH

August 2021-Present

Assistant Public Defender

Cover all misdemeanor traffic and DUI cases; Cover all probation violations arising from traffic cases; Conduct felony arraignments; Conduct legal research for certain felony cases.

Mississippi College: School of Law, 151 E. Griffith St, Jackson, MS

January 2020-May 2021

Property Teaching Assistant for Professor Alina Ng

Prepare and host tutoring sessions for 1L students. Present questions for the students to review.

Law Offices of Ali & Associates, P.A., 713 S. Pear Orchard Rd. Suite 205, Ridgeland, MS

Legal Assistant

February 2021-April 2021

Prepare applications and write briefs for asylum, employment authorization, bond, and any other immigration matters. Conduct research on immigration cases.

Mississippi College: School of Law, 151 E. Griffith St, Jackson, MS

August 2020-November 2020

Education Law and Policy Clinic Limited Practice Student Attorney

Filed complaints in federal and state court on behalf of students. Conducted research on education law and due process matters. Represented clients (with supervision) during meetings with school districts.

Chhabra & Gibbs, P.A., 120 N. Congress St. Suite 200, Jackson, MS

July 2019-December 2019

Law Clerk and French Interpreter

Prepare applications for asylum, employment authorization, bond, and other immigration matters. Conduct research on immigration cases. Prepare complaints for plaintiff personal injury claims. Interpret meetings with clients whose primary or only language is French. Conduct research on municipal and workers' compensation cases.

Pennsylvania Army National Guard, 160 George Jr. Rd, Grove City, PA

August 2012- August 2018

Human Resources Specialist and Field Artillery Cannon Crewmember

Updated and maintained the personnel records of unit soldiers. Assisted Supply Section with the transfer and turn-in of all individual military gear. Provided maintenance and accountability of section vehicles and equipment.

Samuel Saul Richardson, Esq.

6919 Serene Place • Huber Heights, OH 45424 • (412) 901-2944 • S.S.Richardson@outlook.com

PUBLICATIONS

36 Thomas M. Cooley Law Review 1

Then and Now: Pestilence, Police Power, and Private Property

Summer 2021

VOLUNTEER & COMMUNITY SERVICE

Pennsylvania Western University- Clarion, Clarion, PA

November 2021-Present

Paralegal Advisory Board

Propose curriculum changes and adaptations to best prepare students for a career in the legal profession.

Mississippi College: School of Law Veterans Legal Aid Clinic, Jackson, MS

October 2018-April 2020

Volunteer Law Student

Assist with client interviews. Conduct client intake process. Organize student and attorney volunteers. Conduct research on client cases with a wide range of topics including, but not limited to: personal injury, small claims court, eviction, § 1983 actions, and breach of contract.

Mission First, Jackson, MS

September 2018-April 2020

Legal Aid Clinic Volunteer

Assist with client interviews. Conduct client intake process.

Urban Voice Cambodia via Love Volunteers, Phnom Penh, Cambodia

July 2015

Communication/Advocacy Volunteer Officer

Supported staff on the preparation and editing of blog and website content. Reviewed and edited English uses on translated documents prepared for donors and directors. Attended protests to provide on-the-spot grammatical corrections.

Vision of Hope Ministries via First Evangelical Free Church, Cap Haitien, Haiti

June 2012

Missions Team Member

Organized, ran, provided security and limited translation for a community medical clinic. Assisted in building a wall around the church compound. Assisted in running religious services.

ADDITIONAL INFORMATION

LANGUAGE:

· Proficient in French (read, write, speak intermediate)

LICENCES:

- VA Accreditation #GCL102702
- EOIR Registration #DD121546
- Ohio Law License #0101691
- Tennessee Law License #039381
- Class B Commercial Drivers License #VJ389678

AWARDS:

- Mississippi Bar Association Section on Litigation Award (June 2021)
- American Planning Association: Planning and Law Division's 37th Annual Smith-Babcock-Williams Writing Competition, Honorable Mention (December 2020)
- Best Paper Award, Elder Law (Fall 2020)
- Best Paper Award, International Law (Spring 2020)

OTHER INVOLVEMENT:

- Freemasons
- TAMA Martial Arts

AI-8593 New Business B.
City Council Meeting City Council

Meeting Date: 08/08/2022

Military and Veterans Commission Appointment - J. Held

Submitted By: Karen Powell Department: City Council

Council Committee Review?: Council Work Session

Date(s) of Committee Review: 08/01/2022

Audio-Visual Needs: None Emergency Legislation?: No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

A Motion To Appoint Jeffrey Held To The Military And Veterans Commission For A Term Ending December 31, 2024.

Purpose and Background

The City's interview panel recommends the appointment of Jeffrey Held to the Military and Veterans Commission for a term ending December 31, 2024. A background check on Mr. Held was completed previously through Human Resources. Mr. Held was appointed as an Ex Officio member of the Military and Veterans Commission in March, 2022, but has since established residency as an elector in the City and wishes to be appointed as a member of the commission.

Fiscal Impact

Source of Funds: N/A
Cost: N/A
Recurring Cost? (Yes/No): N/A
Funds Available in Current Budget? (Yes/No): N/A

Financial Implications:

Attachments

No file(s) attached.

AI-8591 New Business C.
City Council Meeting City Manager

Meeting Date: 08/08/2022

Public Safety Levy - Community Engagement

Submitted By: Bryan Chodkowski

Department: City Manager

Council Committee Review?: Council Date(s) of Committee Review: 08/01/2022

Work Session

Audio-Visual Needs: None Emergency Legislation?: No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

A Resolution Authorizing The City Manager To Contract With The Impact Group For Municipal Communication Services. (first reading)

Purpose and Background

As City Council is aware, there are two income tax levies scheduled to expire, one in 2024 and the other in 2025. For the City to prepare effective operational strategies related to these levies, it is essential that the City Council and City Staff develop and execute a strategic communications plan. The Impact Group has provided the City with a proposal for such a communication plan. As proposed, The Impact Group will determine the community's knowledge of municipal services. define a fact-based, content-neutral education plan in response to the community's baseline knowledge of municipal services, and execute the delivery of said education plan.

Fiscal Impact

Source of Funds: General Fund

Cost: \$74,000

Recurring Cost? (Yes/No): No Funds Available in Current Budget? (Yes/No): Yes

Financial Implications:

Attachments

Resolution Exhibit A

CITY OF HUBER HEIGHTS STATE OF OHIO

RESOLUTION NO. 2022-R-

AUTHORIZING THE CITY MANAGER TO CONTRACT WITH THE IMPACT GROUP FOR MUNICIPAL COMMUNICATION SERVICES.

WHEREAS, the citizens of Huber Heights require the efficient and orderly delivery of municipal services; and

WHEREAS, the City of Huber Heights has a desire to meaningfully communicate with community stakeholders regarding available services and attributes of the City; and

WHEREAS, the City of Huber Heights further desires to provided public information outreach services to communicate the value of City services provided to the community; and

WHEREAS, The Impact Group was previously engaged by the City to provided public information outreach services in 2014 and 2015.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Huber Heights, Ohio that:

- Section 1. The City Manager is hereby authorized to contract with The Impact Group, in accordance with the proposal attached hereto as Exhibit A, as if incorporated herein, for an amount not to exceed \$74,000.00.
- Section 2. That this contract is awarded in accordance with Section 171.12(a)(4) of the City Code of the City of Huber Heights.
- Section 3. It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of this Council and that all deliberations of this Council and of any of its Committees that resulted in such formal action were in meetings open to the public and in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

Section 4. This Resolution shall go into effect upon its passage as provided by law and the Charter of the City of Huber Heights.

Passed by Council on the days.	ay of, 2022;
Effective Date:	
AUTHENTICATION:	
Clerk of Council	Mayor
Date	



City of Huber Heights

Community Engagement/Communications

City of Huber Heights

Community Engagement/Communications

Bryan Chodkowski - Interim City Manager **Sarah Williams** - Community Engagement Specialist
6131 Taylorsville Rd.

Huber Heights, OH 45424

Dear Mr. Chodkowski and Ms. Williams,

It is with great excitement that we submit the following proposal to the City of Huber Heights for a strategic communications plan and communication services. We believe our track record of positive collaboration with cities and municipalities will serve us well as we partner together to provide the City of Huber Heights with a full-service solution to your communications needs.

The Impact Group's comprehensive and innovative approach to the communications process will deliver a streamlined strategy that is both creative and appealing, while maintaining the essential elements of practicality and ease of implementation.

Based in Hudson, Ohio, our firm offers a host of capabilities featuring a talented team of professionals with diverse backgrounds and one thing in common: results. We have a successful history of driving results for clients with a strong emphasis on communications strategy and target audience delivery. Our services encompass a wide range of strategies, including those needed to carry out a highly tactical and streamlined communications plan. These include hyper-targeted message development, the creation of detailed communications expectations and a communications Gantt chart, among others.

Since 2000, The Impact Group has assisted local governments, state agencies, boards of developmental disabilities, k-12 education, higher education, non-profits and corporations in developing and strengthening their marketing and public relations strategies, specializing in a holistic approach to communications and planning. We are at our best when helping others reach their goals and believe in the tremendous power of relationships as a driving force with our clients and stakeholders.

Please contact us at our information below if you have any questions regarding our proposal or qualifications. Thank you in advance for your consideration.

Sincerely,

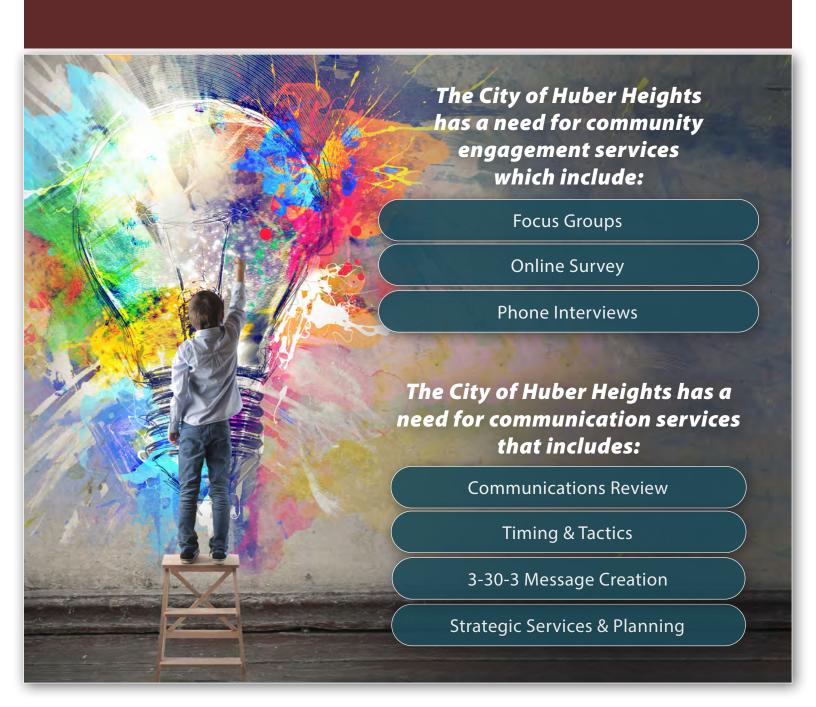
Tom Speaks

Lauren Scherr

Principal tspeaks@igpr.com 330.329.5680 Manager of New Business Development lscherr@igpr.com 216.402.1665

Project Overview

The City of Huber Heights has a desire to meaningfully communicate with community stakeholders regarding available services and attributes of the city. The community engagement/communications services initiative will serve as a public information outreach to communicate the value that The City of Huber Heights provides to the individuals that they serve.



Community Engagement and Data Collection

The City of Huber Heights must gather data to ensure its community has an opportunity to provide feedback about their community. To uncover this critical information, The Impact Group is proposing the following:

- Leadership Team Whiteboard Session
- Stakeholder Focus Groups
- Online Community Survey
- Phone Interviews

LEADERSHIP TEAM WHITEBOARD SESSION

The Impact Group will conduct a whiteboard session with the leadership team to define the goals and objectives for data collection process. This session will drive the development of the focus group questions.

STAKEHOLDER FOCUS GROUPS

The methodology uses focus groups to gather valuable community and stakeholder input and insight regarding the perceptions of the City of Huber Heights. This qualitative data will be used in the designing of the communication plan.

Over the past 20 years, The Impact Group has conducted hundreds of successful focus groups for organizations that rely on public tax revenue to serve the greater community. You will discover an accurate picture of the vital perspectives of your community and key stakeholders utilizing proven focus group methodologies. This technique will provide in-depth information that will be critical in the development and implementation of the communications plan.

The Impact Group proposes four (4) focus groups for this project. The City of Huber Heights leadership team is responsible for inviting participants to the focus groups.

STAKEHOLDER FOCUS GROUPS CONT.

The focus groups will be scheduled so that all focus groups will be conducted in person (or virtual if requested) on two consecutive days. The Impact Group will lead all focus group sessions, record discussions and present a final report of our observations.

- Three (3) Community Partner or Organization Focus Groups (no limit to group size)
- One (1) Employee or Staff Focus Group (no limit to group size)

The City of Huber Heights will provide contact names of potential participants. The Impact Group will provide support materials to assist in the invitation of community partners and employees.

ONLINE COMMUNITY SURVEY

The Impact Group will conduct an online community survey as an additional measure of data compilation. The goal of the survey is to create an easy, flexible mechanism to ensure maximum participation from all stakeholders. Survey questions will closely mirror those utilized in focus groups. The Impact Group will send a survey link to the City of Huber Heights' City Manager to be distributed on multiple platforms to maximize participation.

PHONE INTERVIEWS

The Impact Group will conduct five (5) phone interviews with key community influencers as approved by the City Manager. The City of Huber Heights' City Manager will provide names and contact information of potential participants.

COMMUNICATIONS REVIEW

The Impact Group will perform a communications review by looking at the existing communication platforms being utilized in the city. Based on the review and our understanding of communication best practices, The Impact Group will recommend any additional necessary platforms for further development in order to provide consistency and to reach a broader audience. This review will provide the basis for the communications plan.

THE COMMUNICATIONS PLAN

The Communications Plan will consist of:

Audience Identification

The Impact Group will determine the primary targeted audiences in your organization and provide recommendations regarding the best methods and mediums to effectively reach these audiences.

Resource Allocation

Utilizing the information derived from the communications review, The Impact Group will determine which existing City of Huber Heights communication assets should be used and to what capacity. This is a critical component of the plan, as the assets that are working well should remain in place. Assets could include personnel, technology platforms or other resources. This analysis would also allow us to understand potential gaps in communication capabilities and knowledge.

Timing and Tactics

The Impact Group will provide a communications plan that will show communication tactics and an appropriate timeline for implementing each. The timing and tactics will be provided in both a narrative format and as a Gantt project management chart.

Message Development (3-30-3)

With the information derived from the communications review, The Impact Group will create messaging that resonates with your target audience.

DETAILED MESSAGE CREATION "3-30-3"

- A compelling THREE SECOND message will be created. This message must broadly convey the propositions offered by the organization.
- Compelling **30 SECOND** messages will be created in order to connect with various audiences you are trying to reach.
- An evidence-based **THREE MINUTE** message that is supported by facts, figures and stories. The Impact Group will work with you to direct interested parties to existing data and information.
- The Impact Group will create visual designs to convey these messages.

Final Communications Plan

The delivered communications plan will provide detailed recommendations that will allow the organization to make decisions positioning it for future success. Details will include a budget of recommended assets needed to achieve the strategic communication goals of the organization.

Communications Services

Based on the information we gather during our sessions with leadership from The City of Huber Heights, the following services will be chosen as a priority and identified as areas of need for The City of Huber Heights. We propose the following statement of work for 12 months, in order to position The City of Huber Heights' communications accordingly within their community.

The Impact Group may provide 37 hours per month of communication services. Those 37 hours will be made-up of a combination of the following available services dependent upon identified communication objectives. The Impact Group will guide you through the menu of options that we think will best fit your needs.

Strategic Advancement/Factual Communications

- · Communicate value provided by The City of Huber Heights
- · Communicate sound fiscal management

Content Development

- City of Huber Heights success stories
- Testimonials
- Factual city information

Social Media Strategy

- Content calendars
- Engaging content
- Strategic social campaigns (i.e. topic/project specific)
- Graphic design

Crisis Communication Support

- Messaging
- On-site coordination and support
- Press releases

- Social media monitoring
- Speaking points and coaching on how to address media
- Strategy on how and when to heal from a crisis
- Pre-event media training

Public Relations/Media Liaison

- Press releases
- Content pitching
- Speaking points

Website

- Audits
- Content development

Monthly Communications Meeting

- Central organizational meeting to coordinate communication efforts
- · Consistent meeting schedule
- "Same page" dialogue
- · You will have an experienced account lead that will always be available to you

Meet Your Team!

The Impact Group is a talented team of full-service marketing professionals with diverse backgrounds and one thing in common: results. The Impact Group has a successful track record of driving results for school districts, municipalities, corporate clients, business-to-business clients and nonprofits through community engagement, messaging, branding, staff training and market execution.

Our team is composed of individuals who specialize in **Strategic Planning, Rebrands, Website Development, Digital Lead Generation Campaigns, Community Engagement Projects, Social Media, Organizational Development, Public Relations, Professional Speaking** and more!



Tom Speaks, Principal and Co-Founder

Co-founder of The Impact Group, Tom is a strategic thinker, professional speaker, pollster and recognized expert in community engagement. No matter the problem or question that arises, he knows how to guide you through even the toughest of challenges. If Tom's involved, you're going to get results and achieve success.



Phil Herman, Principal

Phil is passionate about helping individuals and organizations become their best selves. With over 25 years of experience in education, Phil has worked as a teacher, coach, principal, director of human resources, assistant superintendent and superintendent for 11 years. As a leader in community engagement, team development, crisis communications, leadership development and leading high-level organizations, Phil focuses on the creation of meaningful relationships to bring communities together to solve problems.



Krista Rodriguez, Vice President of Client Services

Krista is the brand guru. She has an incredible eye for the right look and feel to meet all of your needs. Her attention to detail is also conveyed in her approach to ensuring our content is appropriate for your goals and meets your expectations.



Lori Sandel, Vice President of Strategic Services

Lori has spent more than twenty years developing her career in the educational field. She began teaching in 1998 which then catapulted her professionally through the gradations of public school administration. Lori's exposure as Assistant Principal, and Curriculum Director, established her comprehensive awareness in all aspects of education. As a member of our team, Lori's skills and knowledge base provide a vision for strategic planning that is top-notch!



Lauren Scherr, Manager of New Business Development

Lauren will be with you every step of the way as your partnership with The Impact Group takes shape. With over 20 years experience in television, radio, and educational sales, Lauren has extensive advertising and marketing knowledge that will guide your organization toward tailored solutions that deliver results. Committed to developing lasting, genuine relationships, Lauren will provide a holistic approach that addresses all of your goals and challenges.



Daniel Graves, Account Lead

As our go-to for cities, Daniel is excited to offer support if you need help navigating the public. He has diverse experience in helping government officials and organizations build trust with their communities, such as running political campaigns, managing FedEx regional accounts and designing PR strategies for NGOs. In addition, Daniel's strategic messaging, storytelling and media-relations skills make him uniquely equipped to help cities in an ever-changing landscape. As a proud Cleveland native, Daniel brings a purposedriven approach to our IGPR city clients.



Roger Hoover, Creative Director

Roger's vision for clients has helped to grow businesses and nonprofits, revitalize city blocks and inspire communities. Roger has dedicated himself full-time to a career in photography and videography. His genre-bending portfolio touches the worlds of art, advertising, portraiture and community activism.



Fernanda Frazier, Vice President of Finance

Fernanda is the Vice President of Finance and is responsible for all of financial and operating aspects of The Impact Group. She earned her accounting degree from the University of Akron and is a jack-of-all-trades.

References

Edward Kraus

Mayor, City of Solon 34200 Bainbridge Rd. Solon, OH 44139 (440) 349-6720

David Basil

Former Mayor, City of Hudson 115 Executive Parkway Hudson, OH 44236 dbasil@hudson.oh.us

Todd Younkin

Director, Fairfield County Parks 407 E. Main St. Lancaster, OH 43130 tyounkin@fairfieldcountyparks.org

Andrew Brown

Director, Sandusky County Parks 1970 Countryside Place Fremont, OH 43420 abrown@sanduskycountyparks.com

Arnie Biondo

Director, Centerville-Washington Park District 221 N. Main St. Centerville, OH 45459 abiondo@cwpd.org

Anthony DiCicco

Mayor, City of Mayfield Heights 6154 Mayfield Rd. Mayfield Heights, OH 44124 anthonydicicco@mayfieldheights.org

Nicholas Molnar

Mayor, City of Macedonia 9691 Valley View Rd. Macedonia, OH 44056 nmolnar@macedonia.oh.us

Pat Moeller

Mayor, City of Hamilton 345 High St. Hamilton, OH 45011 pat.moeller@hamilton-oh.gov

Richard (Rich) Parker

Community Center Manager, City of Solon 35000 Portz Parkway Solon, OH 44139 rparker@solonohio.org

Ben Garlich

Mayor, Village of Middlefield 14860 N. State Ave. Middlefield, OH 44062 bgarlich@middlefieldohio.com

Bill Goncy

Mayor, Village of Boston Heights 45 E. Boston Mills Rd. Boston Heights, OH 44236 b.goncy@bostonheightsvillage.com

Gerard Neugebauer

Mayor, City of Green 1755 Town Park Blvd. Green, OH 44685 gneugebauer@cityofgreen.org

Mike Mallis

City Manager, City of Bedford 165 Center Rd. Bedford, OH 44146 citymanager@bedfordoh.gov

Additional references available upon request.

Testimonials



"The Impact Group has a fantastic, high energy, creative staff who are a pleasure to work with. They are responsive and truly care about their clients. The work they have done for my organization has truly been invaluable and I highly recommend them."

Amy Jordan, President, Hudson Community Foundation

"The Impact Group is a great resource for public relations, strategic planning and crisis communication. The Impact Group employs a cadre of professionals skilled in all aspects of public relations."

Ed Stark, Superintendent, Trumbull County Board of Developmental Disabilities

"The Impact Group took our ideas and created an amazing brand for our business. They continue to come up with great ideas all the time. Would recommend their services to anyone!"

Amber Mohrman, Owner, Mohr Stamping

"Locking arms with the staff at The Impact Group who want to do the same and have fun doing it was nothing but advantageous for our organization in our strategic planning process. The Impact Group delivered a sophisticated report, yet, simple for staff to create, share and implement."

Jeannie Turner, Director of Community Services, Greene County Board of Developmenal Disabilities

EXCITE

Look at you. You just got noticed.



1

Budget Considerations

City of Huber Heights Community Engagement/Communications Services

Project Duration: Twelve (12) months

Proposed Project Timeline: August 2022 – July 2023

Total Investment

\$74,000

This proposal is based upon an estimated 37 hours of communications services per month. If the communications services regularly exceed the estimated hours, The Impact Group will discuss the service arrangement with the client in order to align with the proposed communication hours.

Invoices will be sent monthly. \$12,000 due in August and September and \$5,000 each month October 2022 – July 2023.

This budget does not include additional hard costs. For example, printing, postage, boosting advertisements on social media, etc. When hard cost items are needed, The Impact Group will first seek client approval and will invoice the client separately for hard costs. Mileage to be provided by The City of Huber Heights.

As part of the retainer, The Impact Group will dedicate 25 hours or less to a specific crisis communication situation in a given month. We will bill your account at \$135 per hour should the specified situation exceed 25 hours. The Impact Group will seek approval before we exceed the 25 hours on the specified crisis communication issue.

Community Engagement/Communications

Community Engagement/ Communications Services Proposal for The City of Huber Heights



City of Huber Heights

BY:		
PRINT NAME:		
TITLE:		
DATE:		
The Impact Group Public Relations/Market	ting Communications Inc.	
BY:		
PRINT NAME: <u>Thomas J. Speaks</u>		
TITLE: Principal		
		-

By signing this proposal, you are agreeing to the terms and conditions of this official statement of work. This document coincides with the services agreement. Per the budget considerations page of the proposal, the agreed-upon amount is \$74,000 for services rendered.

AI-8584 New Business D.
City Council Meeting City Manager

Meeting Date: 08/08/2022

Supplemental Appropriations

Submitted By: Jim Bell

Department: Finance Division: Accounting

Council Committee Review?: None

Date(s) of Committee Review: 08/01/2022

Audio-Visual Needs: None Emergency Legislation?: No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

An Ordinance Amending Ordinance No. 2021-O-2511 By Making Supplemental Appropriations For Expenses Of The City Of Huber Heights, Ohio For The Period Beginning January 1, 2022 And Ending December 31, 2022. (first reading)

Purpose and Background

The supplemental appropriations are for the following purposes:

- \$152,400 for the hiring of 3 additional Firefighter/Paramedic positions, with benefits, for the remainder of 2022.

Fiscal Impact

Source of Funds: Fire Fund Cost: \$152,400 Recurring Cost? (Yes/No): Yes

Funds Available in Current Budget? (Yes/No): Yes

Financial Implications:

Attachments

Ordinance

CITY OF HUBER HEIGHTS STATE OF OHIO

ORDINANCE NO. 2022-O-

AMENDING ORDINANCE NO. 2021-O-2511 BY MAKING SUPPLEMENTAL APPROPRIATIONS FOR EXPENSES OF THE CITY OF HUBER HEIGHTS, OHIO FOR THE PERIOD BEGINNING JANUARY 1, 2022 AND ENDING DECEMBER 31, 2022.

WHEREAS, supplemental appropriations for expenses of the City of Huber Heights must be made for appropriations of funds for various 2022 operating and project funding.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Huber Heights, Ohio that:

- Section 1. Ordinance No. 2021-O-2511 is hereby amended as shown in Exhibit A of this Ordinance.
- Section 2. It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of this Council and that all deliberations of this Council and of any of its Committees that resulted in such formal action were in meetings open to the public and in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

Section 3. This Ordinance shall go into effect upon its passage as provided by law and the Charter of the City of Huber Heights.

Yeas; Nays.	ny of, 2022;
Effective Date:	
AUTHENTICATION:	
Clerk of Council	Mayor
Date	

EXHIBIT A

AMENDING ORDINANCE NO. 2021-O-2511 BY MAKING APPROPRIATIONS FOR EXPENSES OF THE CITY OF HUBER HEIGHTS, OHIO FOR THE PERIOD BEGINNING JANUARY 1, 2022 AND ENDING DECEMBER 31, 2022.

- 1) Section 6 of Ordinance No. 2021-O-2511 is hereby amended to reflect an increase in the appropriations of the 210 Fire Fund, as follows:
 - a. Subsection a) Fire, Personnel of \$152,400.00

P' P 1	Φ1 50 400 00
Fire Fund	\$152,400.00

AI-8585 **New Business** E. **City Council Meeting** City Manager

Meeting Date: 08/08/2022

Memorandum Of Understanding - School Resource Officers Contract

Submitted By: Maria Beisel

Department: Police Division: Police Council Committee Review?: Council Date(s) of Committee Review: 08/01/2022

> Work Session

Audio-Visual Needs: None **Emergency Legislation?:** No

Motion/Ordinance/ **Resolution No.:**

Agenda Item Description or Legislation Title

A Resolution Authorizing The City Manager To Enter Into A Memorandum Of Understanding With The Huber Heights City Schools And To Continue The School Resource Officer Program. (first reading)

Purpose and Background

The School Resource Officer program is a positive and successful operation for both the Police Division and the Huber Heights City Schools. The continued success led to the addition of a third SRO position to be funded in January, 2023.

Fiscal Impact

Source of Funds: Police Fund Cost: Variable Recurring Cost? (Yes/No): Yes

Funds Available in Current Budget? (Yes/No): Yes

Financial Implications:

Salaries shared with City Schools.

Attachments

Resolution Exhibit A

CITY OF HUBER HEIGHTS STATE OF OHIO

RESOLUTION NO. 2022-R-

AUTHORIZING THE CITY MANAGER TO ENTER INTO A MEMORANDUM OF UNDERSTANDING WITH THE HUBER HEIGHTS CITY SCHOOLS AND TO CONTINUE THE SCHOOL RESOURCE OFFICER PROGRAM.

WHEREAS, the Huber Heights Police Division received a grant in 2002 to help fund a School Resource Officer (SRO) program in which a Memorandum of Understanding between the City and the School District was formed; and

WHEREAS, the original Memorandum of Understanding has expired; and

WHEREAS, the School District and the City have agreed to add a third SRO position to expand the valuable program and have agreed to share the funding as detailed in the proposed Memorandum of Understanding.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Huber Heights, Ohio that:

- Section 1. The City Manager is hereby authorized to enter into the Memorandum of Understanding with the Huber Heights City School District to share the funding for three (3) School Resource Officers, attached hereto as Exhibit A.
- Section 2. It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Resolution were adopted in an open meeting of this Council and that all deliberations of this Council and of any of its Committees that resulted in such formal action were in meetings open to the public and in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

Section 3. This Resolution shall go into effect upon its passage as provided by law and the Charter of the City of Huber Heights.

Passed by Council on the Yeas; Nays.	_ day of		, 2022;	
Effective Date:				
AUTHENTICATION:				
Clerk of Council		Mayor		
Date		Date		

EXHIBIT A

MEMORANDUM OF UNDERSTANDING

AGREEMENT BETWEEN THE HUBER HEIGHTS CITY SCHOOL DISTRICT BOARD OF EDUCATION AND THE CITY OF HUBER HEIGHTS.

I. Policy Statement

A. Purpose

The purpose of the School Resource Officer (SRO) Program involves the assignment of carefully selected and trained police officers from the Huber Heights Police Division to work directly in the schools of the Huber Heights City School District in cooperation with the administrators and faculty. The program is designed to minimize disruption to the educational process in the Huber Heights City School District by a commitment to maintain a zero tolerance for weapons, drugs, violence, and unruly behavior through the arrest of violators, confiscation of contraband, counseling of at-risk youth, and maintaining an atmosphere that is safe and conducive to learning.

B. Objectives of the Program.

- 1. Build a positive image toward orderly behavior.
- 2. Familiarize students with the role of law enforcement personnel, their objectives, and role in society.
- 3. Encourage students to stay in school.
- 4. Implement an effective program of safety education.
- 5. Make the campus a safe environment for learning through law enforcement and crime prevention.
- 6. Work with students to foster a positive attitude toward law enforcement.
- 7. Encourage more cooperation between students and police.
- 8. Reduce juvenile crime. Promote positive youth development.
- 9. Assist teachers/staff with instruction or support information as requested.

C. Duties of the School Resource Officer (SRO)

The SRO's activity in the Huber Heights City Schools will be guided by the following procedures. These procedures have been drafted in a cooperative effort between Huber Heights City School District and Huber Heights Police Division. These procedures highlight several areas which are collectively felt to be necessary. It is understood that specific daily

assignments to accomplish the following functions will vary from school to school. The primary functions of the SRO are as follows:

- 1. Provide a safe and secure school environment.
- 2. Serve as an educational resource officer.
- 3. Serve as liaison between the school and the Huber Heights Police Division.
- 4. Meet with the school principal and at times with central office Administration to discuss plans and strategies to address specific issues or needs as they may arise.
- 5. Protect the students and staff.
- 6. Reduce juvenile delinquency through close contact with students and school personnel.
- 7. Investigate delinquent acts within the school system and its neighborhood complex when school or student oriented.
- 8. Participate as a resource person for the school district in classrooms, assemblies, and other school events.

D. Personnel Assignments

- 1. Volunteers are selected from the Police Division and after examination of their qualifications by representatives of the Police Division and the District, members will be recommended for consideration by the Police Chief.
- 2. The officer will be a full-time commissioned police officer certified by the State of Ohio Peace Officer Training Commission.
- 3. The officers are assigned to the Public Affairs Unit of the Huber Heights Police Division. When dealing with matters specifically related to operation of the schools, the officer will fully cooperate with the school security and/or the building principal. When dealing with matters directly related to violations of law, officers will be under the direction of his/her Police Division chain of
- 4. Ordinarily, the SRO will work five days a week with weekends off. Working schedules and off days may be altered by the officer's supervisor.
- 5. Communications control
 - 1. Interoffice mail, electronic mail and general correspondence
 - 11. Contact by police radio via the communications center
 - 111. Cellular Phone
 - 1v. Office Phone in their respective schools
- 6. Dress for the SRO will be the full police uniform of the day or the approved SRO class C uniform.

E. Scope of Accountability of the SRO

- 1. The SRO's assignment is the Huber Heights City School District.
- 2. The SRO will be accountable to the Police Division's chain of command
- 3. While at the schools, the SRO will work closely with and fully cooperate with the school security and staff.
- 4. The SRO is expected to cooperate with the school officials, including administrators and faculty.
- 5. The SRO will abide by the school policy regarding school operations and respond to the request of school officials regarding school operations and policies.

F. Reporting Responsibilities of the SRO

- 1. Monthly reports of SRO activities will be prepared and submitted through the SRO's chain of command to the Chief of Police.
- 2. Program records will be maintained by the Police Division's Administration.
- 3. A copy of the monthly report will be made available upon request to school administrators, central office staff, and school security officials.

G. Equipment Needs of the SRO

- 1. Forms will be supplied by the Police Division.
- 2. Private and effective office space and office supplies will be provided by the school district.
- 3. All police equipment and clothing are subject to the Police Division rules and regulations as approved.

H. Supervision of the SRO

- 1. Will be in accordance with the Huber Heights Police Division policy on chain of command.
- 2. Upon evaluating the performance of the SRO, the respective supervisor will confer with the school principal and/or Superintendent for input regarding in-school performance.

I. Cooperative Liaison

- 1. School personnel
- 2. Fire Division
- 3. Other police units, sections and personnel

J. Guidelines

The School Resource Program has certain guidelines that must be understood by police officers and school staff. They have evolved from experience, informally, but are stated here for clarification.

- 1. An officer shall be assigned to the school in full uniform or the approved SRO class C uniform.
- 2. The uniformed officer who relates well to the majority of the student community will help to instill an air of respect and friendliness for other uniformed members of the police division. The uniformed officer who is trained, understanding, fair and sincere can do much towards building positive police-parent relationships.
- 3. The SRO should not become involved in school matters unless the situation would typically involve law enforcement. SRO's are not school disciplinarians. When working in conjunction with principals and staff on school matters, the SRO's are considered not only law enforcement officers, but also school officials in regard to District policies. They are to work cooperatively with principals and staff on any school related matter. They will remain full time sworn police officers responsible to and directed by the Police Division commandstaff.
- 4. SRO's will handle any student education records or other confidential information in accordance with District policy and state and federal law.

K. Training

- 1. In compliance with R.C. 3313.951, any officer assigned as an SRO shall meet the training requirements of that Section, which include:
 - a. Complete a basic training program approved by the Ohio peace officer training commission, as described in division (B) (1) of section 109.7 7 of the Revised Code:
 - b. Complete at least forty hours of school resource officer training within one year after appointment to provide those services through one of the following entities, as approved by the Ohio peace officer training commission:
 - (i) The national association of school resource officers;
 - (ii) The Ohio school resource officer association;

- (iii) A peace officer certified to conduct a course that satisfies the conditions set forth in division (B)(3) of this section.
- c. Training received pursuant to (b)(i), (ii) or (iii) above shall include instruction regarding skills, tactics, and strategies necessary to address the specific nature of all of the following:
 - 1. School campuses;
 - 11. School building security needs and characteristics;
 - 111. The nuances of law enforcement functions conducted inside a school environment, including:
 - I Understanding the psychological and physiological characteristics consistent with the ages of the students in the assigned building or buildings;
 - 2 Understanding the appropriate role of school resource officers regarding discipline and reducing the number of referrals to juvenile court; and
 - 3. Understanding the use of developmentally appropriate interview, interrogation, decescalation, and behavior management strategies.
 - 1v. The mechanics of being a positive role model for youth, including appropriate communication techniques which enhance interactions between the school resource officer and students;
 - v. Providing assistance on topics such as classroom management tools to provide law-related education to students and methods for managing the behaviors sometimes associated with educating children with special needs;
 - v1. The mechanics of the laws regarding compulsory attendance, as set forth in Chapter 3321 of the Revised Code;

vu. Identifying the trends in drug use, eliminating the instance of drug use and encouraging a drug-free environment in schools.

II. School Resource Officer Program

The Huber Heights SRO program will be based on the input from the Huber Heights Police Division, the Huber Heights City Schools Administration, teachers, faculty, and students. The programs will be fashioned to fulfill four main roles: (1) law enforcement, (2) education, (3) crime prevention and (4) mentor/problem solver.

- A. Law Enforcement Role The SRO will be responsible for the majority of law enforcement activities occurring at the school during school hours. This will involve the traditional enforcement activities of arrests, reports, and filing of charges, etc. The officer is also responsible for conducting follow-up investigations at the request of other police division personnel. In addition, the officer is responsible for information sharing between school officials and the Police Division. To establish and maintain credibility, it is imperative that the SRO not be compromised in his/her position as an enforcement authority.
 - 1. It is critical that we establish with school Administration's input, protocol and procedures for enforcement action detailing the officer's role and the school 's role. It must be clear when and how the officer's law enforcement activities and the school's administrative discipline will be coordinated.
- B. Crime Prevention A second role the SRO fulfills is crime prevention. The officer will conduct various activities including foot patrol and internal security throughout the school property when requested and appropriate by school officials. The officer can be utilized by completing security surveys relative to the physical security of school property and facilities. Additionally, the officer will act as a resource to the faculty and staff of the school to advise on matters relative to criminal activity. The officer will help coordinate or conduct crime prevention presentations for faculty, staff and students. Topics of interest in the areas of criminal law and crime prevention could benefit students and staff. Finally, the officer will gather and disseminate intelligence to prevent potential crimes.
- C. Education The third role of the SRO is education. Considering the overall mission of our schools is to educate, it is very important that the SRO participate in this mission. By becoming a member of the educational team, the SRO will become more accepted by students, faculty and staff. Officers can provide presentations on law-related topics which are provided to any class by teacher invitation. The officer can also speak

to student and parent support groups and provide training to administrators and faculty in the area of law enforcement. An added benefit to this role is the presence of the officer in the classroom. Students who have the opportunity to spend some time with a police officer in a positive, non-threatening setting are also more likely to open up and share information with that officer, thus building trust and respect.

D. Mentor/Problem Solver - The fourth role of the SRO is that of a mentor/problem solver. Officers can mentor students within the context of that officer's knowledge, training and experience. The officer can be available to the students on a variety of issues which range from dealing with anger, personal conflicts, drug and alcohol issues, abuse and neglect, and other issues which could in some way be connected with the law. The SRO's can work closely with the school counselors, social workers, and psychologists in order to provide appropriate levels of support and information to students in need. SRO's should not attempt to provide ongoing/scheduled or formal counseling with students; but rather, should refer those students to the appropriate school psychologist or counselor for such service.

III SRO Standard Operating Procedures

The SRO's activity in the school will be guided by the following procedures. These procedures have been drafted in a cooperative effort between the Huber Heights Police Division and the Huber Heights City Schools. These procedures highlight several areas which are collectively believed to be necessary.

- A. Role in Crime Suppression One of the SRO's roles will be enforcement including traditional criminal investigation and report taking. As a police officer, the SRO has the authority to make arrests and use alternatives to arrest at his/her discretion. The following procedures will help the SRO be as effective as possible in this role.
 - 1. The SRO will be informed by school administration and security officials, of all criminal activity which occurs on the school campus during the day regardless of the seriousness of the offense. The SRO will also inform school Administration and security of all criminal activity occurring on campus to make sure all interested parties remain informed.
 - 2. Typica lly, for misdemeanor offenses other than drug offenses and offenses of violence, the SRO will work cooperatively with the school administration to determine whether formal charges will be filed. For drug offenses and offenses of violence, the SRO will file formal charges according to Police Division policy.
 - 3. For all felony offenses, the SRO will file charges or facilitate the filing of formal charges m conjunction with school

administration, school security officials, and other police division personnel.

- B. Role in Locker, Vehicle and Personal Searches When requested and lawful, the SRO may assist school Administration in searches of person(s), property or vehicle under the following, but not limited to, applicable reasons:
 - I. Student may reasonably be considered a threat to assault the searchers.
 - 2. Student may attempt to escape in a situation in which the student would be a danger to him/herself or a danger to others.
 - 3. Student may possess a firearm or knife, a suspicion that may be supported on the slightest articulated indication including conclusions drawn as a result of teaching, or law enforcement experience.
 - 4. Student is suspected of having drugs, which may include needles or toxic substances.
 - 5. Items being searched may contain dangerous items.
 - 6. Items to be searched, e.g., an automobile, requires professional search techniques to make the search effective.

In all cases, the SRO will refrain from actually conducting the search unless permitted under Ohio law. It may be sufficient to simply have the SRO present in any of the foregoing circumstances and the administrator and SRO shall determine how to proceed on a case by case basis and should favor, where reasonable, the administrator conducting the search. The SRO may perform searches independent of the school administration only under the existing provisions of the Ohio Revised Code and the Huber Heights Police Division General Orders.

- C. Role in Critical Incidents The SRO will be familiar with the emergency operations manual of the Huber Heights City Schools. During any critical incident occurring on school property, the SRO will act as a liaison between the school Administration, the Huber Heights Police Division, and other emergency resources. The SRO's will be on the district's Disaster Planning Committee.
- D. Role in Truancy Issues Truancy will continue to be handled by school personnel. Normally, the SRO will not take an active role in tracking truants. The SRO will act as a liaison between school and police personnel should police involvement become necessary due to safety concerns. The SRO will file charges against students or adults when truancy becomes a violation of Ohio law.

- E. Role as an Educator The SRO will serve as an educational resource to school faculty, staff and students. The SRO may be called upon for presentations on specific topics which may lend valuable insight regarding a particular subject matter. The SRO might not be a certified teacher; therefore, the normal classroom teacher or authorized substitute will be present during any instructional period. The SRO will maintain complete lesson plans on their topics of instruction and will furnish a list of topics to school personnel.
- F. Enforcing/Reporting School Policy Violations The SRO is not a school disciplinarian and normally will take action only when there is a violation of law. School discipline is the responsibility of the appropriate school administrator. The SRO will normally report school policy violations through the proper channels to be handled by school Administration. It is the responsibility of the SRO to become familiar with the student handbook.
- G. Sharing of Information Recognizing that communication and information sharing is essential to the success of the SRO program; the following procedures should be followed to facilitate a free flow of information to and from the SRO.
 - 1. Sharing of information will be governed by the Ohio Revised Code; the Ohio Administrative Code, Ohio Public Records Law, and relevant Huber Heights Police Division and Huber Heights City School District policies.
 - 2. The sharing of arrest related information by the SRO with school Administration upon request or at the direction of the SRO, if lawful.
 - 3. Juvenile fingerprints and photographs as part of an arrest record shall not be shared by the SRO.
 - 4. If the SRO is aware of information about a student that is obtained by the Huber Heights Police Division, which indicates that the student is in violation of school policies (Student Code of Conduct), the SRO should forward that information to the school administration.
 - 5. If a juvenile or school district employee is an uncharged suspect in a crime, his/her information shall not be released unless authorized by Police Division Command Staff.
 - 6. Information which the SRO obtains from school personnel which deals with criminal or possible criminal activity shall be maintained by the SRO in his/her information files and/or forwarded to the Police Division's Intelligence Unit, but shall not be part of the student's school record.
 - 7. Hearsay information or rumors alone shall not be the basis for any formal action by the school or Police Division. It can be used in an

- intelligence gathering capacity or to validate the need for further investigation.
- 8. The SRO and/or Huber Heights Police Division will issue subpoenas for educational records they wish to obtain from the District. The parties acknowledge that if a subpoena is issued, unless the subpoena states that the existence of the subpoena is not to be disclosed, the District will provide notice to the parent or guardian of the student, pursuant to FERPA, and give such parent or guardian at least five days before providing such records to the SRO or the Huber Heights Police Division.
- H. School Liaison It is required that each school assign someone to act as the liaison to the SRO program. This person is very important to ensure acceptance and successful implementation of the program. This person will help coordinate the SRO's presence in the various classrooms and at school functions to ensure maximum utilization of the SRO in and educational role and as a liaison.
- I. Office Area The school shall provide private office space for the SRO including a desk, chairs and a separate telephone line. The office will be in a highly visible location that has easy access to the students but will provide for privacy when needed.
- J. Written Agreement This document shall serve as the written agreement relating to the current and additional SRO positions, between the Huber Heights City Schools and the Huber Heights Police Division and replaces any previous agreement. This agreement establishes the needed commitment and support from both institutions. This document also provides a series of guidelines and policies relevant to the performance of the SRO's. This document will be the guiding agreement that our officers, school administrators and City administration look to for structure and accountability and should be under constant review. If either party to this Agreement finds a need for modification to the Agreement, it shall be submitted at the time of the renewal. If the change is needed in the interim, it will be administered through an amendment to the Agreement which is mutually agreed upon by both parties.

IV. Term of Agreement

The City of Huber Heights, acting on behalf of the Huber Heights Police Division and the Huber Heights City Schools collectively agree that this agreement is a two (2) year commitment, based on the effective date shown at the end of this agreement. If either party chooses to terminate this agreement, six (6) months written notice prior to the end of the agreement shall be provided.

V. Financial Agreement

The City of Huber Heights, acting on behalf of Huber Heights Police Division and the Huber Heights City Schools collectively agree to split equally the regular and overtime

cost of wages and fringe benefits of the three (3) SRO(s). In consideration of the times the officers not providing services to the schools (see item VI) the Huber Heights Police Division will the pay the cost of the overtime.

VI. School out of Session

The SRO's will remain in their capacities during summer and winter breaks. To reduce their absence from their respective schools, the SRO's are encouraged to use this time for any advance training and/or personal leave. In cases of immediate need, the Police Division may temporarily assign the SRO's to cover road patrol, investigative, or public affairs duties. SRO's assigned to Huber Heights shall periodically engage in professional development related to agc-appropriate practices for conflict resolution and developmentally informed de-escalation and crisis intervention methods.

VII. Conclusion

As an integral part of the school organization, the SRO has a special role to play in each school day. First, he/she is to enforce the law. His/her visibility in many classrooms and talking with students in non-enforcement situations creates a fabric of understanding upon which the stability of a whole community rests. This cooperative effort integrated with the total school program builds a reservoir of understanding for good citizenship.

ORC 3319.321 ORC 3313.951	
Signed:	
Bryan Chodkowski, Interim City Manager Huber Heights, Ohio	Jason Enix, Superintendent Huber Heights City School
Mark Lightner, Chief of Police Huber Heights Police Division	Date of Acceptance

Legal Refs.: Family Educational Rights and Privacy Act (FERPA) 20 U.S.C. 1232g.

ADDENDUM TO AGREEEMENT

BETWEEN THE Huber Heights CITY SCHOOL DISTRICT AND THE CITY OF HUBER HEIGHTS.

SRO FINANCIAL ARRANGEMENT PAYMENT SCHEDULE

- VIII. In accordance with Section V. of SRO Memorandum of Agreement between the Huber Heights City School District and the City of Huber Heights the Huber Heights City School District have agreed to split equally the regular and overtime cost of wages and fringe benefits of three (3) SRO(s). In consideration of the times the officers not providing services to the schools (see item VI) the Huber Heights Police Division will the pay the cost of the overtime.
- IX. The Huber Heights City School District agrees to make payments on these services on a quarterly basis beginning October 15, 2022. The City of Huber Heights agrees to invoice the Huber Heights City School District for services for the prior quarter on the following schedule:

Date Invoiced	Period Invoiced	Payment Due Date
October 1	July 1 to September 30	October 15
January 1	October 1 to December 31	January 15
April 1	January 1 to March 31	April 15
July 1	April 1 to June 30	July 15

Invoices should be detailed including personnel billed and period/times billed for and should be remitted to:

Penny Rucker, Treasurer 5954 Longford Road Huber Heights, OH 45424 Penny.Rucker@myhhcs.org AI-8586 New Business F.
City Council Meeting City Manager

Meeting Date: 08/08/2022

Increase Not To Exceed Amount - OnSolve (CodeRED)

Submitted By: Keith Knisley

Department: Fire

Council Committee Review?: Council Date(s) of Committee Review: 08/01/2022

Work Session

Audio-Visual Needs: None Emergency Legislation?: No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

A Resolution Authorizing The City Manager To Increase The Not To Exceed Amount For Emergency Community Notification Services For Calendar Year 2022. (first reading)

Purpose and Background

This resolution is to increase the not to exceed amount for OnSolve (CodeRED). Due to an error in the invoicing process, services for July, 2021 to July, 2022 were not invoiced until March, 2022. The invoice for services for July, 2022 to July, 2023 are also due this year. The total invoices for two years of service will exceed the spending limits by \$22,500. The request is for the spending limits for OnSolve (CodeRED) to be increased to \$47,500.

Fiscal Impact

Source of Funds: N/A
Cost: N/A
Recurring Cost? (Yes/No): N/A
Funds Available in Current Budget? (Yes/No): N/A

Financial Implications:

Attachments

Resolution

CITY OF HUBER HEIGHTS STATE OF OHIO

RESOLUTION NO. 2022-R-

AUTHORIZING THE CITY MANAGER TO INCREASE THE NOT TO EXCEED AMOUNT FOR EMERGECY COMMUNITY NOTIFICATION SERVICES FOR CALENDAR YEAR 2022.

WHEREAS, it is necessary to maintain emergency notification services for the residents of Huber Heights; and

WHEREAS, OnSolve (CodeRED) is the sole provider for emergency notification services., and notification service invoices within the 2022 calendar year will exceed the limit of \$25,000.00 by an additional \$22,500.00.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Huber Heights, Ohio that:

- Section 1. The City Manager is hereby authorized to increase the not to exceed amount for OnSolve (CodeRed) by \$22,500.00 to a new total of \$47,500.00 for continued service to July, 2023.
- Section 2. The competitive bidding requirements are hereby waived consistent with appropriate provisions of the Huber Heights City Code in Administrative Code Section 171.12(a)(2).
- Section 3. It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Resolution were adopted in an open meeting of this Council and that all deliberations of this Council and of any of its Committees that resulted in such formal action were in meetings open to the public and in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.
- Section 4. This Resolution shall go into effect upon its passage as provided by law and the Charter of the City of Huber Heights.

Passed by Council on theday of Yeas;Nays.	, 2022;
Effective Date:	
AUTHENTICATION:	
Clerk of Council	Mayor
Date	Date

AI-8587 New Business G.
City Council Meeting City Manager

Meeting Date: 08/08/2022

2023 Sidewalk Program - Resolution Of Necessity **Submitted By:**Hanane Eisentraut

Department: Engineering **Division:** Engineering **Council Committee Review?:** Council **Date(s) of Committee Review:** 08/01/2022

Work Session

Audio-Visual Needs: None Emergency Legislation?: No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

A Resolution Declaring The Necessity Of Repairing Sidewalks, Curbs, Gutters, Driveway Approaches And Appurtenances Thereto On Portions Or All Of Certain Streets In The 2023 Sidewalk Program, Providing That Abutting Owners Repair The Same. (first reading)

Purpose and Background

The Engineering Division has identified properties requiring work within the 2023 Sidewalk Program area. Additionally, each property has been measured and an estimate of the repair costs has been completed. The Engineering Staff is requesting that the Resolution of Necessity for this ongoing program be passed at the August 8, 2022 City Council Meeting to provide sufficient time for property owners to complete work on their own.

Fiscal Impact

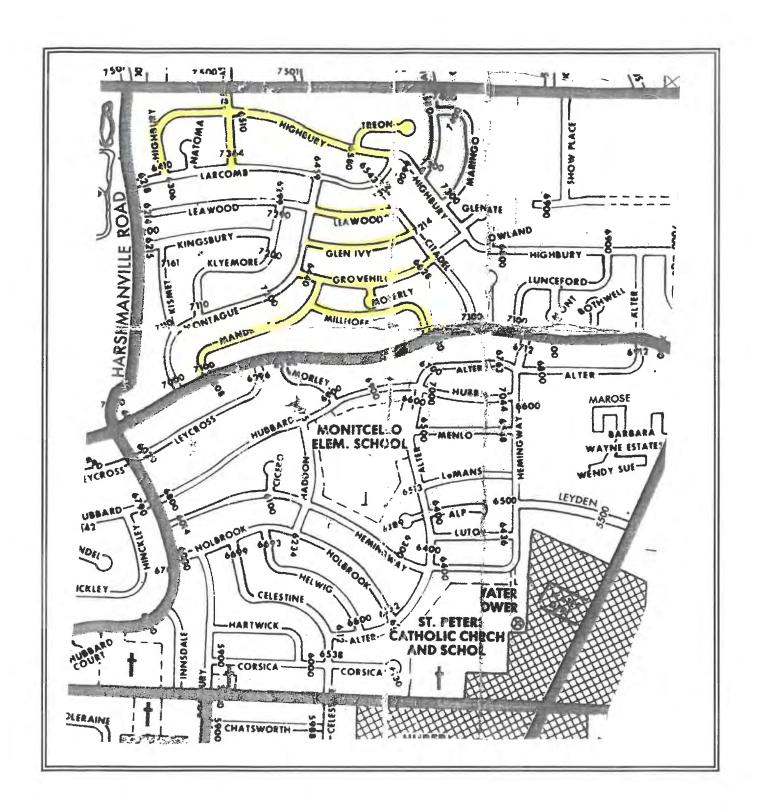
Source of Funds: N/A
Cost: N/A
Recurring Cost? (Yes/No): No
Funds Available in Current Budget? (Yes/No): Yes

Financial Implications:

Attachments

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Resolution Exhibit A



Project Location Map 2023 SIDEWALK PROGRAM

Huber Heights, Ohio

CITY OF HUBER HEIGHTS STATE OF OHIO

RESOLUTION NO. 2022-R-

DECLARING THE NECESSITY OF REPAIRING SIDEWALKS, CURBS, GUTTERS, DRIVEWAY APPROACHES AND APPURTENANCES THERETO ON PORTIONS OR ALL OF CERTAIN STREETS IN THE 2023 SIDEWALK PROGRAM, PROVIDING THAT ABUTTING OWNERS REPAIR THE SAME.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Huber Heights, Ohio, two-thirds of the members concurring, that:

- It is necessary to repair sidewalks, curbs, gutters, driveway approaches, and appurtenances thereto on those streets listed in Exhibit A attached hereto and made a part of this Resolution. All such repairs shall be made in accordance with the plans, specifications and estimates of cost prepared by the Engineer of this City and now on file in the Office of the City Engineer.
- The owners of the lots and lands bounding and abutting upon the streets, Section 2. sidewalks, curbs, gutters, and driveway approaches, and appurtenances thereto described in Section 1 of this Resolution shall repair sidewalks, curbs, gutters and driveway approaches and the appurtenances thereto in front of their premises in accordance with the plans and specifications now on file with such repair work to be completed by December 31, 2022. If such repair by any such property owner is not completed within said period, this Council shall have the same done and the entire cost thereof shall be assessed upon the property of each such defaulting owner and made a lien thereon, to be collected in the manner provided by law and with penalty and interest as provided by law. The cost of such repair and improvement shall include the cost of preliminary and other surveys, plans, specifications, profiles and estimates and of printing, serving and publishing notices, resolutions and ordinances. Such costs shall further include the costs incurred in connection with the preparation, levy, and collection of the special assessments, expenses of legal services, including obtaining and approving legal opinion, costs of labor and materials, and interest on any bonds and notes that could be sold at the time to finance the improvements plus administration and collection costs, together with all other necessary expenditures.
- The Clerk of Council is directed to cause written notice of the adoption of this Resolution to be served as required by law.
- Section 4. The plans, specifications and estimates of cost for such repair work, as referred to above in this Resolution and as heretofore filed with the Office of the City Engineer, are hereby approved.
- Section 5. It is found and determined that all formal actions of this Council concerning and relating to the adoption of this Resolution were adopted in an open meeting of this Council, and that all deliberations of this Council and of any of its committees that resulted in such formal action were in meetings open to the public, in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

	This Resolution ster of The City of H		oon its passage as provided	by law
Passed by Co	uncil on the Yeas;	day of Nays.	2022;	
Effective Dat	e:			

AUTHENTICATION:	
Clerk of Council	Mayor
Date	Date

EXHIBIT A

2023 SIDEWALK PROGRAM STREET LISTING

Millhoff Drive: from 6520 Millhoff Drive to 6591 Millhoft Drive from 7101 Mandrake Drive to 7193 Mandrake Drive Mandrake Driveive: Grovehill Drive: from 6440 Grovehill Drive to 6628 Grovehill Drive Moberly Place: from 7100 Moberly Place to 7111 Moberly Place. from 6501 Glen Ivy Drive to 6549 Glen Ivy Drive. Glen Ivy Drive: Leawood Drive: from 6410 Leawood Drive to 6443 Leawood Drive Highbury Road: from 6410 Highbury Road to 6587 Highbury Road from 7368 Damascus Drive to 7389 Damascus Drive Damascus Drive:

Treon Place: from 7405 Treon Place to 7430 Treon Place AI-8588 New Business H.
City Council Meeting City Manager

Meeting Date: 08/08/2022

RTA Bus Shelters - Solicit Bids

Submitted By: Hanane Eisentraut

Department: Engineering **Division:** Engineering **Council Committee Review?:** Council **Date(s) of Committee Review:** 08/01/2022

Work Session

Audio-Visual Needs: None Emergency Legislation?: No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

A Resolution Authorizing The City Manager To Solicit, Advertise, And Receive Bids From Qualified Firms For The Installation Of Bus Shelters At Four Different Locations. (first reading)

Purpose and Background

This legislation will allow the City to solicit bids for the installation of bus shelters at four (4) different locations. The City of Huber Heights has received a grant through the RTA Community Grant Fund to construct these bus shelters. The cost of this improvement shall not exceed \$90,000.00. Eighty percent (80%) of the cost will be reimbursed from the grant.

Fiscal Impact

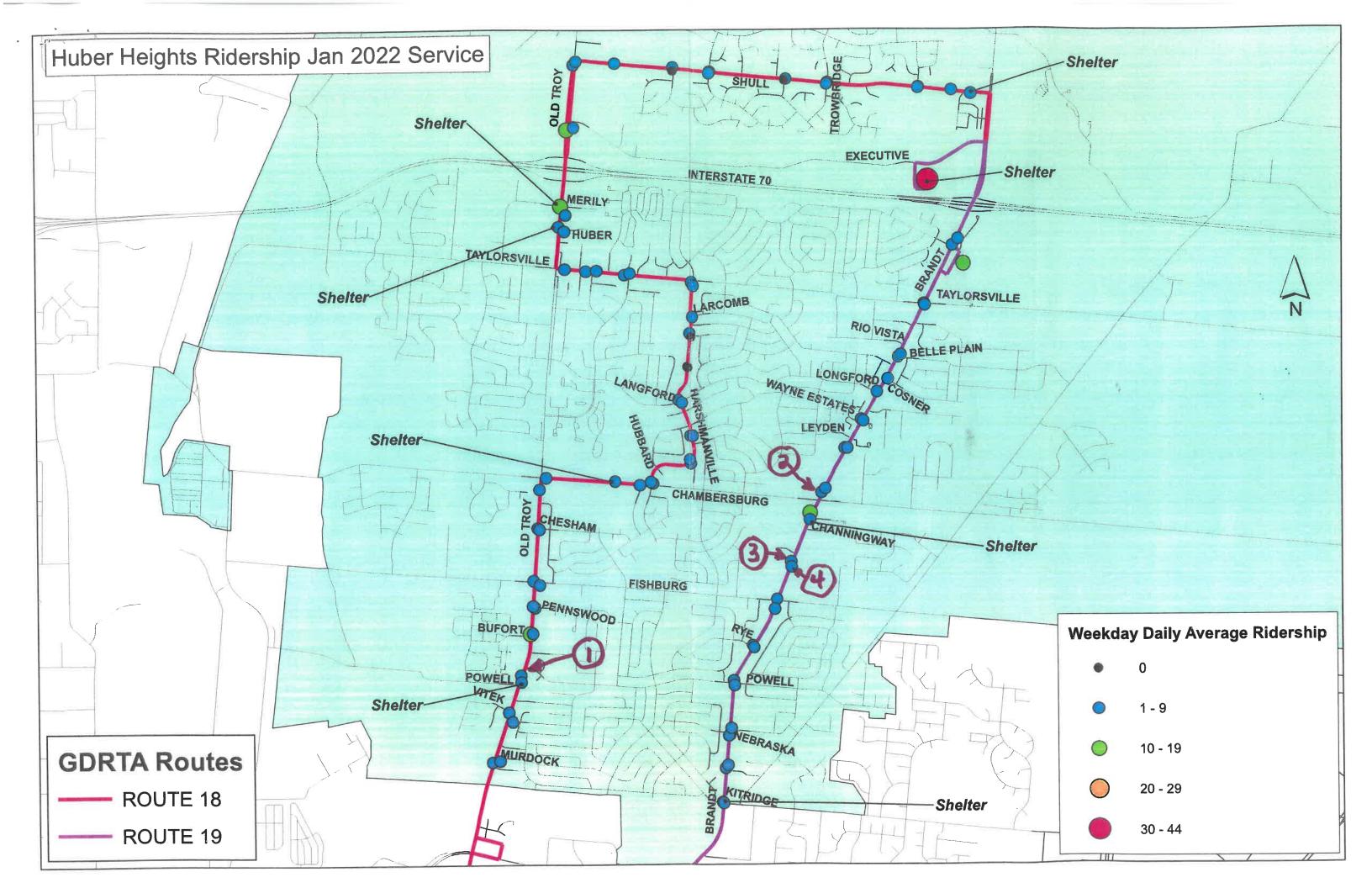
Source of Funds: N/A
Cost: N/A
Recurring Cost? (Yes/No): No
Funds Available in Current Budget? (Yes/No): Yes

Financial Implications:

Attachments

Мар

Resolution



CITY OF HUBER HEIGHTS STATE OF OHIO

RESOLUTION NO. 2022-R-

AUTHORIZING THE CITY MANAGER TO SOLICIT, ADVERTISE, AND RECEIVE BIDS FROM QUALIFIED FIRMS FOR THE INSTALLATION OF BUS SHELTERS AT FOUR DIFFERENT LOCATIONS.

WHEREAS, the Miami Valley Regional Transit Authority provides for the allocation of funding in the form of grants through its RTA Community Grant Program for the purpose of promoting transit-related planning and development in Montgomery County; and

WHEREAS, the City has received a grant through RTA Community Grant Program during this funding cycle to construct new bus shelters at various bus stops throughout the City; and

WHEREAS, City Council has determined to proceed with the construction of this project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Huber Heights, Ohio that:

Section 1. The City Manager is hereby authorized to solicit, advertise, and receive responses from qualified firms for the installation of bus shelters at four different locations in accordance with Section 171.03 of the Codified Ordinances of Huber Heights at a cost not to exceed \$90,000.

Section 2. It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Resolution were adopted in an open meeting of this Council and that all deliberations of this Council and of any of its Committees that resulted in such formal action were in meetings open to the public and in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

Section 3. This Resolution shall go into effect upon its passage as provided by law and the Charter of the City of Huber Heights.

Passed by Council on the day of Yeas; Nays.	f, 2022;
Effective Date:	
AUTHENTICATION:	
Clerk of Council	Mayor
Date	- Date

AI-8589 New Business I.
City Council Meeting City Manager

Meeting Date: 08/08/2022

OPWC Application - Fishburg Road Widening Project **Submitted By:** Stephanie Wunderlich

Department: Engineering **Division:** Engineering **Council Committee Review?:** Council **Date(s) of Committee Review:** 08/01/2022

Work Session

Audio-Visual Needs: None Emergency Legislation?: No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

A Resolution Authorizing The City Manager To Prepare And Submit An Application To Participate In The Ohio Public Works Commission State Capital Improvement And/Or Local Transportation Improvement Program(s) And To Execute Contracts As Required For The Fishburg Road Widening Project.

(first reading)

Purpose and Background

This legislation will authorize the City Manager to submit an application to the District IV Integrating Committee for funding to construct the Fishburg Road Widening Project. The widening is on the south side of Fishburg Road from Old Troy Pike to Tomberg Street. The work includes the widening of the road on the south side to make the road three lanes. This will make the road a full three lanes from Old Troy Pike to Brandt Pike, and it will allow the City to restripe the road to make it two lanes each way and a center turn lane. The work will also include curb, storm sewer, and sidewalk.

Fiscal Impact

Source of Funds: N/A
Cost: N/A
Recurring Cost? (Yes/No): N/A
Funds Available in Current Budget? (Yes/No): N/A

Financial Implications:

Attachments

Мар

Resolution



CITY OF HUBER HEIGHTS STATE OF OHIO

RESOLUTION NO. 2022-R-

AUTHORIZING THE CITY MANAGER TO PREPARE AND SUBMIT AN APPLICATION TO PARTICIPATE IN THE OHIO PUBLIC WORKS COMMISSION STATE CAPITAL IMPROVEMENT AND/OR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM(S) AND TO EXECUTE CONTRACTS AS REQUIRED FOR THE FISHBURG ROAD WIDENING PROJECT.

WHEREAS, the State Capital Improvement Program and the Local Transportation Improvement Program both provide financial assistance to political subdivisions for capital improvements to public infrastructure; and

WHEREAS, the City of Huber Heights is planning to make capital improvements to Fishburg Road from Old Troy Pike to Tomberg Street; and

WHEREAS, the infrastructure improvement herein above described is considered to be a priority need for the community and is a qualified project under the Ohio Public Works Commission (OPWC) programs.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Huber Heights, Ohio that:

- Section 1. The City Manager and/or the City Engineer is hereby authorized to apply to the Ohio Public Works Commission for funds as described above.
- Section 2. The City Manager is further authorized to enter into any agreements as may be necessary and appropriate with the Ohio Public Works Commission (OPWC) to obtain this financial assistance for the Fishburg Road Widening Project.
- Section 3. This legislation shall serve to authorize the transmittal and submission of an application for funding under the OPWC Funds. The application authorized by this Resolution shall be for the widening of Fishburg Road from Old Troy Pike to Tomberg Street.
- Section 4. This legislation shall also authorize the provision on any additional information which may be requested during the review of this application conducted by the District IV Public Works Integrating Committee or any other appropriate committee or State agency.
- Section 5. The City of Huber Heights hereby commits to the local contribution for the project as identified in the project application as pertains to the improvement located within the corporate boundaries of the City of Huber Heights and further commits to those costs exceeding the estimate and which, therefore, exceed the grant amount.
- Section 6. The City of Huber Heights hereby agrees to voluntarily contribute up to 1 percent of the approved grant amount for the funds spent within the City of Huber Heights to help pay for expenses of the Committee.
- Section 7. The City of Huber Heights also commits to additional reporting requirements by the Committee and required as part of the funding process.
- Section 8. The City Manager is authorized to execute and enter into any agreements as may be necessary and appropriate with the Ohio Public Works Commission for the Fishburg Road Widening Project.
- Section 9. It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Resolution were adopted in an open meeting of this Council and that all deliberations of this Council and of any of its

Committees that resulted in such formal action were in meetings open to the public and in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

Section 10. This Resolution shall go into effect upon its passage as provided by law and the Charter of the City of Huber Heights.			
Passed by Council on theNays.	_ day of		, 2022;
Effective Date:			
AUTHENTICATION:			
Clerk of Council		Mayor	
Date		Date	

AI-8590 New Business J.
City Council Meeting City Manager

Meeting Date: 08/08/2022

Stormwater Fees

Submitted By: Stephanie Wunderlich

Department: Engineering **Division:** Engineering **Council Committee Review?:** Council **Date(s) of Committee Review:** 06/07/2022 and

Work 08/01/2022

Session

Audio-Visual Needs: None Emergency Legislation?: No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

An Ordinance Amending Section 922.27 Of The Codified Ordinances Of Huber Heights By Increasing The Monthly And/Or Annual Stormwater Sewer Rate Beginning October 1, 2022, Again October 1, 2023, And Providing An Annual Adjustment To The Rate Thereafter. (first reading)

Purpose and Background

This discussion is concerning the City's current stormwater fee (\$2/month) that is charged to the residents. The legislation is to increase the stormwater fee for residential and commercial properties within the City based on the current and future needs of the Engineering Division and the Public Works Division. An updated list of the current stormwater fees for some of the surrounding cities is also attached as requested by the City Council at the August 1, 2022 Council Work Session.

Fiscal Impact

Source of Funds: N/A
Cost: N/A
Recurring Cost? (Yes/No): N/A
Funds Available in Current Budget? (Yes/No): N/A

Financial Implications:

Attachments

Stormwater Fees - Surrounding Cities (Updated)

Ordinance

Current Stormwater Fees for Surrounding Cities

City	Stormwater Fee Per Month
Huber Heights	\$2.00
Brookville	\$3.38
Dayton	\$4.32
Troy	\$5.65
Oakwood	\$10.00
Springboro	\$3.00
Xenia	\$2.50
Urbana	\$5.00 Per Meter
Franklin	\$3.50
Piqua	\$6.70
Springfield	\$2.25 Per Every 1898 Square Feet of Impervious Surface
Trotwood	\$1.00
Lebanon	\$3.75
Middletown	\$4.75
Kettering	No Stormwater Fee Program
Beavercreek	No Stormwater Fee Program
Miamisburg	No Stormwater Fee Program
Centerville	No Stormwater Fee Program
Fairborn	No Stormwater Fee Program
Englewood	No Stormwater Fee Program
Tipp City	No Stormwater Fee Program

CITY OF HUBER HEIGHTS STATE OF OHIO

ORDINANCE NO. 2022-0-

AMENDING SECTION 922.27 OF THE CODIFIED ORDINANCES OF HUBER HEIGHTS BY INCREASING THE MONTHLY AND/OR ANNUAL STORMWATER SEWER RATE BEGINNING OCTOBER 1, 2022, AGAIN OCTOBER 1, 2023, AND PROVIDING AN ANNUAL ADJUSTMENT TO THE RATE THEREAFTER.

WHEREAS, Section 922.27 of the Codified Ordinances of the City of Huber Heights sets forth the stormwater sewer rate at \$2.00 per Equivalent Residential Unit (ERU); and

WHEREAS this rate has been in effect since 2002; and

WHEREAS, City Council has determined it is necessary to increase the stormwater sewer rate across the board to \$3.00 per ERU beginning October 1, 2022; to \$3.50 per ERU beginning October 1, 2023; and to annually increase it every October 1 thereafter through a cost-of-living increase based on the Consumer Price Index, Series ID # CUURN200SA0, as published by the U.S. Department of Labor, Bureau of Labor Statistics.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Huber Heights, Ohio that:

Section 922.27 of the Codified Ordinances of the City of Huber Heights is hereby Section 1. amended to read as follows:

922.27 - Monthly charge per equivalent residential unit.

The monthly charge per ERU shall be \$2.00. Effective October 1, 2022, the monthly charge per ERU shall be \$3.00. Effective October 1, 2023, the monthly charge per ERU shall be \$3.50. Effective October 1, 2024, the monthly charge per ERU then in effect shall be subject to an annual cost of living increase based on the Consumer Price Index, Series ID # CUURN200SA0, as published by the U.S. Department of Labor, Bureau of Labor Statistics using the 12-month percentage change of June to June.

It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of this Council and that all deliberations of this Council and of any of its Committees that resulted in such formal action were in meetings open to the public and in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.

This Ordinance shall go into effect upon its passage as provided by law and the Charter of the City of Huber Heights.

Passed by Council on the Yeas; Nays.	 , 2022;	
Effective Date:		
AUTHENTICATION:		
Clerk of Council	 Mayor	
Date	 Date	