CITY OF HUBER HEIGHTS
STATE OF OHIO

City Council Work Session

April 4, 2023
6:00 P.M.
City Hall - Council Chambers - 6131 Taylorsville Road - Huber Heights, Ohio

1. **Call Meeting To Order/Roll Call**

2. **Approval Of Minutes**

   A. March 27, 2023

3. **Work Session Topics Of Discussion**

   A. City Manager Report

   B. Parks And Recreation Board Update

   C. Water Infrastructure Update

   D. Behavioral Health Services - Award Contract - Fire Division

   E. Fire Division Staffing Update

   F. Supplemental Appropriations

G. Dial Park - Concept Planning

H. LWC - Design Agreement - Public Buildings

I. Community Center Improvements - Award Contract

J. Horizon Line Development Agreement - Assignment/First Amendment

K. Case RZ BDP 23-04 - Skilken Gold Real Estate Development - Rezoning/Basic Development Plan - 8245 Brandt Pike

L. Case RZ BDP 22-35 - Thomas Dusa - Rezoning/Basic Development Plan - Technology Boulevard/Artz Road

M. Vacation/Short-Term Rental Properties

N. Liquor Permit #8200121 - Las Piramides - 6290 Chambersburg Road

O. Executive Session

4. **Adjournment**

AI-9104 **Topics of Discussion** **B.**

Council Work Session

Meeting Date: 04/04/2023

Parks And Recreation Board Update

Submitted By: Anthony Rodgers

Department: City Council

Council Committee Review?: Council Work Session **Date(s) of Committee Review:** 04/04/2023

Audio-Visual Needs: None **Emergency Legislation?:** No

Motion/Ordinance/ Resolution No.: N/A

Agenda Item Description or Legislation Title

Parks And Recreation Board Update

Purpose and Background

Representatives of the Parks and Recreation Board will give an update presentation on the activities and work of the Parks and Recreation Board.

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-9102 **Topics of Discussion** C.

Council Work Session

Meeting Date: 04/04/2023

Water Infrastructure Update

Submitted By: Anthony Rodgers

Department: City Council

Council Committee Review?: Council Work Session

Date(s) of Committee Review: 02/07/2023 and 02/21/2023 and 03/27/2023 and 04/04/2023

Audio-Visual Needs: None

Emergency Legislation?: No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

Water Infrastructure Update

Purpose and Background

This agenda item has been requested by Councilmembers Glenn Otto, Anita Kitchen, and Ed Lyons for an update on City water infrastructure. The updated spreadsheet on the City's current water infrastructure projects has been provided (see attached).

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

Spreadsheet

	Mardi Gras Water Main Replacement Mardi Gras Drive Charlesgate Drive Parish Court		**2022 Water Main Replacement Program** Cruxten Drive Hubbard Drive Helwig Drive Alter Road Holbrook Drive		**2023 Watermain Replacement Program** Hubbard Drive Chesham Drive Sandbury Drive Longford Road Tewkesbury Drive Hartwick Drive Alter Road Storck Drive
Council Approved to Solicit Design for RFP	X		X		X
Design Proposals Were Due	X		X		X
Council Approved the Award Design Consultant	X		X		X
Notice to Proceed with Design Consultant(s)	X		X		X
Order Pipe (Poss. 8-9 mo Delay)	X		X		X
Design Completion Date	X		X		**4/15/2023**
Work Session for Going Out to Construction Bid	X		X		**4/20/2023**
Council Approval to Go Out to Construction Bid	X		X		**4/24/2023**
Advertise for Construction Bidding	X		X		**4/28/2023**
Construction Bids Due	X		X		**5/26/2023**
Work Session to Award Construction	X		X		**6/6/2023**
Council Approval to Award Construction	X		X		**6/12/2023**
Notice to Proceed with Contractor(s)	X		X		**6/23/2023**
Estimated Pipe Delivery	X		X		**9/1/2023**
Begin Construction	X		X		**9/1/2023**
Construction Complete	**5/1/2023**		**9/1/2023**		**4/1/2024**

X = Completed

AI-9112 **Topics of Discussion** D.

Council Work Session

Meeting Date: 04/04/2023

Behavioral Health Services - Award Contract - Fire Division

Submitted By: Keith Knisley

Department: Fire

Council Committee Review?: Council Work Session **Date(s) of Committee Review:** 04/04/2023

Audio-Visual Needs: None **Emergency Legislation?:** No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

Behavioral Health Services - Award Contract - Fire Division

Purpose and Background

The Fire Division has received an award for Behavioral Health Services from the State of Ohio Governor's ARPA funds. A Request For Proposals (RFP) was approved by Council on February 13, 2023. The Fire Division received four proposals as a result of the RFP process. The Fire Division's Wellness Coordinator, Dr. Chris McIntosh, reviewed the proposals and asked follow-up questions. The Fire Division has determined that Pinpoint Behavioral Health provided the lowest and best bid. The Fire Division forwarded all proposal information to the grant officer with the State of Ohio and have received approval to utilize this vendor for the purposes of this grant project. The Fire Chief recommends that Pinpoint Behavioral Health be awarded this contract for services over the next two years for an amount not to exceed $29,700.00.

Fiscal Impact

Source of Funds: Fire Operating Fund/Grant Funds

Cost: $29,700

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

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

Financial Implications:

Attachments

Proposal Scoring Sheet

Proposal - Pinpoint

State of Ohio Approval

Resolution

Behavioral Health Bid Score Sheet				
Bidder's		KHB	PCSofO	Pinpoint
Scope of Project				
4.1.1	Individually Licensed	Y	Y	Y
4.1.2	Experience with First Responders	Y	Y	Y+
4.1.3	Trauma Informed Care Certificate or Trauma Related Certification	Y/EMDR	EMDR	Y
4.1.4	24/7 availability for on scene call outs	Y	Y	Y
4.1.6	1:1 Private clinical visits	Y	Y	Y
4.1.7	Continuing Education lecture program	Y	Y	Y+
4.1.8	Referral and Follow Up Process	Y	As Need	Y+
4.1.9	Command Staff Consultation	Y	Y	Y
0	HIPAA Practices	Y	Y	Y
Components				
5.1.1	Montly Station Visit	Y	Y	Y
5.1.2	Consultation, Oversight, Education	Y	Y	Y+
Additional Components				
x.1	Backdoor Admissions Process	Y-KBH	As Need	Y
x.2	Out of Area Inpatient Referral	N	As Need	Atrium
Total				
	Total Number of Components Met	12of13	10of13	13of13
	Cost per Staff Member per Yr ($)	512.07	238.1	297
	Total Cost for Two Year Bid	$59,400.00	$20,000.00	$29,700.00
Overall Impression				
Available by Phone		No Answer/No Callback	Same Day	Immediate or prompt callback
Prev./Current Clients are 1st Responders		FD/Multiple PD's in References	2FD/Multiple PD's	Over 60 FD's/PD's
Clear Education Plan and Session Timeline		Timeline presented but no specific lecture plan	Timeline presented but no specific lecture plan	Yes/Both clear timeline and lecture

TrueCare
Y
Unknown
Y
N
Y
Unknown
Unknown
Unknown
Y
Y
N
N
Unknown
5of13
2,727.24
$316,360.00
Once Program is setup
No First Responders in Client List
No Program setup

WWW.PINPOINTBHS.COM

INFO@PINPOINTBHS.COM

To :

City of Huber Heights
ATTN: Dr. Chris McIntosh
RFP: 23-001
937-233-1564
cmcintosh@hhoh.org
7008 Brandt Pike, Huber Heights, OH 45424

Date :

23 February, 2023

Pinpoint Behavioral Health Solutions 'Pinpoint' is an Ohio registered business as an LLC, S Corp, Pinpoint was established December 2017 and has the following employer identification number (EIN) 82-375775. Pinpoint is owned by Alison Fienning, to which she has authority to make decisions as to matters related to this RFP. Pinpoint's home office is 8050 Beckett Center Dr, Suite 103 West Chester, OH 45069.

The RFP included meets minimum requirements as set by the City of Huber Heights request and proposal instructions. Pinpoint does not discriminate in its employment practice with regard to race, color, age, religion, sex, veteran status, sexual preference, national origin, or disability. There are no known conflicts of interested. No attempt has been made or will be made by Pinpoint to induce any other person or firm to submit or not submit a quote.

Enclosed herein a detail proposal for the City of Huber Heights Fire Division. Thank you very much for your time and we are eager to work with the City of Huber Heights Fire Division.

Warm Regards,

Alison Fienning

Alison Fienning

Owner, MSW, LISW-S, CCTP, EMDR

FIRST RESPONDER WELLNESS RFP

PINPOINT BEHAVIORAL HEALTH SOLUTIONS

PREPARED BY: ALISON FIENNING

PREPARED FOR :

HUBER HEIGHTS FIRE DIVISION

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PINPOINT BHS HISTORY



In late 2017, Alison Fienning opened Pinpoint Behavioral Health Solutions. She and her team specialize in providing behavioral health services to the first responder and military communities. She is licensed to see individuals in Ohio, Kentucky and Florida. She is the wife to a firefighter and is a certified IAFF peer supporter (spouse) certified in CISM (group & individual), facilitator with Great Oaks Career Campuses, instructor with the Center For Relationship Education and trained in teaching Mental Health First Aid.

She has hand chosen each member of the pinpoint team. Each member has specialities they bring to the table; trauma, children, marriage/family and animal assisted therapy. The Pinpoint team provides several departments' clinical support around the tri state. Each member of the Pinpoint team is also trained in CID (Crisis intervention desensitization).

The Pinpoint team routinely engages in continuing education pertaining to first responder culture competency, including but not limited to, being a provider through STAR Behavioral Health and engaging in training through NERPSC (National Emergency Responder and Public Safety Center) and advanced recovery systems (IAFF COE providers).

Pinpoint has 3 office locations: West Chester Township Ohio, Bethel Ohio and Burlington Kentucky. We are also able to provide services via telehealth in the following states: Ohio, Kentucky, Indiana, Florida, Texas and Virgina.

WHAT WE DO

Pinpoint Behavioral Health Solutions "Pinpoint BHS" has assisted in and been a primary resource for various departments and peer support teams both in Ohio and Kentucky. In 2019, Pinpoint Behavioral Health Solutions partnered with a local EAP agency to provide the **first** department 'neck up check ups' in the area.

Since 2020:

- Pinpoint BHS has provided neck up checks ups to a wide range of department sizes; 20 – 325 personnel.
- Pinpoint BHS has spent over 125 hours conducting mental health wellness checks since 2019.
- Pinpoint BHS has provided mental health services to individuals in over 60 departments in the tri-state area (Kentucky and Ohio).
- Pinpoint BHS has facilitated spousal support group educational events.
- Pinpoint BHS has facilitated post traumatic stress disorder/trauma educational presentations.
- Pinpoint BHS has attended and provided clinical consultation services to various departments.
- Pinpoint BHS has built relationships with local hospitals to assist in a smooth direct admit process for first responders in a mental health crisis.
- Provided every member and command staff officers the opportunity to contact a clinician outside of business hours.
- Provided support after critical incidents and responded upon requested.

Pinpoint BHS has the capacity to provide members with referrals to in-person and tele-health follow up visits, if necessary. All clinicians are masters level clinicians and are independently licensed to provide mental health services in Ohio. We also have 3 trained EMDR clinicians as well as the only regional mental health practice that is able to provide Equine EMDR. Clinicians are trauma informed care trained and have extensive training within peer support.

Continuity of care is vitally important to the success of a behavioral health program with first responders. Our clinicians at Pinpoint BHS are able to connect individuals with other resources or referrals if needed.

OUR FIRST RESPONDER TEAM





ALISON FIENNING
OWNER, LISW-S



SABRINA MINGEREY
LPCC



ERIKA SCOTT
LISW



ELISE THOMASSON
LISW-S



BRITTANY WEHNER
LISW



ERIN KELLEY
LISW



AMY SHULL
LISW



AMBER VAUGHN
Office manager



IVY
Canine therapy specialist



RANGER
Equine therapy specialist



WHISKEY
Equine therapy specialist

OUR VALUES

COMPASSION,
COMMITMENT, CONSISTENT,
FLEXIBLE, RELATEABLE, HONESTY

OUR MISSION

The mission of Pinpoint Behavioral Health is to lead the way in serving the first responder and military communities with compassion & commitment, providing mental health services & support with consistency, flexibility, relatability, and honesty. We serve in an effort to eliminate the stigma, facilitate healing, and help our clients live the lives they've dreamt of creating.

WELLNESS CHECK PROGRAM

The wellness check program promotes prevention, education and emotional support. Pinpoint helps break down the barrier of speaking to a mental health provider through the following:



#01

Neck Up Check Ups

Neck Up Check Ups

30-60 minutes with a culturally competent clinician to decrease stigma and help guide personnel to make choices to improve their mental health.



#2

Department trainings

Department Trainings

Approx. 2 hours per shift to increase awareness, education on responders own mental health, improve morale and emotional intelligence.



#3

Therapy

Mental Health Therapy

Provide ongoing therapy sessions, link personnel with appropriate resources or other providers. Utilize CBT, EMDR, CPT and other evidenced based interventions with a masters level clinician.



#4

Crisis & consultation

Crisis & Consultation

Provide 24/7/365 availability to respond to personnel crisis. Services include CID, CISM, consultation, coordination of other services and referral in needed. Provide on scene/post incident response.

GOALS FOR THE WELLNESS PROGRAM

Wellness is based on the concept that individuals require health care services along a continuum. We know that a culture of well-being is the first step to financial savings. and prevention efforts help financial savings



GOAL #1 100%

Complete neck up checks up with 100% participation.



GOAL #2

Reduce stigma by providing personnel opprotunity to speak with a mental health clinician.



GOAL #3

Provide referrals and resources.

To develop and provide Huber Heights first responder personnel behavioral health services through education, wellness checks and ongoing services. Mental health issues in the fire service have long been ignored and held a terrifying stigma. Police, firefighters, EMTs, paramedics and dispatchers have ignored and attempted to hide mental health issues, resulting in lost productivity at work and dysfunction at home. First responders face incredible challenges and situations daily, the public rarely encounter – overtime, the stress of these situations become difficult to continue to hide and ignore.

According to the Firefighter Safety Through Advanced Research – 46.8% of Firefighters have considered suicide and 15.5% have tried during their career. According to an article published in 2021 by Health and Human Services 'law enforcement officers are 54% more likely to die by suicide than all descendants with a usual occupation'. The number of emergency responders dying by their own hands, is staggering.

#1 WELLNESS CHECKS

Pinpoint BHS will provide a clinician(s) to work with your department to meet individually with a clinician for 30-60 minutes. Although each clinician has their own style, the questions and content are consistent between clinicians. Annual wellness checks, also known as 'neck up check ups' give each individual the opportunity to meet with a clinician and discuss a variety of topics, including work life balance, eustress and distress in their lives and identify healthy vs unhealthy coping skills.

A wellness visit 'neck up check up' is:

- A 1:1 Private 30-60 minute session with a masters level clinician.
- 100% confidential - no personal information is relayed back to the department.
- An opprotunity to give referrals and/or resources

A wellness visit 'neck up check up' is **NOT:**

- A fit for duty.
- Not to be used as punitive measures.

Pinpoint will not release any information given by personnel in their 1:1 wellness checks in accordance with the Health Insurance Portability and Accountability Act of 1996 (HIPAA). Clinicians will ONLY break confidentiality if an individual identifies active thoughts, plan and intent of suicide or homicide.

Pinpoint will provide a report at the end of each quarter.

WELLNESS CHECK SAMPLE QUESTIONS/TOPICS

- Have you ever spoken to a therapist before?
- How long have you been in this profession?
- How long have you been with your department?
- Do you have healthy relationships in your life?
- Current partner?
- Do you have children or others you care for?
- How is your sleep?
- Tell me about your nutrition.
- Do you have any health concerns?
- Past trauma(s)
- Are there any calls or runs that stick with you over your career?
- We offer to complete PCL 5 - PTSD screening
- Discuss gateways of trauma
- Do you have any current life stressors?
- What do you currently do to cope when you are stressed?

#2 DEPARTMENT TRAININGS

Annual department trainings are a powerful tool to assist in increasing rapport, building cohesion, reducing stigma and decreasing personnel being frustrated with 'having to talk to someone'. Pinpoint provides a range of various trainings including, but not limited to:

- MH 101 for the first responder
- Fuel Your Tank: how to avoid burnout
- So I'm right, right?: Awareness of how to ask for help, learning about yourself and the differences we all have.
- Resiliency and critical incidents



#3 MENTAL HEALTH THERAPY

As a part of the wellness checks, personnel will be provided resources and referrals if they are interested in continuing to engage in services. No personnel can be 'forced' to follow up with recommendations, unless they are an imminent danger to themselves or someone else. Even if a clinician finds them a danger, while conducting a wellness check, limited information will be given to the department to have them go 'off track' or 'out of service' to obtain the help needed for their acuity level.



#4 CRISIS & CONSULTATION

Pinpoint behavioral health solutions, provides 24/7 coverage for emergency response and critical incidents. When Alison Fienning is not able to respond to the incident herself, she will send a member of her team in her place. All team members that respond are trained in the dynamics of managing and consulting agencies through incidents, and are familiar with best practices debriefing and post-incident response. As much as there is science that guides critical incident aftermath, there is also an art in being able to merge the complexities of the situation, participants and legal/liability issues. Pinpoint Behavioral Health Solutions is mindful of these dynamics and carefully evaluates each situation for the appropriate approach.

PROPOSED TIMELINE



Phase 1: Mental Health 101 training

- Prior to start of wellness checks.
- Pinpoint requests three consecutive days and attendance from all disciplines (virtual or in person)for 90 minute training.
- The mental health 101 training helps personnel get to know the team, which will increase participation and comfortability.
- The training also provides personnel with information pertaining to their own mental health including risk factors, symptoms of PTSD and education regarding the parasympathetic nervous system.

Phase 2: Schedule wellness checks

- Wellness checks will start approximately 60 days from contract acceptance. Our team of clinicians will begin conducting wellness checks.
- Pinpoint requests an update list of personnel prior to start.
- Pinpoint will strategize best time for 1:1 wellness checks at township facilities and/or Pinpoint office with department point of contact - preferred a designated trained peer support member from each discipline.
- Schedule is preferred to do all days/shifts consecutively.

PROPOSED TIMELINE



Phase 2: Schedule wellness checks

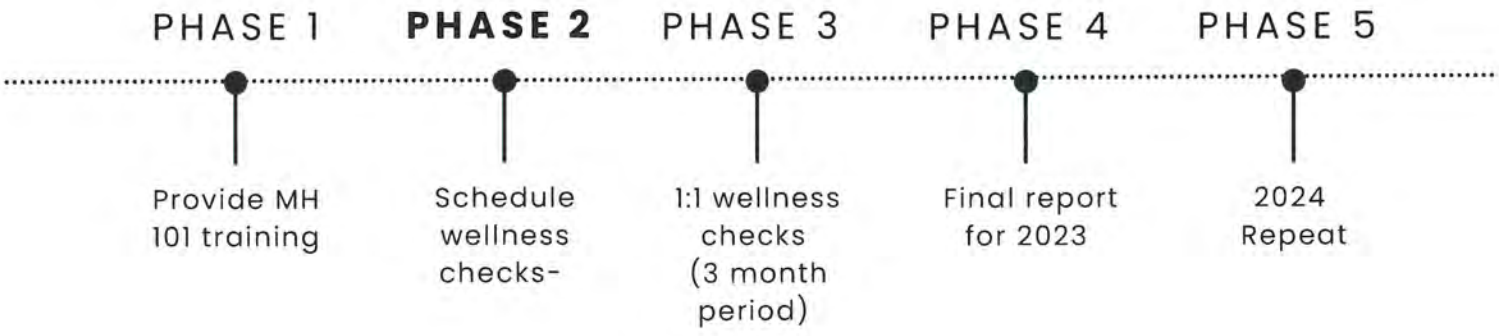
- Example schedule at West Chester Township Facilities:

April 17 0800 Unit 3 Station 22
April 18 0800 Unit 1 Station 22
April 19 0800 Unit 2 Station 22

- Example schedule(s) at Pinpoint office located in West Chester Township:

0800 open slot
0900 open slot
1000 open slot
1100 open slot
1300 open slot
1500 open slot
1600 open slot
1700 open slot
1800 open slot
1900 open slot

PROPOSED TIMELINE



Phase 3: Engagement and completion of 2023 wellness checks: tentative time frame

Pinpoint will complete 30-60 minutes with each individual at each station.

A.) Pinpoint typically coordinates schedule with a point of contact, preferably a trained peer support member from each discipline.

B.) If A is not an option, Pinpoint can also:

- Coordinate with each fire house either with the peer support person or with the Lieutenant/captain of each shift.
- Pinpoint will utilize 1 clinicians to conduct the wellness checks.

C.) Pinpoint will plan to meet with all unit days and all shifts.

- 1 fire station a month.

PROPOSED TIMELINE



Phase 4: Final report

Give final report for 2023. No later than 10 days after end of year.

SEE INDEX FOR TEMPLATE REPORT.

Phase 5: 2024

Pinpoint will repeat cycle and coordinate dates for 2024. Schedule and rotation is flexible and based on department schedules.

PROPOSED BUDGET FOR WELLNESS PROGRAM

Project plan budget	Value
NECK UP CHECK UPS - 50 PERSONNEL $150/PP	$7,500
TRAININGS 3- 3 HOUR LECTURES	$1,350
CRISIS CARE - 24/7/365 $500 PER MONTH	$6,000
TOTAL - PER YEAR	$14,850
BUDGET TOTAL FOR 2 YEARS	$29,700

The proposed budget is separated into 4 categories:

1. Neck Up Check Ups
- Estimated session with 190 personnel at $150 per person.

2. Trainings
- Estimated training for all 3 disciplines
- Estimated 9 hours at $150 per hour

3. Crisis care and consultation
- $500 a month to be available 24/7/365

TESTIMONIALS

Testimonials 2022

In 2021 our department established a wellness committee. We were focused on three areas, Mental Health, Physical fitness, and Disease prevention. I was assigned as chair for the mental health committee along with two others within the department. We met together and went to several classes/symposiums throughout the year in order to learn as much as we could on how to better help our members. It was at one of the classes that I meet Alison. I briefly described to her what we were trying to accomplish, we were looking for additional resources besides just an EAP. We also talked to several other companies trying to find the best fit for our department. We were looking to partner with a company that could provide continuing ed, one on one checkups, and other off duty services.

Alison and Sabrina proved to be what we were looking for, someone who understands exactly what first responders are going through. After several discussions with Alison, we decided as a department that Pinpoint was a great fit and resource for us. Alison and Sabrina were so approachable; they made the choice easy for us. We are proud to say that we have partnered with Pinpoint to provide semi-annual continuing Ed classes to the entire department along with annual one on one checkups. I received nothing but positive comments after our very first continuing ed class with Pinpoint. We look forward to building a stronger and better department with the help of Pinpoint. If you or department are looking for help, don't look any further.

Captain C - (KY department)

Seeing Alison is the best mental health decision I've ever made. She's someone who cares outside of the practice and will text me on days that she knows are important or particularly stressful. I've really succeeded in my mental health journey and wouldn't have been able to self-realize as well as I do without her guidance. She knew it was in there, just had to do a little digging.

C (firefighter)

Pinpoint Behavioral Health is my first choice when recommending assistance to the veteran and first responder communities. Alisons understanding of the culture combined with her compassion make for the perfect combination to healing. She makes you feel comfortable from the start. Her passion for her clients and her work shows and words can't express the gratitude I have for the help I have received to move my life in a positive direction.
A (firefighter)

REFERENCES

Cincinnati Fire Department
Joe Elliot - Cincinnati Fire Department Peer Support Coordinator
Cell: 513-415-2783
Email: Joseph.Elliott@cincinnati-oh.gov

Cincinnati Police Department
Tiphanie Galvez - Cincinnati Police Department Wellness Coordinator
Phone: 513-564-1880
Cell: 513-498-1052
Email: CPDPeerSupport@Cincinnati-OH.gov

Dayton Fire Department Wellness Coordinator
Jim Burneka
Phone: 937-604-3611
Email: jimburnekajr@gmail.com

Ft. Thomas Fire Department
Captain Kasey Carr
Phone: 859-441-8393
email: kcarr@ftthomas.org

Lebanon Fire Department
Ron Whitaker - Training Lieutenant
Phone: 513-967-2854
Email: rwhitaker@lebanonohio.gov

Liberty Township FIre Department
Adam Shappelle - Firefighter / Investigator
Phone: 513-759-7530
Email: ashappelle@liberty-township.com

Premier Health
Daria Rike - EMS coordinator
Office: (937) 438-4438
Cell: (937) 701-6411
Email: dotikhonov@premierhealth.com

Scarlet Oaks: Adult public safety
Former commander Paul Hartinger
Phone: 513-266-5585
Email: hartingerp90@gmail.com

Sycamore Township Fire Department
Mike Kramer
Phone: 513-476-7654
Email: kramerfd@gmail.com

CONTACT INFORMATION

Pinpoint Behavioral Health Solutions
EIN: 82-3757775
8050 Beckett Center Dr. Suite 103
West Chester, OH 45069

Phone: 513-520-2532
Fax: 513-330-6830
Email: info@pinpointbhs.com



ADDITIONAL DOCUMENTS INCLUDED

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Wellness Program Utilization Report

Wellness Program Utilization Report
Report completed by Alison Fienning

Company: Department name

Report Year: 2023

Utilization of Wellness Checks	Q1	Q2	Q3	Q4	2023
Total Personnel	x				
Mental health checks completed	x				
	%				
1st time with therapist in lifetime	x				
	%				
Referrals	x				
	%				
Top 3 Problem types	Trauma/PTSD Relationship/Marital Workplace Problems				
Total time	0 hours				

Wellness Program Utilization Report

Q1 2023 report is for the following date range: x/xx/xxxx – x/xx/xxxx

Out of the estimated xxx personnel with XYZ Department, __% (__ personnel) engaged in the mental health wellness checks for quarter 1. Clinician has spent ___ hours over ___ shifts at the following locations: x,y,z.

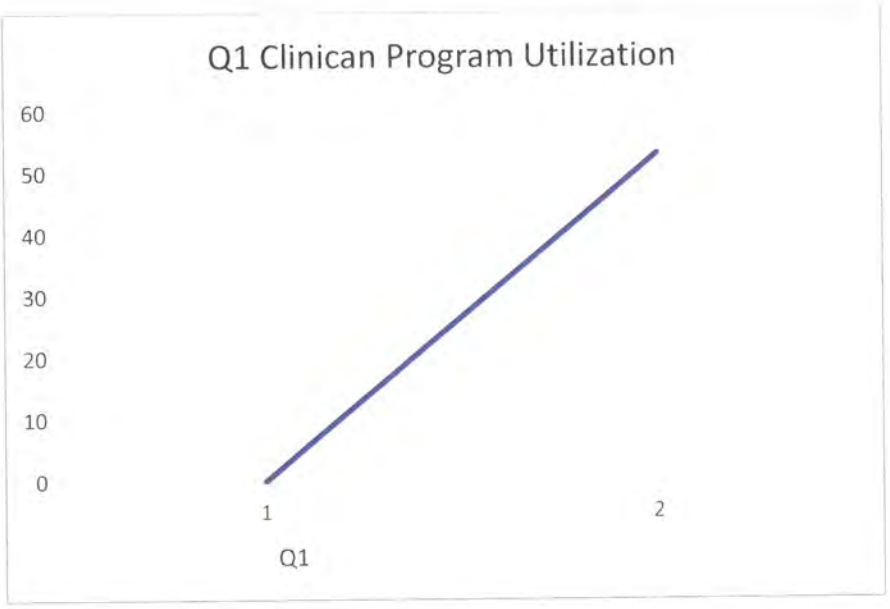
When offered to engage in the mental health wellness check, there has been 100% participation. Thus far, ___% (___ personnel) had never been seen by a therapist in their lifetime. There was xyz referrals given for various needs.

The top 3 problem types identified by personnel were:
1. Trauma (work) related incidents that have produced PTSD symptoms, with possible criteria for diagnosis.
2. Relationship/martial concerns
3. Workplace problems

Wellness Program Utilization Report

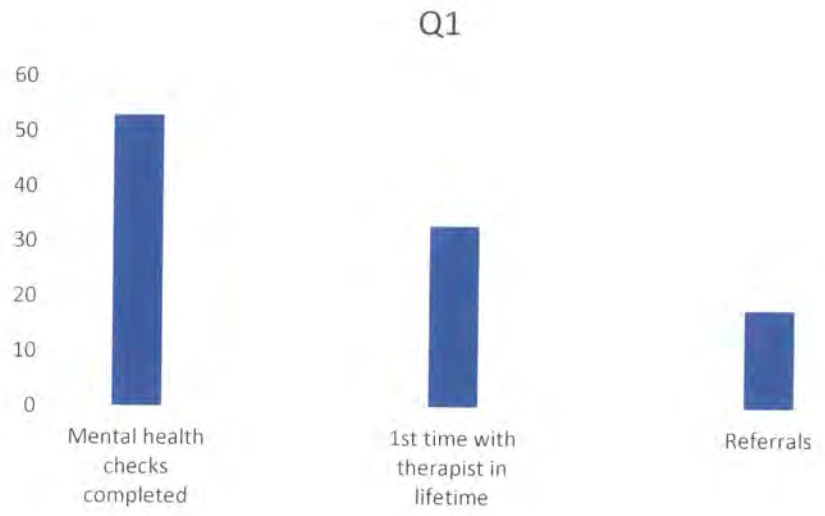
Wellness Program Utilization Report
Report completed by Alison Fienning





Wellness Program Utilization Report

Wellness Program Utilization Report
Report completed by Alison Fienning



Form **W-9**
(Rev. October 2018)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

▶ **Go to *www.irs.gov/FormW9* for instructions and the latest information.**

Give Form to the requester. Do not send to the IRS.

Print or type. See **Specific Instructions** on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.
PinPoint Behavioral Health Solutions

2 Business name/disregarded entity name, if different from above
PinPoint Behavioral Health Solutions

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☒ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is **not** disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from FATCA reporting code (if any) _____

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.
8050 Beckett Center Dr. Suite 103

Requester's name and address (optional)
8050 Beckett Center Dr.
Suite 103

6 City, state, and ZIP code
West Chester, Ohio 45069

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number
[ ][ ][ ] - [ ][ ] - [ ][ ][ ][ ]

or

Employer identification number
8 2 - 3 7 5 7 7 7 5

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here | **Signature of U.S. person** ▶ [signature] **Date** ▶ 1/1/2023

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9*.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, *later.*

STATE OF OHIO
OHIO EMERGENCY MANAGEMENT AGENCY

ARPA FIRST RESPONDER PROCUREMENT REVIEW FORM
(REQUIRED FOR ALL PROCUREMENTS $10,000 AND ABOVE)

1. Total Estimated Cost	2. Requesting Jurisdiction	3. Grant Program Name/Year
$14,850/year or $29,700 for 2 years	City of Huber Heights Fire Division	ARPA/2023-2024
4. Vendor Name, Address, and Phone	**5. Date Required**	**6. Requesting Jurisdiction Address**
Pinpoint Behavioral Health Solutions 850 Beckett Center Dr Suite 103 West Chester, OH 45069 (513) 520-2532	4/1/2023	7008 Brandt Pike Huber Heights, OH 45424
	7. Project Manager's Name	**Phone**
	Dr. Chris McIntosh	(937) 776-1644

8. Check that the following documentation is attached to ensure a full procurement package is available for review:

- ☑ A. Solicitation (Request for Quotes, Invitation to Bid, Request for Proposals
- ☑ B. Copy of the appropriate # of valid quotes (at least 3), valid bids (at least 2), valid proposals (at least 2) received
- ☑ C. Score sheets or tabulation documents
- ☑ D. Documented correspondence involving this procurement with Ohio EMA
- ☑ E. Justification of procurement decision based solely on criteria in the solicitation (enter in section 10 below)
- ☑ F. Suspension and Debarment check documentation (both federal and state lists)
- ☐

9. Check the type of special consideration for this procurement (if necessary):

- ☐ A. Single Source
- ☐ B. Inadequate Competition
- ☐

10. Justification/Explanation: Provide a justification of which vendor is being chosen and awarded the project based solely on the criteria listed in the competitive solicitation. To explain special considerations requested, please state the details of the selection process utilized to choose this vendor. Specifications in the form of an RFQ, RFP or ITB should be included or attached.

Pinpoint Behavioral was the only company to meet all the requirements of the program. Pinpoint was the only company to clearly lay out a lecture/training plan as well as a clear timeline for mental health checks. Pinpoint Behavioral met all of the standards while maintaining one of the lowest cost per Fire Division member per year. Ms. Alison Fienning also had the desired experience with First Responders which translated into a more appropriate and more comprehensive mental health program when compared to other proposals.

(Continue on Back)

11. Jurisdiction Signatory Authority or Authorized Representative Name and Title (typed or printed)	I certify to the best of my knowledge and belief, that all the information on this request, including any attachment, is true and accurate	
Gregory T. Baumle - Fire Battalion Chief	Gregory T. Baumle Signature	03/20/2023 Date

GRANTS BRANCH

☒ Approved ☐ Disapproved ☐ Returned for Further Justification

Grant Program Specialist _____

Supervisor of Fiscal/Grant Management Branch	
Vicki L. Cox, Grants Administrator Signature	3/20/23 Date

PROCUREMENT REVIEW FORM - BACK

10. Justification/Explanation (*Continued from front; attach additional sheets if necessary)*

CITY OF HUBER HEIGHTS
STATE OF OHIO

RESOLUTION NO. 2023-R-

AUTHORIZING THE CITY MANAGER TO AWARD A CONTRACT FOR A BEHAVIORAL WELLNESS PROGRAM FOR THE FIRE DIVISION.

WHEREAS, the City of Huber Heights Fire Division issued a Request For Proposals (RFP) to provide behavioral health services; and

WHEREAS, a competitive bidding process was conducted consistent with the applicable provisions of Ohio Revised Code Section 721.15, the Huber Heights Codified Ordinances, and the City's purchasing procedures; and

WHEREAS, Pinpoint Behavioral Health Solutions was the lowest and best bidder of $29,700.00 for two years of services.

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

Section 1. The City Manager is hereby authorized to award the bid contract to Pinpoint Behavioral Health Solutions for behavioral health services for the Fire Division two years at a cost not to exceed $29,700.00 consistent with the applicable provisions of Ohio Revised Code Section 721.15, the Huber Heights Codified Ordinances, and the City's purchasing procedures.

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 _____, 2023;
_____ Yeas; _____ Nays.

Effective Date:

AUTHENTICATION:

_____	_____
Clerk of Council	Mayor
_____	_____
Date	Date

AI-9103 **Topics of Discussion** **E.**

Council Work Session

Meeting Date: 04/04/2023

Fire Division Staffing Update

Submitted By: Anthony Rodgers

Department: City Council

Council Committee Review?: Council Work Session

Date(s) of Committee Review: 02/07/2023 and 02/21/2023 and 03/27/2023 and 04/04/2023

Audio-Visual Needs: None

Emergency Legislation?: No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

Fire Division Staffing Update

Purpose and Background

This agenda item has been requested by Councilmembers Ed Lyons, Anita Kitchen, and Glenn Otto for an update on staffing in the Fire Division. The updated spreadsheet on the hiring activities in the Fire Division has been provided (see attached).

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

Spreadsheet

Firefighter/Paramedic Hiring Status

		Withdrew	No Response	Background	Conditional Offer	Psych.	Phys.	Prints	PAT	Paramedic Cert	Start Date	Count Based on Start Date
May 6, 2022 Eligibility List	Candidate 1			X	X	X	X	X	X	X	1/3/2023	34 of 42
	Candidate 2			X	X	X	X	X	X	X	1/3/2023	35 of 42
	Candidate 3			X	X	X	X	X	X	X	1/4/2023	36 of 42
	Candidate 4			X	X	X	X	X	X		X	X
December 9, 2022 Eligibility List	Candidate 1	X									X	
	Candidate 2			X	X	X	X	X	X	X	2/20/2023	38 of 42
	Candidate 3											
	Candidate 4			X	X	X	X	X	X	X	2/6/2023	37 of 42
	Candidate 5	X		X							X	
	Candidate 6											
	Candidate 7	X									X	
	Candidate 8	X		X	X	X	X		X	X	X	
	Candidate 9		X								X	
	Candidate 10	X									X	
	Candidate 11			X	X	X	X	X	X	X	3/6/2023	39 of 42
	Candidate 12		X								X	
New Process started February 3, 2023 with a deadline for applications on February 24, 2023.												
March 3, 2023 Eligibiity List	Candidate 1*			X	X				X	X	TBD	40 of 42
	Candidate 2*			X	X				X	X	TBD	41 of 42
	Candidate 3*			X	X				X	X	TBD	42 of 42
	* Pre-employment testing for each candidate has been scheduled											

	indicates updates from previous meeting
	indicates candidate completed; waiting on results

AI-9108 **Topics of Discussion** **F.**

Council Work Session

Meeting Date: 04/04/2023

Supplemental Appropriations

Submitted By: Jim Bell

Department: Finance **Division:** Accounting

Council Committee Review?: Council Work Session

Date(s) of Committee Review: 02/07/23 and 03/27/2023 and 04/04/2023

Audio-Visual Needs: None **Emergency Legislation?:** No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

Supplemental Appropriations

Purpose and Background

The supplemental appropriations from the first reading of the ordinance are for the following purposes:

- $450,000 transfer from Sewer Fund to Sewer Capital Fund for East Sanitary Sewer Extension Project (bids received over amount budgeted).
- $525,000 advance from General Fund to Capital Improvement Fund to purchase land for the new Public Works facility.
- $1,000,000 advance from General Fund to Water Utility Reserve Fund for engineering for additional water main replacement design.
- $62,400 advance from the General Fund to ED/GE Capital Improvements Fund for initial funding for the Millat Industries Project (to be reimbursed by grant proceeds).
- $62,400 return of advance from ED/GE Capital Improvements Fund to General Fund upon receipt of grant proceeds.
- $27,300 reduction in Accounting Division personnel expenses.
- $27,300 for temporary staffing services for the Accounting Division.
- $55,000 for the Street Safety Study Project.
- $15,000 for Annual Storm Water Report and the Illicit Discharge Detection and Elimination Plan.
- $14,545 for the remaining balance on the Comprehensive Development Plan.
- $16,850 reduction in the Engineering section of the Gasoline Tax Fund.
- $16,850 increase in the Public Works section of the Gasoline Tax Fund for a Ver-Mac high definition message board for traffic information.

City Council are requesting the amendment of the ordinance prior to the second and final reading to include these additional supplemental appropriations:

- $19,350 reduction in Tax Division personnel expenses.
- $19,350 for extended temporary staffing services for the Tax Division.
- $100,000 reduction in the General Fund for website redevelopment.
- $100,000 for improvements to the Community Center on Powell Road.

Fiscal Impact

Source of Funds:	Various Funds
Cost:	$2,059,545
Recurring Cost? (Yes/No):	No

Funds Available in Current Budget? (Yes/No): Yes
Financial Implications:

Attachments

Ordinance
Ordinance - Amended

CITY OF HUBER HEIGHTS
STATE OF OHIO

ORDINANCE NO. 2023-O-

AUTHORIZING ADVANCES AND TRANSFERS BETWEEN VARIOUS FUNDS OF THE CITY OF HUBER HEIGHTS, OHIO AND AMENDING ORDINANCE NO. 2022-O-2562 BY MAKING SUPPLEMENTAL APPROPRIATIONS FOR EXPENSES OF THE CITY OF HUBER HEIGHTS, OHIO FOR THE PERIOD BEGINNING JANUARY 1, 2023 AND ENDING DECEMBER 31, 2023.

WHEREAS, supplemental appropriations for expenses of the City of Huber Heights must be made for appropriations of funds for various 2023 operating and project funding.

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

Section 1. Authorization is hereby given to advance and transfer certain monies up to amounts not exceeding those shown and for the purposes cited in Exhibit A, and such authorization applies to any and all such advances and transfers necessary and effected after January 1, 2023.

Section 2. Ordinance No. 2022-O-2562 is hereby amended as shown in Exhibit B of this Ordinance.

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 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 _____ , 2023;
_____ Yeas; _____ Nays.

Effective Date:

AUTHENTICATION:

_____ _____
Clerk of Council Mayor

_____ _____
Date Date

EXHIBIT A

Transfer:

Amount	*Fund From*	*Fund To*	*Purpose*
$450,000.00	551 Sewer	552 Sewer Capital	East Sanitary Sewer Extension

Advance:

Amount	*Fund From*	*Fund To*	*Purpose*
$ 525,000.00	101 General	406 Capital Imp.	Purchase land for PW facility
$1,000,000.00	101 General	504 Water Util Res.	Engineering for $12M of watermains
$ 62,400.00	101 General	427 ED/GE Cap Imp	Millat Industries project pre-funding
$ 62,400.00	427 ED/GE Cap Imp	101 General	Return of advance - grant received

EXHIBIT B

AMENDING ORDINANCE NO. 2022-O-2562 BY MAKING APPROPRIATIONS FOR EXPENSES OF THE CITY OF HUBER HEIGHTS, OHIO FOR THE PERIOD BEGINNING JANUARY 1, 2023 AND ENDING DECEMBER 31, 2023.

1) Section 1 of Ordinance No. 2022-O-2562 is hereby amended to reflect changes in the appropriations of the 101 General Fund, as follows:

   a. Subsection d) Planning & Development, Operations and Capital increase of $14,545.00

   b. Subsection k) Accounting, Personnel decrease of $27,300.00

   c. Subsection k) Accounting, Operations and Capital increase of $27,300.00

   d. Subsection r) Non-Departmental, Advances increase of $1,587,400.00.

2) Section 3 of Ordinance No. 2022-O-2562 is hereby amended to reflect changes in the appropriations of the 203 Gasoline Tax Fund, as follows:

   a. Subsection a) Engineering, Operations and Capital increase of $55,000.00

   b. Subsection a) Engineering, Operations and Capital decrease of $16,850.00

   c. Subsection b) Streets, Operations and Capital increase of $16,850.00.

3) Section 30 of Ordinance No. 2022-O-2562 is hereby amended to reflect an increase in the appropriations of the 406 Capital Improvement Fund, as follows:

   a. Subsection c) Capital, Operations and Capital of $525,000.00.

4) Section 33 of Ordinance No. 2022-O-2562 is hereby amended to reflect an increase in the appropriations of the 427 ED/GE Capital Improvement Fund, as follows:

   a. Subsection a) Capital, Operations and Capital of $62,400.00
   b. Subsection b) Non-Departmental, Advances of $62,400.00.

5) Section 42 of Ordinance No. 2022-O-2562 is hereby amended to reflect an increase in the appropriations of the 504 Water Utility Reserve Fund, as follows:

   a. Subsection a) Capital, Operations and Capital of $1,000,000.00

6) Section 44 of Ordinance No. 2022-O-2562 is hereby added to reflect an increase in the appropriations of the 551 Sewer Fund, as follows:
   a. Subsection e) Non-Departmental, Transfers of $450,000.00.

7) Section 45 of Ordinance No. 2022-O-2562 is hereby added to reflect an increase in the appropriations of the 552 Sewer Acquisition/Capital Fund, Operations and Capital of $450,000.00.

8) Section 46 of Ordinance No. 2022-O-2562 is hereby added to reflect an increase in the appropriations of the 571 Storm Water Management Fund, as follows:
   a. Subsection a) Engineering, Operations and Capital of $15,000.00.

General Fund	$1,601,945.00
Gasoline Tax Fund	$55,000.00
Capital Improvements Fund	$525,000.00
ED/GE Capital Improvements Fund	$124,800.00
Water Utility Reserve Fund	$1,000,000.00
Sewer Fund	$450,000.00
Sewer Acquisition/Capital Fund	$450,000.00
Storm Water Management Fund	$15.000.00

CITY OF HUBER HEIGHTS
STATE OF OHIO

ORDINANCE NO. 2023-O-

AUTHORIZING ADVANCES AND TRANSFERS BETWEEN VARIOUS FUNDS OF THE CITY OF HUBER HEIGHTS, OHIO AND AMENDING ORDINANCE NO. 2022-O-2562 BY MAKING SUPPLEMENTAL APPROPRIATIONS FOR EXPENSES OF THE CITY OF HUBER HEIGHTS, OHIO FOR THE PERIOD BEGINNING JANUARY 1, 2023 AND ENDING DECEMBER 31, 2023.

WHEREAS, supplemental appropriations for expenses of the City of Huber Heights must be made for appropriations of funds for various 2023 operating and project funding.

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

Section 1. Authorization is hereby given to advance and transfer certain monies up to amounts not exceeding those shown and for the purposes cited in Exhibit A, and such authorization applies to any and all such advances and transfers necessary and effected after January 1, 2023.

Section 2. Ordinance No. 2022-O-2562 is hereby amended as shown in Exhibit B of this Ordinance.

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 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 _____ , 2023;
_____ Yeas; _____ Nays.

Effective Date:

AUTHENTICATION:

_____ _____
Clerk of Council Mayor

_____ _____
Date Date

EXHIBIT A

Transfer:

Amount	*Fund From*	*Fund To*	*Purpose*
$450,000.00	551 Sewer	552 Sewer Capital	East Sanitary Sewer Extension

Advance:

Amount	*Fund From*	*Fund To*	*Purpose*
$ 525,000.00	101 General	406 Capital Imp.	Purchase land for PW facility
$1,000,000.00	101 General	504 Water Util Res.	Engineering for $12M of watermains
$ 62,400.00	101 General	427 ED/GE Cap Imp	Millat Industries project pre-funding
$ 62,400.00	427 ED/GE Cap Imp	101 General	Return of advance - grant received

EXHIBIT B

AMENDING ORDINANCE NO. 2022-O-2562 BY MAKING APPROPRIATIONS FOR EXPENSES OF THE CITY OF HUBER HEIGHTS, OHIO FOR THE PERIOD BEGINNING JANUARY 1, 2023 AND ENDING DECEMBER 31, 2023.

1) Section 1 of Ordinance No. 2022-O-2562 is hereby amended to reflect changes in the appropriations of the 101 General Fund, as follows:
   a. Subsection d) Planning & Development, Operations and Capital increase of $14,545.00
   b. Subsection g) Central Services, Operations and Capital decrease of $100,000.00
   c. Subsection k) Accounting, Personnel decrease of $27,300.00
   d. Subsection k) Accounting, Operations and Capital increase of $27,300.00
   d. Subsection l) Taxation, Personnel decrease of $19,350.00
   d. Subsection l) Taxation, Operations and Capital increase of $19,350.00
   e. Subsection r) Non-Departmental, Advances increase of $1,587,400.00.
2) Section 3 of Ordinance No. 2022-O-2562 is hereby amended to reflect changes in the appropriations of the 203 Gasoline Tax Fund, as follows:
   a. Subsection a) Engineering, Operations and Capital increase of $55,000.00
   b. Subsection a) Engineering, Operations and Capital decrease of $16,850.00
   c. Subsection b) Streets, Operations and Capital increase of $16,850.00.
3) Section 12 of Ordinance No. 2022-O-2562 is hereby amended to reflect an increase in the appropriations of the 218 Parks & Recreation Fund, as follows:
   a. Subsection b) Park & Recreation, Operations and Capital of $100,000.00.
4) Section 30 of Ordinance No. 2022-O-2562 is hereby amended to reflect an increase in the appropriations of the 406 Capital Improvement Fund, as follows:
   a. Subsection c) Capital, Operations and Capital of $525,000.00.
5) Section 33 of Ordinance No. 2022-O-2562 is hereby amended to reflect an increase in the appropriations of the 427 ED/GE Capital Improvement Fund, as follows:
   a. Subsection a) Capital, Operations and Capital of $62,400.00
   b. Subsection b) Non-Departmental, Advances of $62,400.00.
6) Section 42 of Ordinance No. 2022-O-2562 is hereby amended to reflect an increase in the appropriations of the 504 Water Utility Reserve Fund, as follows:
   a. Subsection a) Capital, Operations and Capital of $1,000,000.00
7) Section 44 of Ordinance No. 2022-O-2562 is hereby added to reflect an increase in the appropriations of the 551 Sewer Fund, as follows:
   a. Subsection e) Non-Departmental, Transfers of $450,000.00.
8) Section 45 of Ordinance No. 2022-O-2562 is hereby added to reflect an increase in the appropriations of the 552 Sewer Acquisition/Capital Fund, Operations and Capital of $450,000.00.
9) Section 46 of Ordinance No. 2022-O-2562 is hereby added to reflect an increase in the appropriations of the 571 Storm Water Management Fund, as follows:
   a. Subsection a) Engineering, Operations and Capital of $15,000.00.

General Fund	$1,501,945.00
Gasoline Tax Fund	$55,000.00
Parks & Recreation Fund	$100,000.00
Capital Improvements Fund	$525,000.00
ED/GE Capital Improvements Fund	$124,800.00
Water Utility Reserve Fund	$1,000,000.00
Sewer Fund	$450,000.00
Sewer Acquisition/Capital Fund	$450,000.00
Storm Water Management Fund	$15.000.00

AI-9105 **Topics of Discussion** **G.**

Council Work Session

Meeting Date: 04/04/2023

Dial Park - Concept Planning

Submitted By: Bryan Chodkowski

Department: City Manager

Council Committee Review?: Council Work Session **Date(s) of Committee Review:** 03/27/2023 and 04/04/2023

Audio-Visual Needs: None **Emergency Legislation?:** No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

Dial Park - Concept Planning

Purpose and Background

The City budgeted $315,000 in the 2023 City Budget to begin making improvements to Dial Park. As part of the March 27, 2023 Council Work Session, City Staff initially submitted legislation directing the City Manager to produce and provide a conceptual site plan to the Parks and Recreation Board with proposed improvements to Dial Park within ninety (90) days of this legislation's adoption. These initial improvements included a play structure, swing set, and picnic shelter. Following the introduction of this initial legislation and the first reading on March 27, 2023, City Staff received Council feedback on the proposed legislation.

In response to this feedback, City Staff included in the April 4, 2023 Council Work Session meeting packet, updated legislation regarding potential improvements to Dial Park. The differences between the March 27, 2023 legislation and the April 4 legislation are summarized as follows:

- Budget has increased from $315,000 to $500,000;
- Improvements now include a half-basketball court;
- Conceptual site plan will be presented to Council, not the Parks and Recreations Board (timing purpose only);
- An additional declaration has been added expressing a call for project expediency.

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:

Source of Funds: Parks and Recreation Fund
Cost: $500,000
Recurring Cost? (Yes/No): No
Funds Available in Current Budget? (Yes/No): No
Financial Implications:

Attachments

Resolution

CITY OF HUBER HEIGHTS
STATE OF OHIO

RESOLUTION NO. 2023-R-

DIRECTING THE CITY MANAGER TO PLAN IMPROVEMENTS TO DIAL PARK.

WHEREAS, the City of Huber Heights (the "City") desires to make certain improvements to Dial Park; and

WHEREAS, the City budgeted $315,000.00 in the 2023 City Budget to begin making said improvements, and

WHEREAS, the City would like to demonstrate to the community its commitment to facilitating these improvements.

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

Section 1. The City Manager is directed to produce and provide a conceptual site plan to the Parks and Recreation Board with proposed improvements to Dial Park within ninety (90) days of this legislation's adoption. Said improvements shall be limited to a play structure, possible swing set, and picnic shelter at a total cost not to exceed $315,000.00.

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 _____ , 2023;
_____ Yeas; _____ Nays.

Effective Date:

AUTHENTICATION:

_____	_____
Clerk of Council	Mayor
_____	_____
Date	Date

CITY OF HUBER HEIGHTS
STATE OF OHIO

RESOLUTION NO. 2023-R-

DIRECTING THE CITY MANAGER TO PLAN IMPROVEMENTS TO DIAL PARK.

WHEREAS, the City of Huber Heights (the "City") desires to make certain improvements to Dial Park; and

WHEREAS, the City would like to demonstrate to the community its commitment to facilitating these improvements.

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

Section 1. The City Manager is directed to produce and provide a conceptual site plan to City Council with proposed improvements to Dial Park within ninety (90) days of this legislation's adoption. Said improvements shall include a play structure, a possible swing set, a half-basketball court, and a picnic shelter with a total budgeted amount not to exceed $500,000.00.

Section 2. Upon Council's approval of the aforementioned conceptual site plan, the City Manager shall exercise all efforts to begin the construction of any approved improvements as expeditiously as possible.

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 the _____ day of _____ , 2023;
_____ Yeas; _____ Nays.

Effective Date:

AUTHENTICATION:

_____	_____
Clerk of Council	Mayor
_____	_____
Date	Date

AI-9106 **Topics of Discussion** H.

Council Work Session

Meeting Date: 04/04/2023

LWC - Design Agreement - Public Buildings

Submitted By: Bryan Chodkowski

Department: City Manager

Council Committee Review?: Council Work Session **Date(s) of Committee Review:** 04/04/2023

Audio-Visual Needs: None **Emergency Legislation?:** No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

LWC - Design Agreement - Public Buildings

Purpose and Background

In support of community development efforts, the City has previously committed to construct a new senior and governance facility in the Heritage Commons area, near the northwest corner of Fishburg Road and Brandt Pike. This area is also the location of the new Huber Heights Branch of the Dayton Metro Library. The library branch is the cornerstone of community development efforts in this area and this branch of the library was designed by LWC Incorporated. LWC Incorporated also assisted the City with preliminary concept designs for the proposed senior and governance center. In an effort to maintain architectural design and concept continuity as well as leverage previous design efforts, this legislation authorizes the hiring of LWC Incorporated to prepare detailed design plans and administer the bid process for the City's new Senior and Governance Center.

Fiscal Impact

Source of Funds: Capital Improvement Fund

Cost: $580,000

Recurring Cost? (Yes/No): No

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

Financial Implications:

Attachments

Schedule

Elevation Concepts

Floor Plan Concept

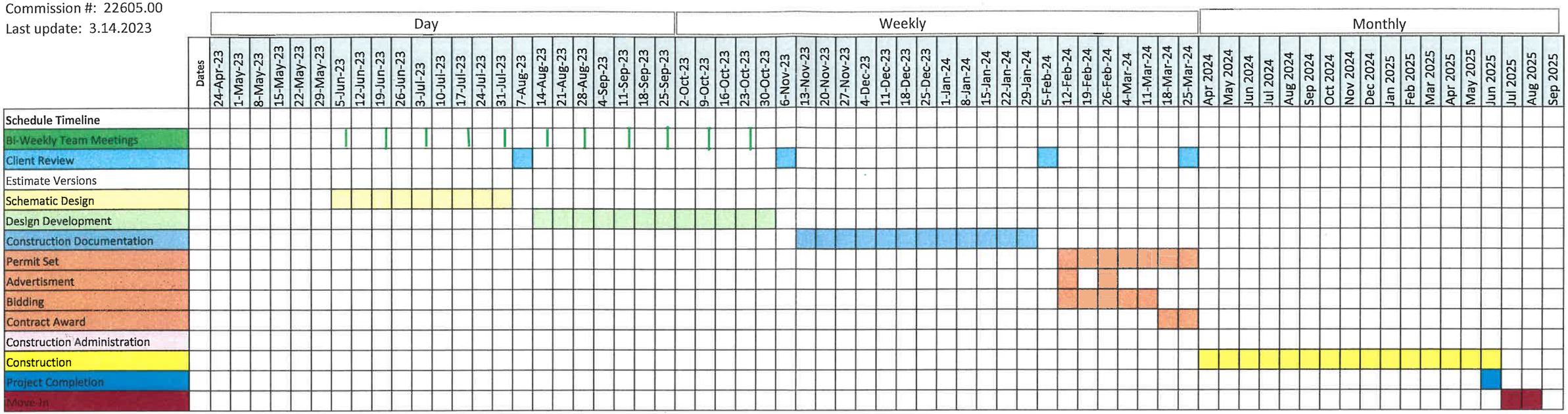
Resolution

PROJECT SCHEDULE

LWC INCORPORATED

Huber Heights Senior Center

Commission #: 22605.00
Last update: 3.14.2023



Project Highlights.	
June 2023 - July 2023	Schematic Design
August 2023 - October 2023	Design Development
December 2023 - January 2024	Construction Documentation
Feburary 2024 - March 2024	Bidding
March 2024	Award of the Contract
April 2024	Start Construction
June 2025	Project Completion
August 2025	Move-In

Huber Heights City Council & Senior Center

Facade Development

Total SQFT: Approx. 16,000



Southeast Elevation



Northeast Elevation

HUBER HEIGHTS
Come Grow With Us!

The City of Huber Heights
City Council & Senior Center
March 22nd, 2023

LWC INCORPORATED

Huber Heights City Council & Senior Center

Plan Development

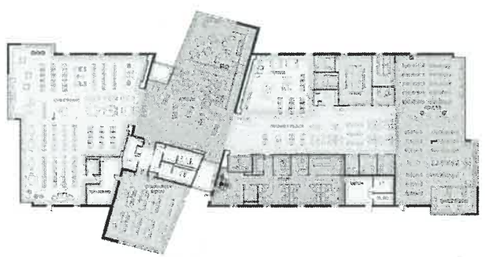
Total SQFT: Approx. 16,000

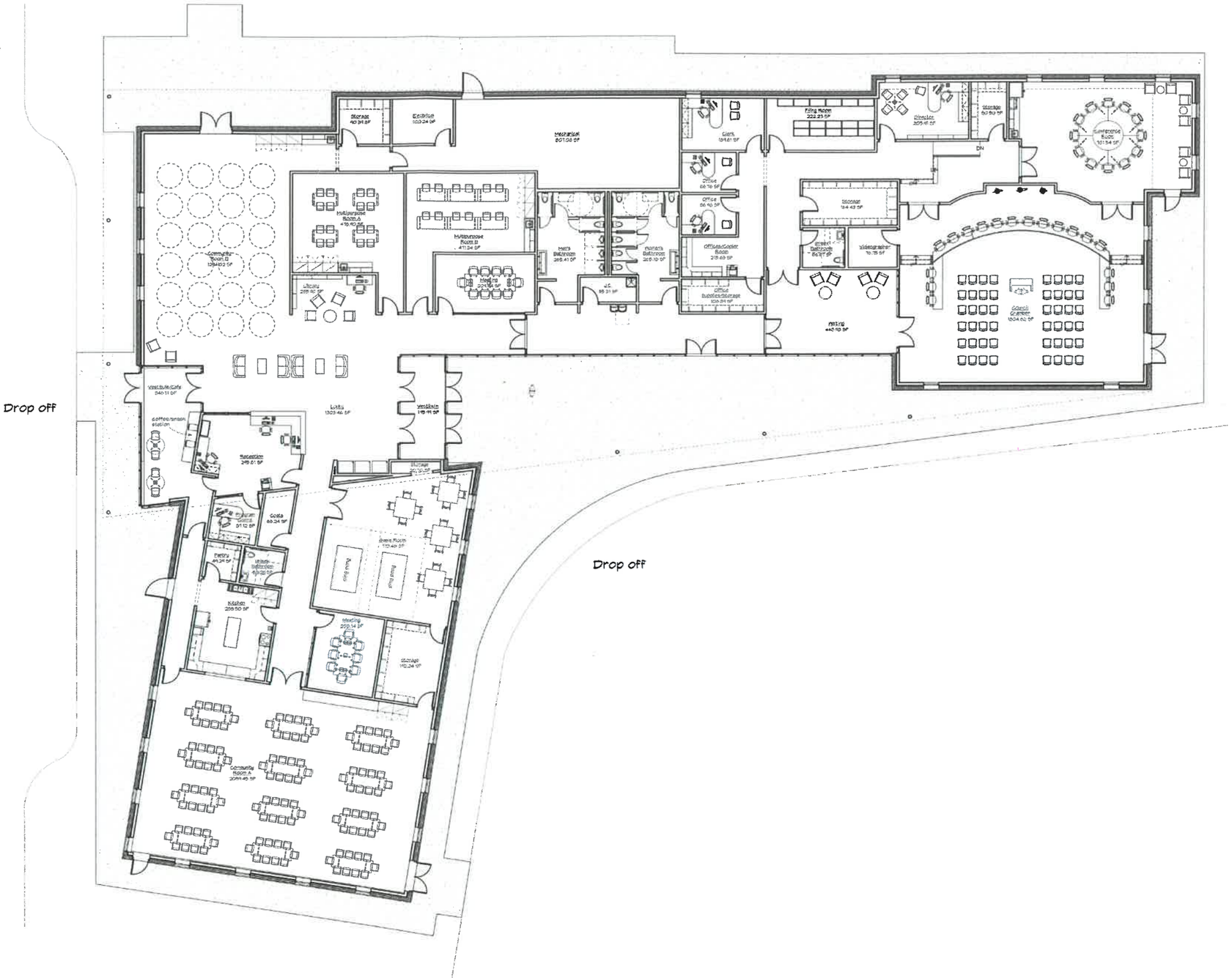
Connection to the new Dayton Metro Library - Huber Heights Branch











HUBER HEIGHTS *Come Grow With Us!*

The City of Huber Heights
City Council & Senior Center
March 22nd, 2023

LWC INCORPORATED

CITY OF HUBER HEIGHTS
STATE OF OHIO

RESOLUTION NO. 2023-R-

AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONTRACT WITH LWC INCORPORATED FOR THE DESIGN OF A NEW SENIOR AND GOVERNANCE CENTER.

WHEREAS, the City of Huber Heights (the "City") has identified the need to construct a new senior and governance center to accommodate organizational growth as well as improve accessibility and functionality; and

WHEREAS, the City has identified Montgomery County Parcel Number P70 03912 0106, commonly addressed as 6123 Brandt Pike and generally referred to as Heritage Commons, as an ideal site for a combined senior and governance center due to its geographical location in the City and proximity to the Huber Heights branch of the Dayton Metro Library ("Library"); and

WHEREAS, the Library was designed by LWC Incorporated; and

WHEREAS, the City wishes to incorporate design elements and features of the Library in the design of the combined senior and governance center.

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 a contract for the design of the new senior and governance center with LWC Incorporated at a cost not to exceed $580,000.00.

Section 2. This legislation is adopted in accordance with Section 171.12(a)(4) of the Huber Heights Codified Ordinances.

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 the _____ day of _____ , 2023;
_____ Yeas; _____ Nays.

Effective Date:

AUTHENTICATION:

_____ _____
Clerk of Council Mayor

_____ _____
Date Date

AI-9109 **Topics of Discussion** I.

Council Work Session

Meeting Date: 04/04/2023

Community Center Improvements - Award Contract

Submitted By: Bryan Chodkowski

Department: City Manager

Council Committee Review?: Council Work Session **Date(s) of Committee Review:** 04/04/2023

Audio-Visual Needs: None **Emergency Legislation?:** No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

Community Center Improvements - Award Contract

Purpose and Background

Funding to make improvements to the Huber Heights Community Center was included within the 2023 City Budget. City Staff have met with representatives from W.E. Bilbrey General Contractors, discussed the City's needs on this project, and believe that W.E. Bilbrey understands the needs of the City on this project. W.E. Bilbrey is qualified to perform the work associated with this project and can begin work in 2023.

Fiscal Impact

Source of Funds: Parks and Recreation Fund

Cost: $200,000

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. 2023-R-

AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT FOR PROFESSIONAL SERVICES WITH W.E. BILBREY GENERAL CONTRACTOR, LLC FOR IMPROVEMENTS TO THE HUBER HEIGHTS COMMUNITY CENTER IN AN AMOUNT NOT TO EXCEED $200,000.00.

WHEREAS, the City of Huber Heights (the "City") owns and operates a community center located at 4301 Powell Road.; and

WHEREAS, the City desires to see that necessary improvements are made to the Huber Heights Community Center to increase the versatility of the facility as well as the overall user experience at the facility.

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

Section 1. The City Manager is hereby authorized and directed to enter into an agreement for professional services with W.E. Bilbrey General Contractor, LLC for the purposes of performing the work at the Huber Heights Community Center as outlined in Exhibit A as attached. Said agreement, in its final form, shall meet the approval of the Law Director.

Section 2. The total cost of services and work associated with this agreement with W.E. Bilbrey General Contractor, LLC shall not exceed a total amount of more than $200,000.00.

Section 3. In accordance with Huber Heights Codified Ordinances Section 171.12(b), directly entering into an agreement with W.E. Bilbrey General Contractor, LLC for improvements to the Huber Heights Community Center is deemed to be in the best interest of the City.

Section 4. 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 5. 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 _____ , 2023;
_____ Yeas; _____ Nays.

Effective Date:

AUTHENTICATION:

_____ _____
Clerk of Council Mayor

_____ _____
Date Date

EXHIBIT A

W.E. BILBREY
General Contractor

Your "WEB" Connection to
Complete Home Remodeling

AGREEMENT for PROFESSIONAL SERVICES

The undersigned Owner(s) to have W.E. Bilbrey General Contractor, LLC prepare a set of blueprints and clarify a remodeling project at the location as specified below; the blueprints will include a floor plan, elevations as needed, sections as needed, an outline of specifications and an approximate price quotation for the proposed remodeling.

Located at: City of Huber Heights
ATTN: Michael Gray
4301 Powell Road
Huber Heights, OH 45424
937-267-6899

1. To work on the exterior and interior of this building. The size of the building is 90" long x 60" wide.
2. To paint the exterior of this building. This is the exterior siding only.
3. To work on the interior of this building. To work in the large room. To remove the ceiling as needed. So, we can install a bulk head for a door. This is an accordion door. This will be about 28'5" long x 8' high. The bulk head to support new door. This will break the large room into two rooms. To repair the ceiling.
4. To work in the women's restroom. To replace the supply in the ceiling. This is one supply.
5. To build a cabinet front below the sink. This will be custom built. This will have two doors.
6. To remove the existing tile cove under the sink and repair to the tile in the women's restroom.
7. To paint the walls in the women's restroom.
8. To replace the countertop and two sinks with the same type of countertop and two sinks. To match the color as close as we can.
9. To work in the men's restroom. To replace the supply in the ceiling. This is one supply,
10. To build a cabinet front below the sink. This will be custom built. This will have two doors.
11. To remove the existing tile under the sink. To replace the tiles on the outside of the men's restroom.
12. To paint the walls in the men's restroom.
13. To work in the kitchen of this building.
14. To remove the existing kitchen cabinets and countertops.
15. To remove FRP board on the walls.
16. To install new FRP board on the walls.

17. To install new cabinets. They will be commercial cabinets. To have to two sinks bases in the run.
18. To work in the large room of the kitchen. To install a new drop ceiling in this room.
19. To remove the plywood on the walls of this room. To install new drywall on the walls where the plywood was removed.
20. To replace the glass unit in the door going out of the room.
21. To paint all the interior of this building. To touch up the walls with drywall mud. One coat of primer on the new drywall and the drywall mud. One coat of finish paint on all of the walls.

If W.E. Bilbrey General Contractor, LLC is authorized by the Owner to complete all or at least 80% (by dollar volume) of the work proposed, the fee for preparing the plan and specifications will be credited in full against the cost of the construction. If the owner elects not to enter into a construction Contract subsequent to the signing of this agreement, the design fee shall be nonrefundable.

W.E. Bilbrey General Contractor, LLC will provide one set of plans to the owner prior to the construction agreement. Plans will be sufficient for the requirements of the local building department having jurisdiction at this location to issue a building permit for the proposed remodeling, if a permit is required.

W.E. Bilbrey General Contractor, LLC will make two (2) minor revisions to the plan (maximum two hours drafting time), after the initial presentation, if the revisions are requested within ten working days of the initial presentation. Owner agrees to assist W.E. Bilbrey General Contractor, LLC to complete the design process within ninety (90) days of the date of this agreement.

It is understood and agreed by all parties that the original drawings and plans shall be prepared by W.E. Bilbrey General Contractor, LLC or their affiliate, and shall remain the property of W.E. Bilbrey General Contractor, LLC until a construction agreement for the proposed work is reached between W.E. Bilbrey General Contractor, LLC and the undersigned Owner. It is understood and agreed by all parties to this agreement that the plans, specifications and price quotation for this job are for the sole and exclusive use of W.E. Bilbrey General Contractor, LLC and may not be used or relied upon by any other parties.

In the scope of the proposed remodeling construction work or design phase work is changed after the signing of this agreement, the design fee will be changed accordingly.

Any alteration or deviation from above terms involving extra costs will become a charge over and above the proposal cost for which the owner or person signing this agreement. Extra cost charged by W.E. Bilbrey General Contractor, LLC, Subcontractors or extra

work due to City, County or code changes. This would be for any type of service provided to the project. Cost will be by time and materials used. An invoice will be presented for any extra cost above the agreement cost.

TARGET BUDGET RANGE
(NOTE: This is an approximate estimated amount only).....$150,000.00 to $175,000.00

DESIGN AGREEMENT FEE: $4,000.00

DEPOSIT (1/2 Fee)..... $2,000.00

FINAL PAYMENT..... $2,000.00
Due on day of submission of final plans and job specifications to the Owner by W.E. Bilbrey General Contractor, LLC

X _____ ____/____/____
Date

X _____ 3/16/2023
William E. Bilbrey Sr. MCR, CKBR, UDCP(Contractor) Date

W.E. Bilbrey General Contractor, LLC
212 Brandt St. (Rear),
P.O. Box 117
Dayton, Ohio 45404
PH: 461-0435
www.webilbrey.com
Award Winning Contractor through Miami Valley NARI

AI-9115 **Topics of Discussion** J.

Council Work Session

Meeting Date: 04/04/2023

Horizon Line Development Agreement - Assignment/First Amendment

Submitted By: Bryan Chodkowski

Department: Economic Development

Council Committee Review?: Council Work Session **Date(s) of Committee Review:** 04/04/2023

Audio-Visual Needs: None **Emergency Legislation?:** No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

Horizon Line Development Agreement - Assignment/First Amendment

Purpose and Background

The City has been working with Horizon Line Development to facilitate a mixed-use development at the City-owned Lehman Farm near the northwest corner of Brandt Pike and Executive Boulevard. In furtherance of meeting the City's expectations, the assignment of the Horizon Line Development Mixed-Use Development Project to JJJ Development Group, LLC is in the best interest of all parties. JJJ Development Group, LLC, DBA RHM Real Estate, is a multi-family residential development and management firm with more than 10,000 units, in 13 states, with more than $750 million in gross assets. JJJ Development Group, LLC is willing to assume the terms and conditions of the Horizon Line Mixed-Use Development Project. In exchange, JJJ Development Group, LLC has asked for an amendment to that agreement to close on the property purchase on or before May 15, 2023.

If approved by the City Council at the April 10, 2023 City Council Meeting, this agreement would sell 34% of the total Lehman Farm acreage acquired by the City in 2019 while recouping 56% of the 2019 Lehman Farm purchase price.

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:

As previously stated, the City anticipates receiving $2,088,000 in proceeds at closing for the identified 17.6 acres, or 56% of the total price paid by the City to acquire all 52 acres of teh Lehman Farm in 2019.

Attachments

Resolution

Exhibit A

CITY OF HUBER HEIGHTS
STATE OF OHIO

RESOLUTION NO. 2023-R-

APPROVING THE ASSIGNMENT OF THE HORIZON LINE DEVELOPMENT AGREEMENT AND AUTHORIZING THE CITY MANAGER TO ENTER INTO THE FIRST AMENDMENT TO THE HORIZON LINE DEVELOPMENT AGREEMENT.

WHEREAS, the City of Huber Heights (the "City") and Horizon Line Development, LLC (the "Developer") entered into the Horizon Line Development Agreement dated December 22, 2022 (the "Agreement"); and

WHEREAS, the Developer wishes to assign the Agreement to the JJJ Development Group, LLC ("JJJ"); and

WHEREAS, the City is supportive of assigning the Agreement to JJJ; and

WHEREAS, JJJ has requested an amendment to the Agreement to facilitate the closing of 17.6 +/- acres for the purchase price of $2,088,000.00 as outlined in the Agreement on or before May 15, 2023.

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

Section 1. The City Manager is hereby authorized and directed to execute First Amendment to Horizon Line Development Agreement, attached hereto as Exhibit A as if incorporated herein.

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 _____ , 2023;
_____ Yeas; _____ Nays.

Effective Date:

AUTHENTICATION:

_____	_____
Clerk of Council	Mayor
_____	_____
Date	Date

EXHIBIT A

FIRST AMENDMENT TO HORIZON LINE DEVELOPMENT AGREEMENT

This First Amendment ("Amendment") is to the Horizon Line Development Agreement dated December 22, 2023 by and between the City of Huber Heights, Ohio, an Ohio municipal corporation, ("City") and Horizon Line Development, LLC, an Ohio limited liability company ("Horizon") hereinafter the "Agreement". For good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, City, Horizon, and JJJ Development Group, LLC, an Ohio limited liability company ("JJJ") collectively "the parties" agree as follows:

1. All capitalized terms in this Amendment shall have the same meaning as set forth in the Agreement unless specifically changed herein.

2. Horizon hereby assigns to JJJ all of Horizon's rights, obligations, title and interest in, to, and under the Agreement and JJJ accepts such rights title and interest and assumes and agrees to perform all of the obligations of Horizon under the Agreement as amended herein. Notwithstanding anything to the contrary in Section 7.1, City consents to such assignment taking affect upon full execution of this Amendment.

3. Notwithstanding anything in the agreement to the contrary, including but not limited to section 2.12, on or before April 11, 2023 JJJ shall pay to the Escrow Agent the sum of Fifty Thousand Dollars ($50,000.00) ("Deposit"). If JJJ and City proceed to close on the Horizon Line Property by the Closing Date, the Deposit shall be applied towards the Purchase Price. If Huber Heights City Council approves this Amendment and approves the Rezoning and Basic Development Plan to Planned Mixed (PM) for 35 acres at 7125 Executive Boulevard, Parcel Number P70-03910-0005 of the Montgomery County, Ohio Records known as Case BDP 22-12 by the Closing Date and JJJ does not close on the purchase of the Horizon Line Property, the Deposit shall be released by the Escrow Agent to the City. If Huber Heights City Council does not approve this Amendment, and/or the above rezoning/basic development plan in Case BDP 22-12 by the Closing Date May 15, 2023 such Deposit shall be returned to JJJ.. The remedies set forth in this paragraph shall not be subject to the 30 days' notice or arbitration provisions under Section 6 of the Agreement.

4. Section 2.13 of the Agreement is amended to read as follows:

Closing Date. The consummation of the purchase and sale of the Horizon Line Property ("Closing") shall occur at the offices of Escrow Agent, or in such other place or manner mutually acceptable to the parties no later than 5:00 p.m. EST Monday May 15, 2023 or such other date as the parties may mutually agree to in writing (the "Closing Date"). Unless extended by the parties, in the event that the Closing Date has not occurred on the Closing Date, this Agreement shall terminate irrespective of any financial expenditure, investment or other use of resources on the party of any party.

5. A new Section 5.2.2 is hereby added as follows:

5.2.2 For the Horizon Line Option Property a separate Minimum Service payment shall be established in the same manner as the MSP set forth for the Horizon Line Property.

6. The definition of "Notice Address" as to Developer, in Section 1.2 of the Agreement is amended to read:

JJJ Development Group, LLC
Attn: Andrew Iarussi; John J. Joyce Jr.
5845 Landerbrook Drive
Lyndhurst, OH 44124
Telephone: (216)360-8333
Email: aiarussi@RHMrealestategroup.com
Email: jjoyce@RHMrealestategroup.com

With a Duplicate to:

Singerman, Mill, Desberg & Kauntz Co., L.P.A
Attn: Paul Singerman
3333 Richmond Road, Suite 370
Beachwood, OH 44122
Telephone: (216) 292-5807
Email: psingerman@smdklaw.com

7. Section 2.14 "Broker Fee" is hereby deleted.

8. Section 2.10 is amended to provide that the Escrow Agent shall be M&M Title Co. 300 W. Monument Ave Dayton, OH 45402.

9. JJJ represents and covenants that the representation and covenants as set forth in section 3.2 of the Agreement apply to JJJ.

10. All other provisions of the Agreement not amended herein shall remain in full force an effect. In the event of a conflict the provision of this Amendment shall prevail.

IN WITNESS WHEREOF, the Parties have caused this Amendment to the Horizon Line Development Agreement to be executed in their respective names by their duly authorized representatives.

CITY OF HUBER HEIGHTS, OHIO

By: _____
Bryan RH Chodkowski
City Manager

STATE OF OHIO)
) SS:
COUNTY OF MONTGOMERY)

On this _____ day of _____, 2023, before me a Notary Public personally appeared Bryan RH Chodkowski, the authorized representative of the City of Huber Heights, Ohio, and acknowledged the

execution of the foregoing instrument, and that the same is his voluntary act and deed on behalf of the City of Huber Heights, Ohio and the voluntary act and deed of the City of Huber Heights, Ohio.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal on the date and year aforesaid.

_____

Notary Public

EXHIBIT A

IN WITNESS WHEREOF, the Parties have caused this Amendment to the Horizon Line Development Agreement to be executed in their respective names by their duly authorized representatives.

HORIZON LINE DEVELOPMENT, LLC,
an Ohio limited liability company

By:_____
Douglas C. Leohr, Manager

By: _____
Greg Geisler, Manager

STATE OF OHIO)
) SS:
COUNTY OF MEDINA)

On this _____ day of _____, 2023, before me a Notary Public personally appeared Douglas C. Leohr, Manager of Horizon Line Development, LLC, an Ohio limited liability company, and acknowledged the execution of the foregoing instrument, and that the same is his voluntary act and deed on behalf of Horizon Line Development, LLC.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal on the date and year aforesaid.

_____
Notary Public

STATE OF OHIO)
) SS:
COUNTY OF MEDINA)

On this _____ day of _____, 2023, before me a Notary Public personally appeared Greg Geisler, Manager of Horizon Line Development, LLC, an Ohio limited liability company, and acknowledged the execution of the foregoing instrument, and that the same is his voluntary act and deed on behalf of Horizon Line Development, LLC.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal on the date and year aforesaid.

_____
Notary Public

EXHIBIT A

IN WITNESS WHEREOF, the Parties have caused this Amendment to the Horizon Line Development Agreement to be executed in their respective names by their duly authorized representatives.

JJJ DEVELOPMENT GROUP, LLC
an Ohio limited liability company

By:_____
Andrew Iarussi

By: _____
John J. Joyce Jr.

STATE OF OHIO)
) SS:
COUNTY OF _____)

On this _____ day of _____, 2023, before me a Notary Public personally appeared Andrew Iarussi _____of JJJ Development Group, LLC an Ohio limited liability company, and acknowledged the execution of the foregoing instrument, and that the same is his voluntary act and deed on behalf of JJJ Development Group, LLC.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal on the date and year aforesaid.

_____
Notary Public

STATE OF OHIO)
) SS:
COUNTY OF _____)

On this _____ day of _____, 2023, before me a Notary Public personally appeared John J. Joyce Jr. _____of JJJ Development Group, LLC an Ohio limited liability company, and acknowledged the execution of the foregoing instrument, and that the same is his voluntary act and deed on behalf of JJJ Development Group, LLC.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal on the date and year aforesaid.

_____
Notary Public

AI-9064 **Topics of Discussion** **K.**

Council Work Session

Meeting Date: 04/04/2023

Case RZ BDP 23-04 - Skilken Gold Real Estate Development - Rezoning/Basic Development Plan - 8245 Brandt Pike

Submitted By:	Geri Hoskins		
Department:	Planning	**Division:**	Planning
Council Committee Review?:	Council Work Session	**Date(s) of Committee Review:**	04/04/2023
Audio-Visual Needs:	SmartBoard	**Emergency Legislation?:**	No
Motion/Ordinance/ Resolution No.:			

Agenda Item Description or Legislation Title

Case RZ BDP 23-04 - Skilken Gold Real Estate Development - Rezoning/Basic Development Plan - 8245 Brandt Pike

Purpose and Background

The applicant, Skilken Gold Real Estate Development, is requesting approval of a Rezoning from Planned Employment Park (PEP) to Planned Commercial (PC) and a Basic Development Plan for a restaurant and convenience store, including fueling services, food sales, and a drive through.

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

Project Summary
Land Title Survey
Site Plan
Traffic Impact Study
Elevations
Aerial Map
Stormwater report
Planting Plan
Fire Assessment
Staff Report
Decision Record
Opposition Letter
Minutes
Ordinance

Project Summary

Date: February 16, 2022
Project: Sheetz Huber Heights, OH (Executive Boulevard)

Submittal: Basic Development Plan

This project proposes to develop a Sheetz convenience store and restaurant. The project proposes to have fuel services on site and a drive through for food pick up. The site is the southwest corner of Brandt Pike and Executive Boulevard. The proposed building is 6,138 SF. The parcel is zoned PEP (Planned Employment Park) and the proposed zoning will be PC (Planned Commercial). The site proposes 42 parking spaces.

A traffic study has been completed for this project and reviewed with Russ Bergman (city engineer). From that study a secondary access point to Executive Boulevard was removed to promote a safe travel pattern. Additionally, the access point to Brandt Pike was found to require a restricted access removing the left-out movement for safety concerns. Additionally, it was found that public improvements were required for the access points to this project. The proposed public improvements include:

- Southbound right turn lane on Brandt Pike
- Northbound left turn lane on Brandt Pike
- Westbound left turn lane on Executive Boulevard

The stormwater detention has been reviewed on this project. With coordination with the City of Huber Heights staff it was found there was potential to utilize a regional detention basin located west of the proposed development. Calculations were completed and the detention pond can provide enough storage where the Sheetz development would utilize 30% of the pond's capacity and 70% would be utilized by future development. A stormwater report is included in this submittal.

Water & Sanitary are available along the frontage of the site and no main extensions are required as part of this project.

ALTA/NSPS LAND TITLE SURVEY

XX.XXX ACRE TRACT LOCATED AT EXECUTIVE BLVD. AND BRANDT PIKE
SECTION 18, TOWN 2, RANGE 8, M.Rs.
CITY OF HUBER HEIGHTS, MONTGOMERY COUNTY, OHIO

EXHIBIT "A" LEGAL DESCRIPTION

(FROM TITLE COMMITMENT, BY STEWART TITLE GUARANTY COMPANY, COMMITMENT NUMBER 1777510 WITH AN EFFECTIVE DATE OF JULY 28, 2022 AT 8:00 A.M.)

SITUATE IN THE CITY OF HUBER HEIGHTS, COUNTY OF MONTGOMERY AND STATE OF OHIO, AND BEING MORE PARTICULARLY DESCRIBED AS BEING: TO-WIT: SITUATE IN THE SOUTHWEST QUARTER OF SECTION 18, TOWN 2, RANGE 8, MRS, AND BEING PART OF A FIFTY-SEVEN AND FIFTY-THREE HUNDREDS (57.53) ACRE TRACT WHICH IS DESCRIBED IN DEED VOLUME 568, PAGE 289, OF THE DEED RECORDS OF MONTGOMERY COUNTY, OHIO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE EAST LINE OF SAID TRACT AND ON THE EAST LINE OF SAID QUARTER SECTION IN THE CENTER OF THE BRANDT PIKE, SAID BEGINNING POINT IS LOCATED A DISTANCE OF THREE HUNDRED THREE AND THREE TENTHS (303.3) FEET SOUTH FROM THE NORTH LINE OF SAID 57.53 ACRE TRACT AND A DISTANCE OF ONE THOUSAND TWO HUNDRED ONE AND THREE TENTHS (1201.3) FEET SOUTH FOR THE NORTH LINE OF SAID QUARTER SECTION. WITNESS AN IRON PIN BEARING SOUTH 89° 13' WEST A DISTANCE OF TWENTY-THREE (23) FEET; THENCE FROM SAID BEGINNING POINT, SOUTH 89° 13' WEST FOR A DISTANCE OF TWO HUNDRED TWENTY-FIVE (225) FEET TO AN IRON PIN SET FOR A CORNER; THENCE DUE SOUTH AND PARALLEL TO THE EAST LINE OF SAID TRACT FOR A DISTANCE OF FOUR HUNDRED TEN (410) FEET TO AN IRON PIN SET FOR A CORNER; THENCE NORTH 89° 13' EAST FOR A DISTANCE OF TWO HUNDRED TWENTY-FIVE (225) FEET TO A CORNER ON THE EAST LINE OF SAID 57.53 ACRES, WITNESS AN IRON PIN BEARING SOUTH 89° 13' WEST A DISTANCE OF TWENTY-THREE (23) FEET; THENCE DUE NORTH ALONG THE EAST LINE OF SAID 57.53 ACRES AND WITH THE EAST LINE OF SAID QUARTER SECTION FOR A DISTANCE OF FOUR HUNDRED TEN (410) FEET TO THE POINT OF BEGINNING, CONTAINING TWO AND ONE HUNDRED EIGHTEEN THOUSANDTHS (2.118), MORE OR LESS. PRIOR INSTRUMENT REF. VOLUME 1508, PAGE 490, OF MONTGOMERY COUNTY DEEDS. ABOVE DESCRIPTION INCLUDES PERPETUAL EASEMENTS AND RIGHTS OF WAY IN FAVOR OF THE STATE OF OHIO FOR PUBLIC HIGHWAY AND ROAD PURPOSES UPON 0.708 ACRES, MORE OR LESS AND ANOTHER 0.284 ACRES, MORE OR LESS.

EXCEPTING THEREFROM THE FOLLOWING DESCRIBED REAL ESTATE:

SITUATE IN SECTION 18, TOWNSHIP 2, RANGE 8, M.R.S., CITY OF HUBER HEIGHTS, COUNTY OF MONTGOMERY, STATE OF OHIO, AND BEING OVER PART OF A 2.118 ACRE TRACT OF LAND CONVEYED TO BETTY LOU BARNEY BY DEEDS RECORDED IN DEED BOOK 1797, PAGE 259 AND DEED MICROFICHE NUMBER 98-27BE02 (ALL REFERENCES TO DEEDS, MICROFICHE, PLATS, SURVEYS, ETC. REFER TO THE RECORDS OF THE MONTGOMERY COUNTY RECORDER'S OFFICE, UNLESS NOTED OTHERWISE), AND BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING FOR REFERENCE AT A RAILROAD SPIKE SET AT THE SOUTHEAST CORNER OF THE RIGHT OF WAY FOR EXECUTIVE BOULEVARD AS DEDICATED IN EXECUTIVE BOULEVARD SECTION THREE AS RECORDED IN PLAT BOOK 185, PAGE 4, SAID CORNER BEING IN THE EAST LINE OF A 54.532 ACRE TRACT OF LAND CONVEYED TO EUGENE A. LEHMAN, TRUST BYDEEDS RECORDED IN DEED BOOK 1790, PAGE 11 AND DEED MICROFICHE NO. 97-57E06, WITH A LIFE ESTATE TOEUGENE A. LEHMAN AND THE NORTH SOUTH HALF SECTION LINE OF SAID SECTION 18;

THENCE ALONG THE EAST LINE OF EUGENE A. LEHMAN TRUST'S 54.532 ACRE TRACT AND THE NORTH SOUTH HALF SECTION LINE OF SAID SECTION 18, SOUTH 5° 23' 18" WEST FOR 1.00' TO A RAILROAD SPIKE SET AT THE NORTHEAST CORNER OF BETTY LOU BARNEY'S 2.118 ACRE TRACT OF LAND;

THENCE ALONG THE NORTH LINE OF BETTY LOU BARNEY'S 2.118 ACRE TRACT OF LAND, NORTH 85° 23' 42" WEST FOR 65.00' TO A RAILROAD SPIKE SET AT THE INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF STATE ROUTE 201 (BRANDT PIKE) BY PERPETUAL HIGHWAY EASEMENT AS CONVEYED TO THE STATE OF OHIO BY DEED RECORDED IN DEED BOOK 1837, PAGE 621 OVER BARNEY'S PROPERTY AND DEED BOOK 1837, PAGE 635 OVER LEHMAN'S PROPERTY, SAID INTERSECTION ALSO BEING THE POINT OF BEGINNING;

THENCE LEAVING THE NORTH LINE OF BETTY LOU BARNEY'S 2.118 ACRE TRACT OF LAND AND ALONG THE EXISTING WEST RIGHT OF WAY LINE OF STATE ROUTE 201 (BRANDT PIKE), SOUTH 8° 10' 44" WEST FOR 21.00' TO AN IRON PIN SET AT THE INTERSECTION OF THE WEST RIGHT OF WAY LINE OF STATE ROUTE 201 (BRANDT PIKE) AND THE NEW SOUTH RIGHT OF WAY LINE OF EXECUTIVE BOULEVARD;

THENCE ALONG THE NEW SOUTH RIGHT OF WAY LINE OF EXECUTIVE BOULEVARD FOR THE FOLLOWING THREE (3) COURSES:

1. NORTH 37° 05' 36" WEST FOR 14.06' TO AN IRON PIN SET AT THE ANGLE POINT;

2. THENCE ON A TANGENT BEARING, NORTH 84° 36' 42" WEST FOR 119.32' TO AN IRON PIN SET AT A POINT OF CURVATURE;

3. THENCE ON A CURVE TO THE LEFT WITH A RADIUS OF 533.67' FOR AN ARC DISTANCE OF 30.16', [CHORD BEARING NORTH 86° 13' 51" WEST FOR 30.16', DELTA ANGLE OF SAID CURVE BEING 3° 14' 18'] TO AN IRON PIN SET AT THE INTERSECTION OF THE NEW SOUTH RIGHT OF WAY LINE OF EXECUTIVE BOULEVARD AND THE WEST LINE OF BETTY LOU BARNEY'S 2.118 ACRE TRACT OF LAND;

THENCE ALONG THE WEST LINE OF BETTY LOU BARNEY'S 2.118 ACRE TRACT OF LAND, NORTH 5° 23' 18" EAST FOR 9.27' TO A RAILROAD SPIKE SET A THE NORTHWEST CORNER OF BETTY LOU BARNEY'S 2.118 ACRE TRACT OF LAND;

THENCE ALONG THE NORTH LINE OF BETTY LOU BARNEY'S 2.118 ACRE TRACT OF LAND, SOUTH 85° 23' 42" EAST FOR 160.00' TO THE POINT OF BEGINNING, CONTAINING 0.0363 ACRES, MORE OR LESS, SUBJECT HOWEVER TO ALL COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, AND EASEMENTS CONTAINED IN ANY INSTRUMENT OF RECORD PERTAINING TO THE ABOVE DESCRIBED TRACT OF LAND.

THIS DESCRIPTION WAS PREPARED FROM FIELD SURVEYS BY WOOLPERT, INC. (F.K.A. WOOLPERT LLP) IN JANUARY, 1997 AND DECEMBER, 2006, UNDER THE SUPERVISION OF DARYL L. WELLS, OHIO PROFESSIONAL SURVEYOR NO. 6932. THIS DESCRIPTION WAS BASED ON THE RECORD PLAN FOR EXECUTIVE BOULEVARD SECTION THREE AS RECORDED IN PLAT BOOK 185, PAGE 4 AND 4A. WITH BEARINGS BASED ON SAID PLAT. (THE BEARING ON THE NORTH-SOUTH HALF SECTION LINE OF SECTION 18 IS SOUTH 05° 23' 18" WEST).

IRON PINS SET IN THE ABOVE DESCRIPTION ARE 5/8 INCH DIAMETER STEEL REINFORCING ROD, 30 INCHES LONG, WITH A YELLOW PLASTIC CAP STAMPED "WOOLPERT".

SURVEY FILED IN RECORD OF LAND SURVEYS 2006-05877 IN THE MONTGOMERY COUNTY ENGINEER'S OFFICE.

SCHEDULE BII ITEMS:

(FROM TITLE COMMITMENT, BY STEWART TITLE GUARANTY COMPANY, COMMITMENT NUMBER 1777510 WITH AN EFFECTIVE DATE OF JULY 28, 2022 AT 8:00 A.M.)

ITEMS 1-9 & 13-16 ARE NOT SURVEY RELATED.

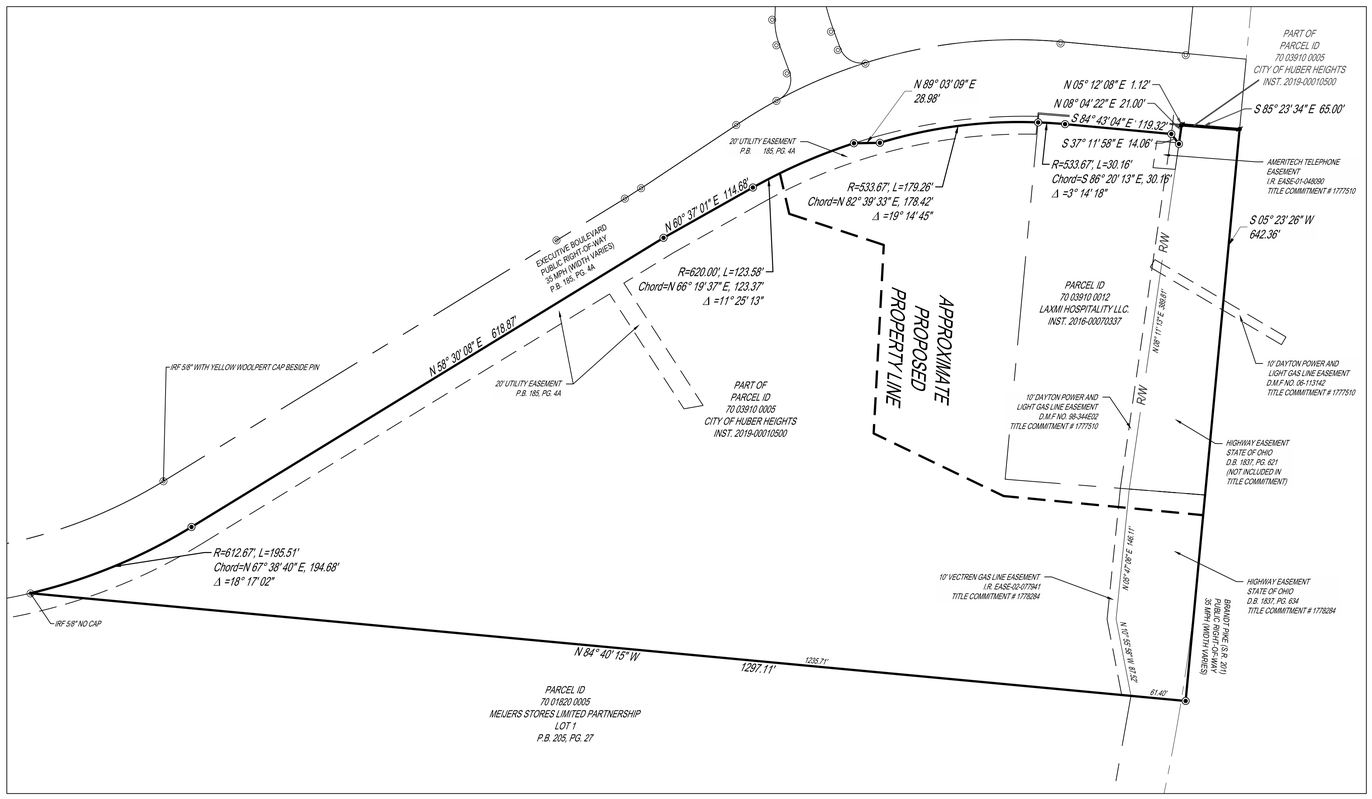
SCHEDULE BII ITEMS:

10. *RIGHT OF WAY AND EASEMENT GRANTED TO THE DAYTON POWER AND LIGHT COMPANY, AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS VOLUME 06-113142.*
EASEMENT IS ON THE SURVEYED PROPERTY AND SHOWN HEREON

11. *EASEMENT GRANTED TO OHIO BELL TELEPHONE COMPANY AKA AMERITECH OHIO INC., AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS VOLUME 01-0290 PAGE D06.*
EASEMENT IS ON THE SURVEYED PROPERTY AND SHOWN HEREON

12. *EASEMENT GRANTED TO THE DAYTON POWER AND LIGHT COMPANY, AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS VOLUME 98-0544 PAGE E02.*
EASEMENT IS ON THE SURVEYED PROPERTY AND SHOWN HEREON

OVERALL PARCEL MAP



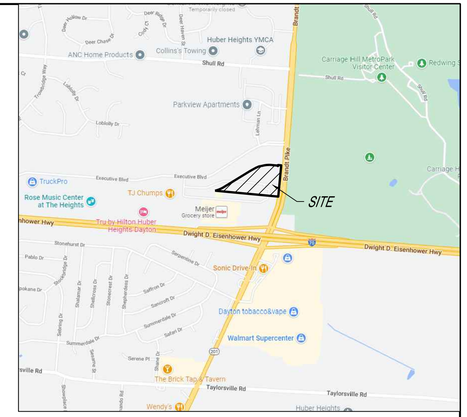
80 0 80 160

GRAPHIC SCALE (IN FEET)

AS-SURVEYED DESCRIPTION:

XXXXXXXXXX

ALL IRON PINS CALLED AS SET ARE 5/8" X 30" REBAR WITH YELLOW CAP STAMPED "CESO".



VICINITY MAP:
NOT TO SCALE

EXHIBIT "A" LEGAL DESCRIPTION

(FROM TITLE COMMITMENT, BY STEWART TITLE GUARANTY COMPANY, COMMITMENT NUMBER 1778284 WITH AN EFFECTIVE DATE OF OCTOBER 19, 2022 AT 8:00 A.M.)

BEING A TRACT OF LAND CONTAINING 51.5979 ACRES, MORE OR LESS; A MORE COMPLETE DESCRIPTION OF WHICH IS TO BE PROVIDED TO INSURER PRIOR TO CLOSING.

PARCEL NUMBER P70 03910 0005

SCHEDULE BII ITEMS:

(FROM TITLE COMMITMENT, BY STEWART TITLE GUARANTY COMPANY, COMMITMENT NUMBER 1778284 WITH AN EFFECTIVE DATE OF OCTOBER 19, 2022 AT 8:00 A.M.)

ITEMS 1-8 & 16-19 ARE NOT SURVEY RELATED.

SCHEDULE BII ITEMS:

9. *EASEMENT FOR UTILITIES GRANTED TO THE CITY OF HUBER HEIGHTS, AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS VOLUME 08-021384.*
EASEMENT IS ON THE SURVEYED PROPERTY AND SHOWN HEREON

10. *PIPELINE RIGHT OF WAY AND EASEMENT GRANTED TO VECTREN ENERGY DELIVERY OF OHIO INC., AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS VOLUME 02-077941.*
EASEMENT IS ON THE SURVEYED PROPERTY AND SHOWN HEREON

11. *EASEMENT FOR UTILITIES GRANTED TO THE CITY OF HUBER HEIGHTS, MONTGOMERY COUNTY, OHIO, AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS VOLUME 99-0682 PAGE D09.*
EASEMENT IS NOT ON THE SURVEYED PROPERTY

12. *EASEMENT GRANTED TO THE DAYTON POWER AND LIGHT COMPANY, AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS VOLUME 88-0152 PAGE A04.*
EASEMENT IS NOT ON THE SURVEYED PROPERTY

13. *EASEMENT FOR HIGHWAY PURPOSES GRANTED TO THE STATE OF OHIO, AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS VOLUME 1837 PAGE 634.*
EASEMENT IS ON THE SURVEYED PROPERTY AND SHOWN HEREON

14. *DEDICATION OF REAL PROPERTY FOR PUBLIC HIGHWAY AND ROADWAY PURPOSES GRANTED TO THE CITY OF HUBER HEIGHTS, OHIO OF RECORD IN VOLUME 07-030037.*
EASEMENT IS ON THE SURVEYED PROPERTY AND SHOWN HEREON

15. *BUILDING LINES, EASEMENTS AND RESTRICTIONS SHOWN ON THE RECORDED PLAT/MAP OF LEHMAN PLAT AS PLAT BOOK 238 PAGE 19.*
EASEMENT IS NOT ON AND DOES NOT TOUCH THE SURVEYED PROPERTY

ALTA/NSPS LAND TITLE SURVEY

105 SHEETZ HUBER HEIGHTS

EXECUTIVE BOULEVARD AND BRANDT PIKE
CITY OF HUBER HEIGHTS

SECTION 18, TOWN 2, RANGE 8, M.Rs.
MONTGOMERY COUNTY, OHIO

SCALE: 1"=80'

DATE: 11/8/2022

DESIGN: N/A
DRAWN: TBC
CHECKED: CTT

CESO
WWW.CESOINC.COM

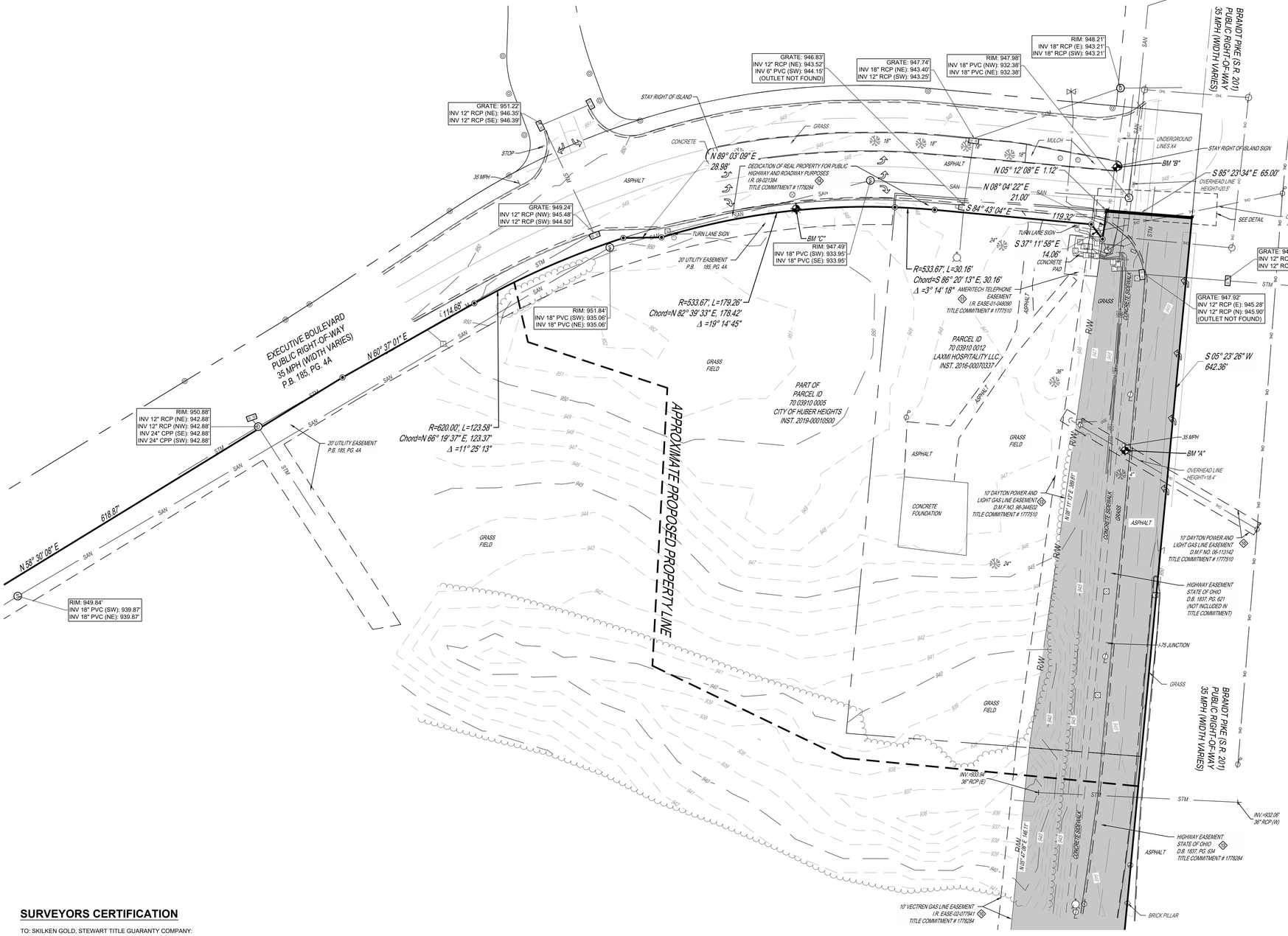
JOB NO.: 761668

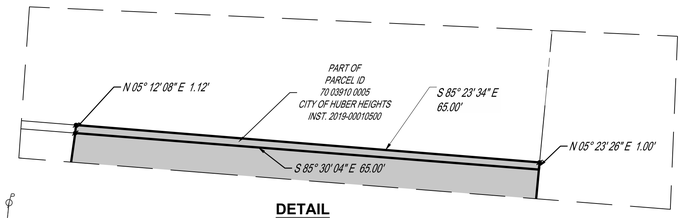
SHEET NO.: 1 OF 2

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ALTA/NSPS LAND TITLE SURVEY

XX.XXX ACRE TRACT LOCATED AT EXECUTIVE BLVD. AND BRANDT PIKE
SECTION 18, TOWN 2, RANGE 8, M.Rs.
CITY OF HUBER HEIGHTS, MONTGOMERY COUNTY, OHIO





DETAIL
1"=10'

SURVEYOR'S NOTES:

1. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY THE SURVEYOR. ALL INFORMATION REGARDING RECORD EASEMENTS AND OTHER DOCUMENTS THAT MIGHT AFFECT THE QUALITY OF TITLE TO THE PARCEL SHOWN HEREON WERE OBTAINED THROUGH CERTIFIED TITLE COMMITMENTS CONDUCTED BY STEWART TITLE GUARANTY COMPANY, COMMITMENT NUMBER 1778284 WITH AN EFFECTIVE DATE OF OCTOBER 19, 2022 AT 8:00 A.M, AND COMMITMENT NUMBER 1777510 WITH AN EFFECTIVE DATE OF JULY 28, 2022 AT 8:00 A.M.
2. ALL DATA SOURCES, DOCUMENTS AND RECORDS SHOWN HEREON ARE ON FILE IN THE MONTGOMERY COUNTY RECORDERS OFFICE LOCATED IN DAYTON, OHIO.
3. OCCUPATION IN GENERAL MATCHED THE SURVEY.
4. HORIZONTAL DATUM - U.S. STATE PLANE, NAD83 OHIO SOUTH (3402) ESTABLISHED FROM UTILIZING THE OHIO REAL TIME NETWORK (RTN) PROVIDED BY THE OHIO DEPARTMENT OF TRANSPORTATION. COORDINATES TAKEN TO GROUND AT LATITUDE N39°52'17.63473", LONGITUDE W84°05'59.49882", PROJECT HEIGHT 838.768' GROUND SCALE FACTOR 1.00006810878568.
5. THERE ARE NO MARKED PARKING SPACES ON THE SURVEYED PROPERTY.
6. THERE IS NO EVIDENCE OF RECENT EARTH MOVEMENT, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS AT THE TIME OF THE FIELDWORK.
7. NO CHANGES OF STREET RIGHT-OF-WAY LINES WERE PROVIDED TO THE SURVEYOR AT THE TIME OF THIS SURVEY.
8. NO ZONING REPORT WAS PROVIDED AT THE TIME OF THE SURVEY.

MONUMENT LEGEND:

- IRF 5/8" YELLOW LSSE INC. CAP FOUND (UNLESS OTHERWISE NOTED)
- 5/8"x30" IRON PIN WITH "CESO" CAP SET
- FOUND MAG NAIL

N

40 0 60 80

GRAPHIC SCALE (IN FEET)

LEGEND:

- BENCHMARK
- EXISTING SIGN
- EXISTING CATCH BASIN
- EXISTING COLUMN
- EXISTING TELEPHONE/CABLE BOX
- EXISTING HYDRANT
- EXISTING GAS METER
- EXISTING SANITARY SEWER MANHOLE
- EXISTING LIGHT POLE
- EXISTING POWER POLE
- EXISTING SIGNAL POLE
- EXISTING GAS LINE MARKER
- EXISTING ELECTRIC METER / ELECTRIC BOX
- PROPERTY BOUNDARY
- ADJOINER BOUNDARY
- EASEMENT LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING TREE LINE
- STM — EXISTING STORM SEWER
- SAN — EXISTING SANITARY SEWER
- FO — EXISTING FIBER OPTIC
- G — EXISTING GAS LINE
- UGE — EXISTING UNDERGROUND ELECTRIC
- UGT — EXISTING UNDERGROUND TELEPHONE
- OHL — EXISTING OVERHEAD UTILITY WIRES
- EXISTING HIGHWAY EASEMENT AREA

BENCHMARKS:

BM "A" - CROSS NOTCH SET ON THE EAST BOLT OF FIRE HYDRANT ON EAST SIDE OF SITE, ALONG BRANDT PIKE.
ELEV. = 951.66' (NAVD 88)

BM "B" - SPIKE WITH METAL PLATE WITH "M-E CIVIL ENG BM 1603" IN CONCRETE ON ISLAND ON EXECUTIVE BLVD, TOWARDS INTERSECTION AT BRANDT PIKE.
ELEV. = 948.28' (NAVD 88)

BM "C" - CROSS NOTCH ON WEST BOLT OF FIRE HYDRANT ON NORTH SIDE OF SITE, SOUTH OF EXECUTIVE BLVD.
ELEV. = 950.40' (NAVD 88)

SURVEYORS CERTIFICATION

TO: SKILKEN GOLD, STEWART TITLE GUARANTY COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(A), 6(B), 7(A), 7(B)(1), 7(C), 8, 9, 10, 11(A), 11(B), 13, 14, 16, AND 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED IN OCTOBER, 2022.

DATE OF PLAT OR MAP: NOVEMBER 7, 2022

PRELIMINARY

SEAN T. BROOKS, P.S. DATE
STATE PROFESSIONAL SURVEYOR #8828

UTILITY DISCLAIMER:

THE UTILITIES SHOWN HEREON HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND/OR EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES LOCATED HEREON COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UTILITIES LOCATED ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

FLOOD ZONE STATEMENT:

BY INFORMATION PROVIDED BY FEMA FLOOD MAP SERVICE CENTER, THIS PROPERTY WAS FOUND TO BE LOCATED WITHIN FLOOD ZONE X, AREA OF MINIMAL FLOOD HAZARD, BY THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 39113C0180E, WHICH BEARS AN EFFECTIVE DATE OF JANUARY 6, 2005.

DEVELOPER:
SKILKEN GOLD REAL ESTATE DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OH 43230
(614) 418-3100

SURVEYOR:
CESO, INC.
3601 RIGBY ROAD, SUITE 300
MIAMISBURG, OHIO 45342
(937) 435-8584

ALTA/NSPS LAND TITLE SURVEY

105 SHEETZ HUBER HEIGHTS

EXECUTIVE BOULEVARD AND BRANDT PIKE
CITY OF HUBER HEIGHTS

SECTION 18, TOWN 2, RANGE 8, M.Rs.
MONTGOMERY COUNTY, OHIO

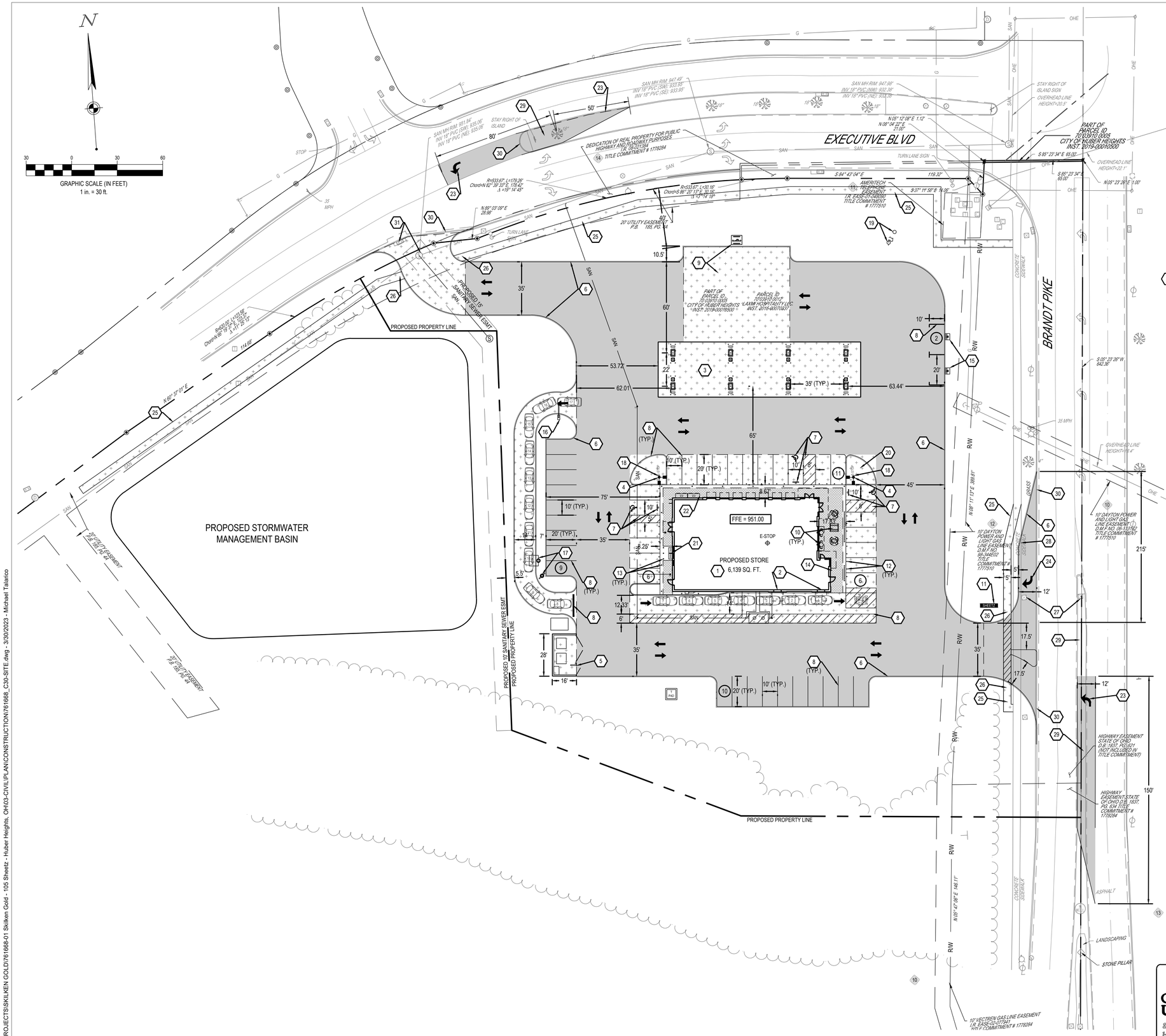
SCALE: 1" = 40' | DATE: 11/8/2022

DESIGN: N/A
DRAWN: TBC
CHECKED: CTT

CESO
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JOB NO.: 761668
SHEET NO.: 2 OF 2

W:\PROJECTS\SKILKEN GOLD\761668-01 SKILKEN GOLD - 105 SHEETZ - HUBER HEIGHTS, OH\04-SURVEY\DWG\761668-01 SURVEY.DWG - 11/8/2022 2:13 PM



SITE LEGEND

EXISTING

REFER TO C1.0 FOR EXISTING FEATURES LEGEND

PROPOSED

- PROPOSED BRICK PAVERS (REFER TO ARCHITECTURAL PLANS)
- PROPOSED ASPHALT PAVEMENT (SEE DETAIL ON SHEET C6.0)
- PROPOSED CONCRETE PAVEMENT (SEE DETAIL ON SHEET C6.0)
- BUILDING
- CONCRETE CURB
- EDGE OF PAVEMENT / WALK
- PAVEMENT TRANSITION
- (7) PARKING SPACE COUNT
- SIGN

NOTE: DETAIL SHEETS NOT YET PROVIDED

PARKING COUNT = 42 SPACES

CODED NOTES:

1. PROPOSED 6,138 SF STORE. REFER TO ARCHITECTURAL PLANS.
2. PROPOSED DRIVE-THRU WINDOW.
3. PROPOSED SIX (8) DISPENSER FUEL CANOPY. REFER TO ARCHITECTURAL PLANS.
4. PROPOSED LIGHT POLE. SEE DETAIL ON SHEET C7.1.
5. PROPOSED DUMPSTER ENCLOSURE AND PAD. SEE DETAIL ON SHEET C6.1.
6. PROPOSED 6" CONCRETE CURB. SEE DETAIL ON SHEET C6.2.
7. CONTRACTOR TO CONSTRUCT ADA PARKING SPACE PER DETAIL ON SHEET C6.2 AND ACCORDING TO ALL LOCAL, STATE AND FEDERAL REGULATIONS.
8. PROPOSED PAVEMENT MARKINGS. ALL PAVEMENT MARKINGS SHALL BE YELLOW.
9. PROPOSED UNDERGROUND FUEL TANK PAD AND VENT PAD. SEE DETAIL ON SHEET C6.0 FOR VENT PAD DETAIL.
10. PROPOSED PATIO SEATING. REFER TO ARCHITECTURAL PLANS.
11. PROPOSED SHEETZ MONUMENT SIGN. REFER TO SIGNAGE PLAN.
12. PROPOSED 4" X 4" STOREFRONT BUMPER POST. SEE DETAIL ON SHEET C6.0.
13. PROPOSED 6" BOLLARD. SEE DETAIL ON SHEET C6.0.
14. PROPOSED GREASE TANK. REFER TO PLUMBING PLANS.
15. PROPOSED AIR MACHINE. SEE DETAIL ON SHEET C6.0.
16. PROPOSED DRIVE-THRU CANTILEVERED CLEARANCE BAR. REFER TO SIGNAGE PLAN.
17. PROPOSED DRIVE-THRU TOUCH-SCREEN MENUBOARD. REFER TO SIGNAGE PLAN.
18. EMERGENCY STOP BUTTON FOR GASOLINE DISPENSERS. SEE DETAIL ON SHEET C6.1.
19. PROPOSED FLAG POLE AND SPOTLIGHT. SEE DETAILS ON SHEET C6.1.
20. PROPOSED BIKE RACK. SEE DETAIL ON SHEET C6.0.
21. PROPOSED PROPANE LOCKER. SEE DETAIL ON SHEET C6.1.
22. PROPOSED ICE MERCHANDISER LOCATION.
23. PROPOSED LEFT TURN ONLY LANE.
24. PROPOSED RIGHT TURN ONLY LANE.
25. PROPOSED SIDEWALK.
26. PROPOSED CURB RAMP.
27. EXISTING UTILITIES TO BE RELOCATED.
28. EXISTING SIDEWALK TO BE REMOVED AND RELOCATED.
29. EXISTING MEDIUM TO BE REMOVED FOR LEFT TURN LANE.
30. EXISTING CURB TO BE REMOVED.
31. EXISTING UTILITY STRUCTURE RIM TO BE MODIFIED TO MATCH PROPOSED ELEVATIONS.

OHIO Utilities Protection SERVICE
811 or 1-800-362-2764 Call Before You Dig

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

CESO
WWW.CESOINC.COM
2800 Corporate Exchange Dr., Suite 400
Columbus, OH 43231
Phone: 614.794.7080 Fax: 888.208.4826

SKILKEN | GOLD
REAL ESTATE DEVELOPMENT

SHEETZ - HUBER HEIGHTS, OH

EXECUTIVE BOULEVARD & BRANDT PIKE
HUBER HEIGHTS, OH 45424

Revisions / Submissions

ID	Description	Date

Project Number:	761668
Scale:	AS SHOWN
Drawn By:	MST
Checked By:	BP
Date:	02.17.2023
Issue:	NOT FOR CONSTRUCTION

Drawing Title:
SITE PLAN

C3.0

W:\PROJECTS\SKILKEN GOLD\761668-01 Skilken Gold - 105 Sheetz - Huber Heights, OH\03-CIVIL\PLAN\CONSTRUCTION\761668_C30-SITE.dwg - 3/30/2023 - Michael Talarico

12.28.2022

Traffic Impact Study

Proposed Sheetz Development



On behalf of:

SHEETZ

Contact:

Skilken Gold
Kareem Amr
4270 Morse Road
Columbus, OH 43230

Preparation Date:

12/20/2022

Traffic Study

CLIENT	Skilken Gold Real Estate Development
STORE #	
LOCATION:	Southwest corner of Brandt Pike & Executive Boulevard
ADDRESS	
COUNTY	Montgomery
CITY, STATE	Huber Heights, OH
PREPARED BY	Zachary Ruddick
	CESO, Inc.
ADDRESS	175 Montrose W. Ave. Suite 400
CITY, STATE	Akron, OH 44321
PHONE	(330) 665-0660
DATE	December 28th, 2022

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1. Executive Summary

1.1. Summary

This report is submitted on behalf of Skilken Gold Real Estate Development in connection with its application to the City of Huber Heights, Ohio (OH) for Site Plan approval. The Traffic Impact Study (TIS) conducted by CESO, Inc. addresses the traffic related impacts associated with the proposed Sheetz C-Store Development; referred to herein as "Sheetz Development."

The proposed Sheetz Development is to be located in the southwest quadrant of the Brandt Pike and Executive Boulevard intersection, within the City of Huber Heights, OH. The full buildout of the Sheetz Development is projected to include an approximate 6,100 S.F. convenience market and 16 passenger car fueling positions.

Sheetz Site Plan application requests approval of the following access points:

- Full access driveway connection to Executive Boulevard that will be aligned with Lehman Lane (referred to as "Site Access #1").
- Right-in (inbound only) access driveway (referred to as "Site Access #2") approximately 150' east of the Brandt Pike and Executive Boulevard Intersection (stop bar-to-centerline).
- ¾ access (right-in, right-out, left-in) driveway connection (referred to as "Site Access #3") approximately 310' south of the Brandt Pike and Executive Boulevard Intersection (stop bar-to-centerline).

The Traffic Impact Study focused on evaluating the Existing, 2023 No-Build, 2023 Build, 2033 No-Build and 2033 Design Year traffic conditions in the vicinity of the site.

1.2. Conclusions

The full buildout of the Sheetz is estimated to generate 5,532 trips per day on a typical weekday (2,766 inbound and 2,766 outbound), of which 506 trips will be generated during the Weekday AM Peak Hour (253 inbound and 253 outbound) and 430 trips will be generated during the Weekday PM Peak Hour (215 inbound and 215 outbound). ***Pass-by trips were included in the analysis.***

Trips for the proposed Sheetz Development are anticipated to approach and depart the Site following the distribution patterns illustrated on Figures 6.A-6.B (see pg. 27-28).

Highway Capacity Software (HCS) Version 8.2 methodology was used to analyze the current level of service at the key study intersections. *Note: According to the ODOT Analysis and Traffic Simulation Manual (OATS), Section 5.9, the operational goals for intersection analyses (TWSC and Signalized) are to operate at overall LOS "D" or better conditions and for each movement to operate at LOS "E" or better conditions.*

Under the **2022 Existing Traffic Scenario**, all study intersections operate at an overall level of service (LOS) "B" or better conditions. Additionally, all individual study intersection movements operate at a LOS "C" or better conditions.

Under the **2023 No-Build Traffic Scenario**, all study intersections operate at an overall level of service (LOS) "B" or better conditions. Additionally, all individual study intersection movements operate at a LOS "C" or better conditions.

Under the **2023 Build Traffic Scenario**, all study intersections operate at an overall level of service (LOS) "C" or better conditions. Additionally, all individual study intersection movements operate at a LOS "D" or better conditions.

Under the **2033 No-Build Traffic Scenario**, all study intersections operate at an overall level of service (LOS) "C" or better conditions. Additionally, all individual study intersection movements operate at a LOS "C" or better.

Under the **2033 Design Year Traffic Scenario**, all study intersections operate at an overall level of service (LOS) "C" or better conditions. Additionally, all individual study intersection movements operate at a LOS "D" or better conditions.

CESO conducted turn lane analyses for the study network and reached the following conclusions:

- According to ODOT Chart 401-5a and 401-5c, inbound left-turn lanes **are warranted** at Site Access #1 (WBL) and Site Access #3 (NBL) under the 2023 Build and 2033 Design Year Traffic Scenarios.

- According to ODOT Chart 401-6a and 401-6c an inbound (SBR) right-turn lane **is warranted** at Site Access #3 under the 2023 Build and 2033 Design Year Traffic Scenarios.

CESO conducted queue length analyses for the study network and reached the following conclusions:

- Under all analyzed traffic scenarios, 95th percentile queue lengths do not exceed existing or proposed storage lengths.

1.3. Summary of Recommendations

The following summary of recommendations was generated based upon the findings in the Traffic Impact Study.

2023 No-Build Traffic Scenario (Responsibility – Others):

- No improvements are recommended or required.

2023 Build Traffic Scenario (Responsibility – Sheetz):

Executive Boulevard & Lehman Lane/Site Access #1:

- Construct Site Access Driveway #1 to permit left-in, left-out, right-in, and right-out (full-access) vehicle movements. Provide one (1) inbound lane and one (1) outbound shared left and right-turn lane.
- Construct one (1) westbound-to-southbound (WBL) turn lane to provide 165' of storage and a 50' taper.

Executive Boulevard & Site Access #2:

- Construct Site Access Driveway #2 to permit right-in (inbound only) vehicle movements.

Brandt Pike & Site Access #3:

- Construct Site Access Driveway #3 to permit left-in, right-in, and right-out (¾ access) vehicle movements. Provide one (1) inbound lane and one (1) outbound right-turn lane.
- Construct one (1) northbound-to-westbound (NBL) turn lane to provide 165' of storage and a 50' taper.
- Construct one (1) southbound-to-westbound (SBR) turn lane to provide 165' of storage and a 50' taper.

2033 No-Build Traffic Scenario (Responsibility – Others):

- No additional improvements are recommended or required.

2033 Design Year Traffic Scenario (Responsibility – Sheetz):

- No additional improvements are recommended or required.

2. Introduction

This report is submitted on behalf of Skilken Gold Real Estate Development in connection with its application to the City of Huber Heights, Ohio (OH) for Site Plan approval. The Traffic Impact Study (TIS) conducted by CESO, Inc. addresses the traffic related impacts associated with the proposed Sheetz C-Store Development; referred to herein as "Sheetz Development."

The proposed Sheetz Development is to be located in the southwest quadrant of the Brandt Pike and Executive Boulevard intersection, within the City of Huber Heights, OH. The full buildout of the Sheetz Development is projected to include an approximate 6,100 S.F. convenience market and 16 passenger car fueling positions.

Sheetz Site Plan application requests approval of the following access points:

- Full access driveway connection to Executive Boulevard that will be aligned with Lehman Lane (referred to as "Site Access #1").
- Right-in only access driveway (referred to as "Site Access #2") approximately 150' east of the Brandt Pike and Executive Boulevard Intersection (stop bar-to-centerline).
- ¾ access (Right-in, Right-out, Left-in) driveway connection (referred to as "Site Access #3") approximately 310' south of the Brandt Pike and Executive Boulevard Intersection (stop bar-to-centerline).

This report presents the methodologies, analyses, and results of the Traffic Impact Study (TIS) for traffic generated by the proposed Sheetz Development. The purpose of the TIS was to identify the traffic related impacts, if any, during typical weekday AM and PM peak hours of the adjacent street traffic corresponding with the weekday hours of operation for the proposed Sheetz Development. The study parameters of this report were generated based upon a conceptual site plan and a Memorandum of Understanding (MOU) dated November 7th, 2022, between CESO and the City of Huber Heights outlining the TIS scope (see Appendix A).

Additionally, the Sheetz Site Plan application also requests approval to conduct work within public right-of-way to construct the proposed access driveways along with recommended roadway improvements. Brandt Pike, Executive Boulevard, and Lehman Lane are all under the jurisdiction of the City of Huber Heights.

The following intersections were analyzed in the Traffic Impact Study:

- Brandt Pike & Executive Boulevard (Signal Controlled).
- Executive Boulevard & Lehman Lane (Stop Sign Controlled).

The following traffic scenarios were included in the analysis:

2022 Existing Traffic Scenario – Represents traffic conditions during the weekday AM and PM Peak Hours of the adjacent roadway network that would exist during year 2022, without the proposed Sheetz Development.

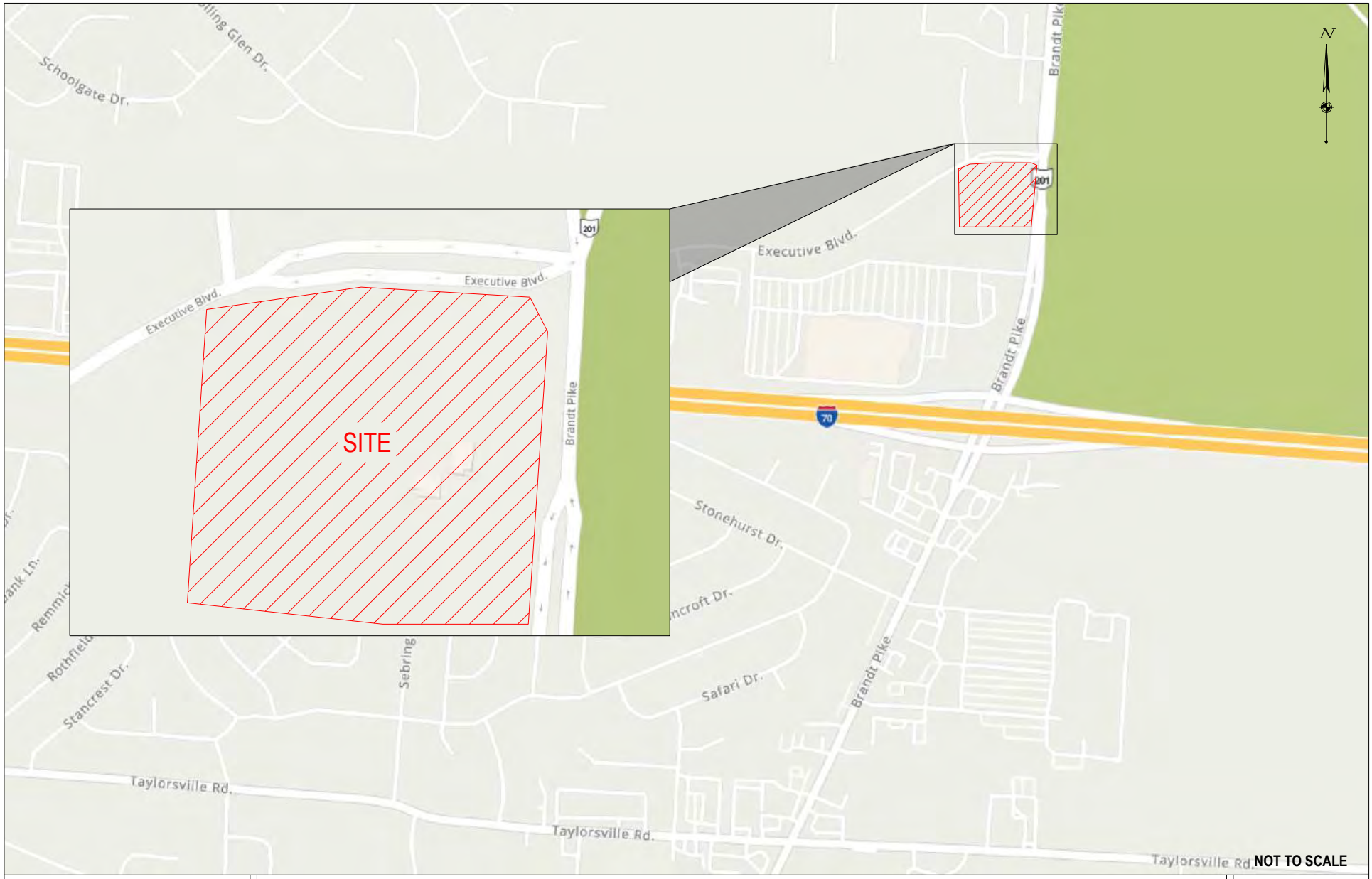
2023 No-Build Traffic Scenario – Represents traffic conditions during the weekday AM and PM Peak Hours of the adjacent roadway network that would exist during year 2023, without the proposed Sheetz Development.

2023 Build Traffic Scenario – Represents traffic conditions during the weekday AM and PM Peak Hours of the adjacent roadway network that would exist during year 2023, with the proposed Sheetz Development.

2033 No-Build Traffic Scenario – Represents traffic conditions during the weekday AM and PM Peak Hours of the adjacent roadway network that would exist during year 2033, without the proposed Sheetz Development.

2033 Design Year Traffic Scenario – Represents traffic conditions during the weekday AM and PM Peak Hours of the adjacent roadway network that would exist during year 2033, with the proposed Sheetz Development.

Figure 1 illustrates the Site location with respect to the study area and Figure 2 illustrates the Site Plan for the proposed Sheetz Development.



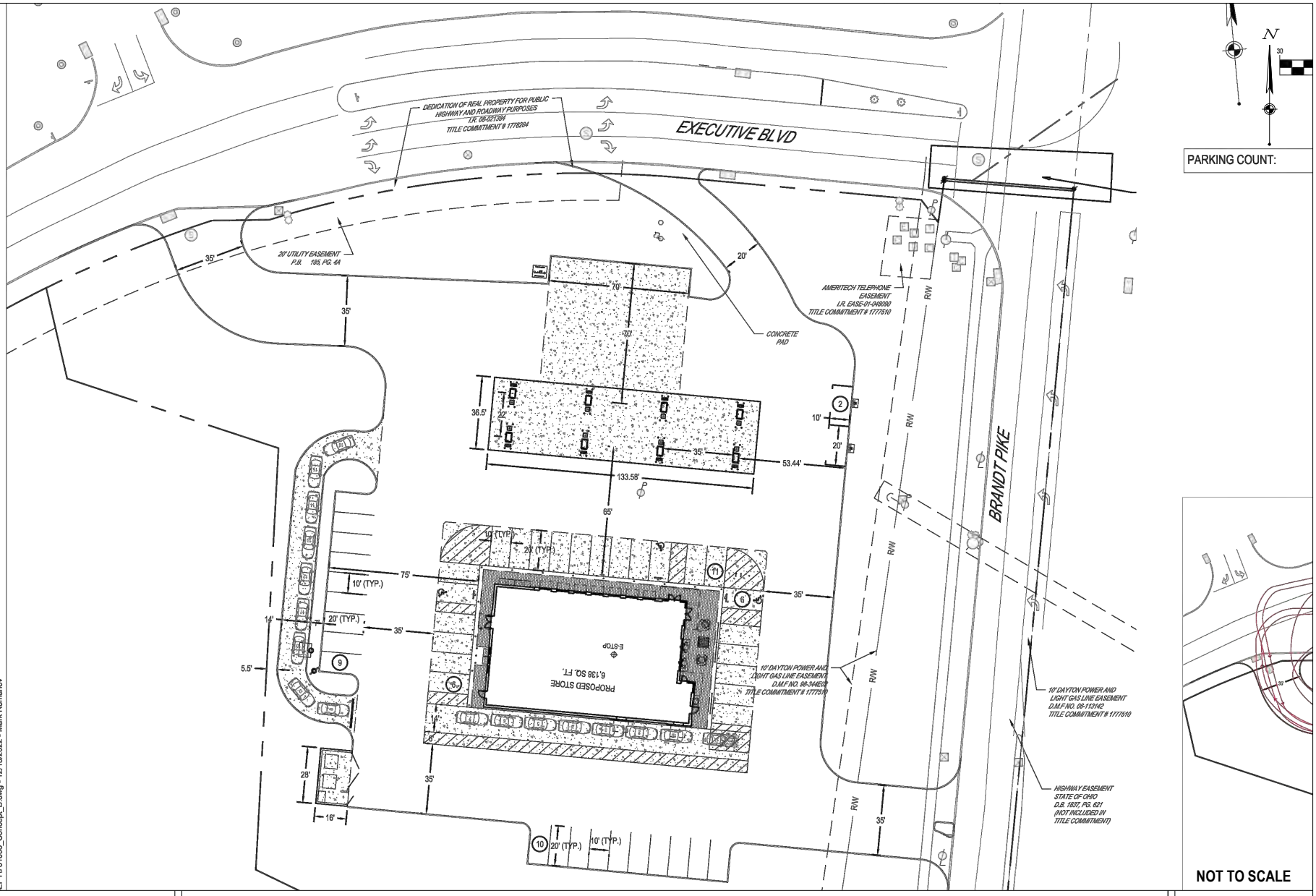
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SITE LOCATION

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 1	
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SITE PLAN

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 2

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2.1. Study Procedure

The following studies and analyses were undertaken:

1. Traffic turning movement counts were conducted by Gewalt Hamilton Associates, Inc. (GHA) on Tuesday, December 6th, 2022, between the morning hours of 7:00 AM to 9:00 AM and evening hours of 4:00 PM to 6:00 PM at the following study intersections:

    - Brandt Pike & Executive Boulevard (Signal Controlled).
    - Executive Boulevard & Lehman Lane (Stop Sign Controlled).

2. The Existing Traffic Volumes (Year 2022) – Cars and Trucks (Figure 4.A) were reviewed and balanced. The car and truck volumes listed in Figure 4.A were combined to form the Existing Traffic Volumes (Year 2022) – Total Volumes (Figure 4.B) for simplicity.

3. Capacity analyses of the 2022 Existing Traffic Volumes (Figures 4.A-4.B) were completed to determine the capacity of the key study intersections during AM and PM Peak Hours using Highway Capacity Software (HCS) Version 8.2 methodology.

4. The 2023 No-Build Traffic Volumes – Cars and Trucks (Figure 5.A) were calculated by applying growth rates to the 2022 Existing Traffic Volumes (Figure 4.A). Growth rates were calculated using the linear regression method referenced in the *Ohio Traffic Forecasting Manual, Volume 2, Section 4.2* for Brandt Pike. As such, a conservative linear annual growth rate of 1.0 percent (%) was selected and applied for one (1) year to the study roadways (growth factor of 1.01) to simulate 2023 No-Build Traffic Volumes. The car and truck volumes shown on Figure 5.A were combined to form the 2023 No-Build Traffic Volumes – Total Volumes (Figure 5.B) for simplicity.

5. Capacity analyses of the 2023 No-Build Traffic Volumes (Figures 5.A-5.B) were completed to determine the capacity of the key study intersections during AM and PM Peak Hours using Highway Capacity Software (HCS) Version 8.2 methodology.

6. Directional distribution analyses were conducted to determine the potential distribution of patrons for the proposed Sheetz Development under the 2023 Build/2033 Design Year Traffic Scenarios (see Figures 6.A-6.B).

7. Trip generation analyses were conducted to determine the potential traffic volumes generated by the proposed Sheetz Development under the 2023 Build and 2033 Design Year Traffic Scenarios utilizing data provided in the Institute of Transportation Engineers' *Trip Generation Manual, 11th Edition* (see Table 5).

8. Site Generated Traffic Volumes (Figures 7.A-7.B) were added to the 2023 No-Build Traffic Volumes (Figures 5.A-5.B) to reflect the 2023 Build Traffic Volumes (Figures 8.A-8.B).

9. Capacity analyses of the 2023 Build Traffic Volumes (Figures 8.A-8.B) were completed to determine the capacity of the key study intersections during AM and PM Peak Hours using HCS Version 8.2 methodology.

10. The 2033 No-Build Traffic Volumes – Cars and Trucks (Figure 9.A) were calculated by applying growth rates to the 2022 Existing Traffic Volumes (Figure 4.A). A conservative linear annual growth rate of 1.0 percent (%) was applied for eleven (11) years to the study roadways (growth factor of 1.11) to simulate 2033 No-Build Traffic Volumes. The car and truck volumes shown on Figure 9.A were combined to form the 2033 No-Build Traffic Volumes – Total Volumes (Figure 9.B) for simplicity.

11. Capacity analyses of the 2033 No-Build Traffic Volumes (Figures 9.A-9.B) were completed to determine the capacity of the key study intersections during AM and PM Peak Hours using HCS Version 8.2 methodology.

12. Site Generated Traffic Volumes (Figures 7.A-7.B) were added to the 2033 No-Build Traffic Volumes (Figures 9.A-9.B) to reflect the 2033 Design Year Traffic Volumes (Figures 10.A-10.B).

13. Capacity analyses of the 2033 Design Year Traffic Volumes (Figures 10.A-10.B) were completed to determine the capacity of the study intersections during AM and PM Peak Hours using HCS Version 8.2 methodology.

14. Turn lane analyses were completed to determine if left-turn lanes or right-turn lanes were required as a result of the Sheetz Development. Turn-lane analyses utilized ODOT charts for unsignalized free-flowing approaches and capacity analyses results for signal-controlled intersections.

15. Queue Length Analyses were completed using the 95th percentile queue lengths generated by HCS Version 8.2.

16. Recommendations for roadway improvements were generated under the 2033 Design Year Traffic Scenario based upon the capacity/queue length analyses of the surrounding roadway network.

2.2. References

This report utilizes information provided by the following sources:

1. *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis*. Transportation Research Board, Washington, D.C., 2016.

2. *Trip Generation Manual*. 11th ed. Washington, DC: Institute of Transportation Engineers, 2022.

3. Most recent Site Plan obtained from Sheetz.

4. "Huber Heights, OH." 39°52'17" N and 84°06'00" W, *Google Earth*. November 30th, 2022.

5. *Location & Design Manual – Volume I (July 2022*). Ohio Department of Transportation (ODOT).

6. *State Highway Access Management Manual (July 2021).* Ohio Department of Transportation – Office of Roadway Engineering.

7. *ODOT Analysis and Traffic Simulation Manual (OATS, July 2021)*. Ohio Department of Transportation (ODOT).

3. Roadway and Traffic Conditions in the Vicinity of the Site

An inventory of existing transportation conditions in the vicinity of the Site was created to form a database for use in projecting future build conditions.

3.1. Study Location and Area Land Use

The proposed Sheetz Development is to be located in the southwest quadrant of the Brandt Pike and Executive Boulevard intersection, within the City of Huber Heights, OH. Regional land use in the Site vicinity is primarily residential while land use in the immediate vicinity of the Site is commercial. The Site is in close proximity to a nearby Meijer grocery store, Walmart Supercenter, Rose Music Center, and interstate 70 (I-70).

Access to the proposed Sheetz Development is proposed via following three (3) access points:

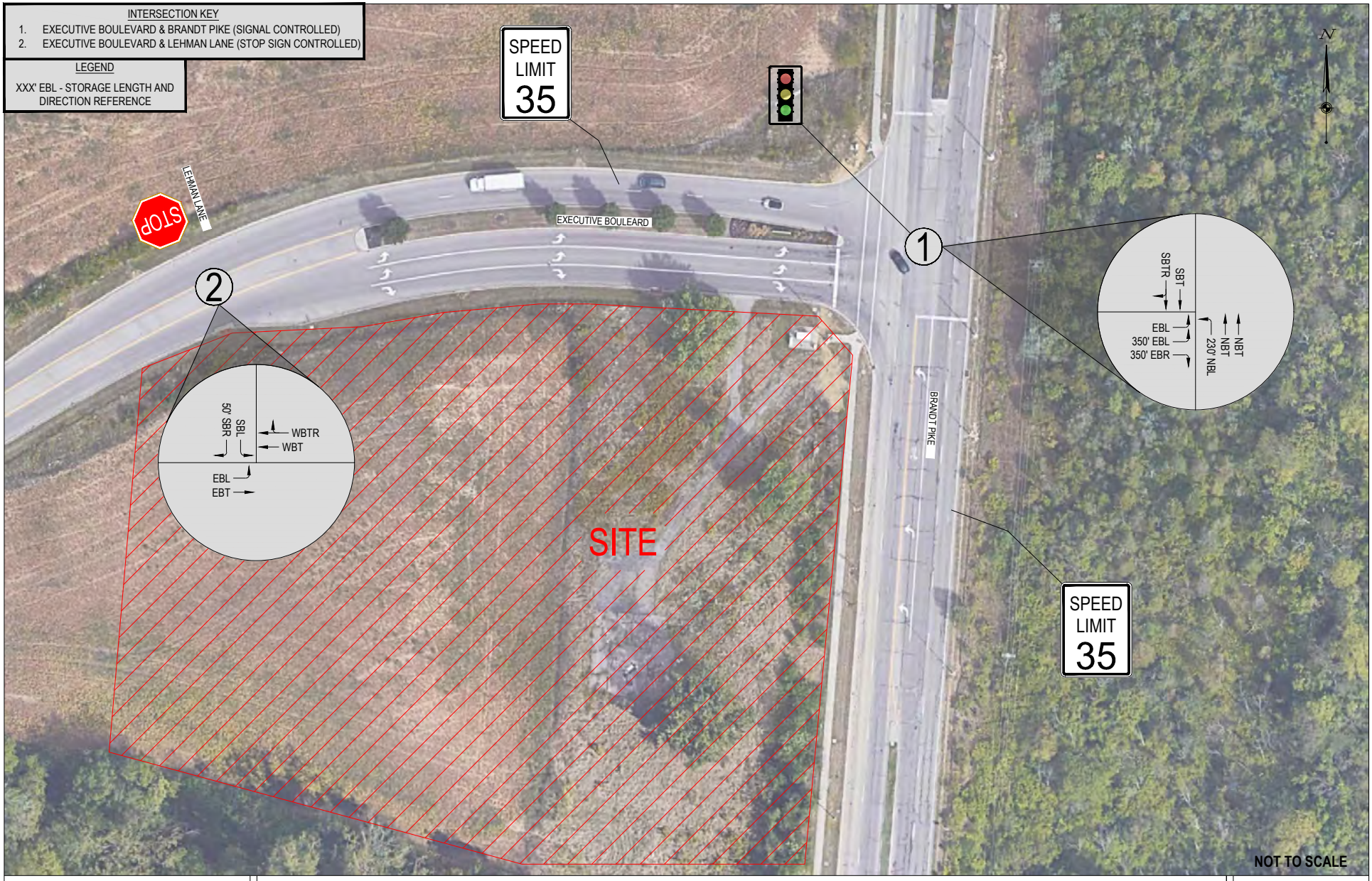
- Full access driveway connection to Executive Boulevard that will be aligned with Lehman Lane (referred to as "Site Access #1").
- Right-in (inbound only) access driveway (referred to as "Site Access #2") approximately 150' east of the Brandt Pike and Executive Boulevard Intersection (stop bar-to-centerline).
- ¾ access (Right-in, Right-out, Left-in) driveway connection (referred to as "Site Access #3") approximately 310' south of the Brandt Pike and Executive Boulevard Intersection (stop bar-to-centerline).

3.2. Area Roadway Characteristics

Brandt Pike– Brandt Pike is a four-lane, two-way roadway that runs in the north/southbound direction in the vicinity of the Site. Brandt Pike is classified as a minor arterial roadway according to the *ODOT Transportation Information Mapping System*. In the Site vicinity, Brandt Pike has a posted speed limit of 35 mph and is under the jurisdiction of the City of Huber Heights.

Executive Boulevard – Executive Boulevard is a two-lane, two-way roadway that runs in the east/westbound direction in the vicinity of the Site. Executive Boulevard is classified as a major collector roadway according to the *ODOT Transportation Information Mapping System*. In the Site vicinity, Executive Boulevard has a posted speed limit of 35 mph and is under the jurisdiction of the City of Huber Heights.

The Existing Transportation System is shown on Figure 3 of the report.



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EXISTING TRANSPORTATION SYSTEM

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 3	
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3.3. Existing Traffic Volumes

Traffic turning movement counts were conducted by Gewalt Hamilton Associates, Inc. (GHA) on Tuesday, December 6th, 2022, between the morning hours of 7:00 AM to 9:00 AM and evening hours of 4:00 PM to 6:00 PM at the following intersections:

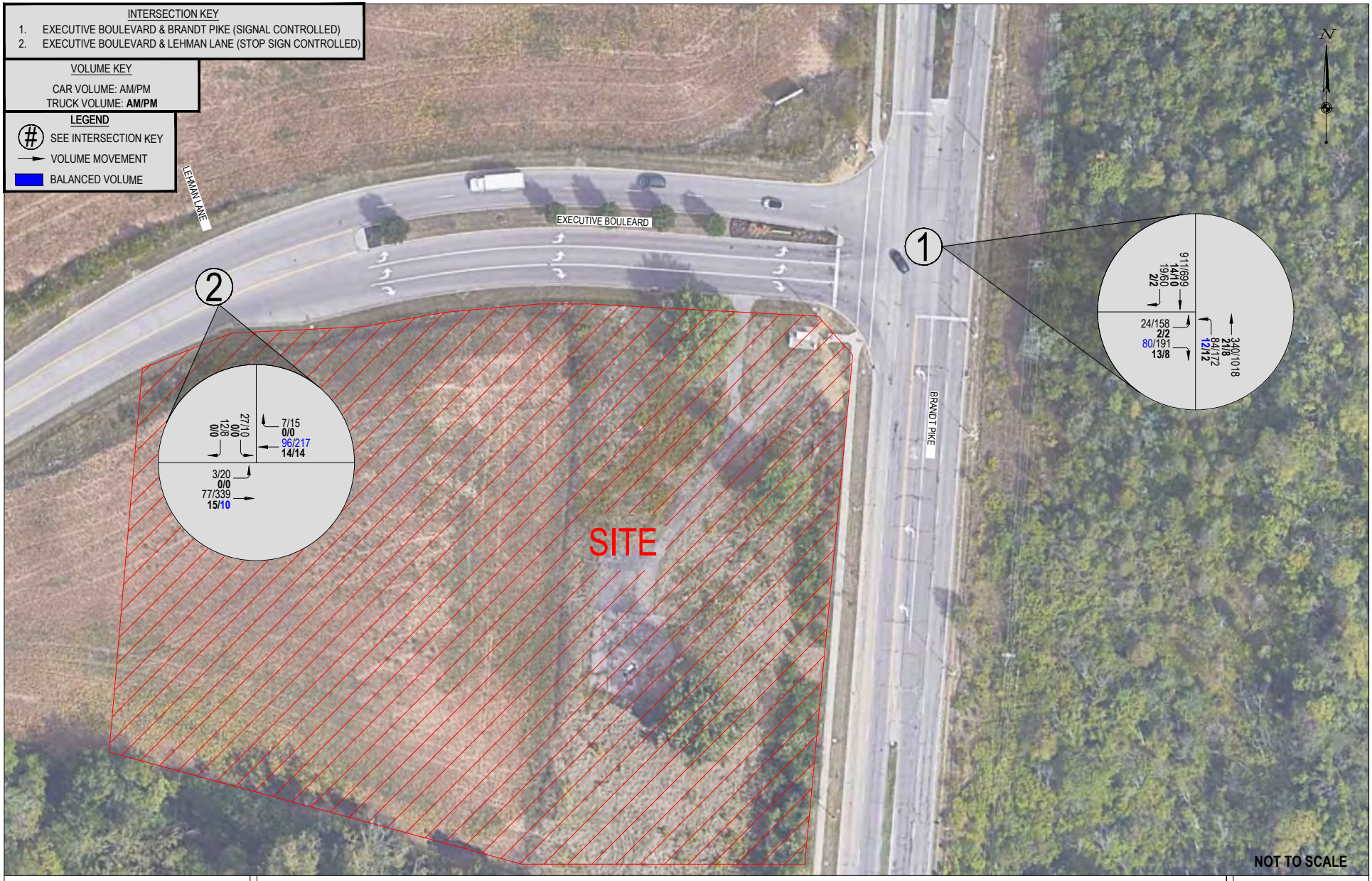
- Brandt Pike & Executive Boulevard (Signal Controlled).
- Executive Boulevard & Lehman Lane (Stop Sign Controlled).

The weekday peak hours of the study roadway network were determined to occur between the hours of:

- 7:15 AM – 8:15 AM (AM Peak Hour).
- 4:45 PM – 5:45 PM (PM Peak Hour).

Count data collected consists of turning movement counts with classification breakouts of lights, buses, single-unit trucks, and articulated trucks.

The Existing Traffic Count Data and Signal Timing Sheets are located in Appendix B of the report. The Existing Weekday Peak Hour Traffic Volumes (Year 2022) are illustrated on Figure 4.A (Cars and Trucks) and Figure 4.B (Total Volumes).



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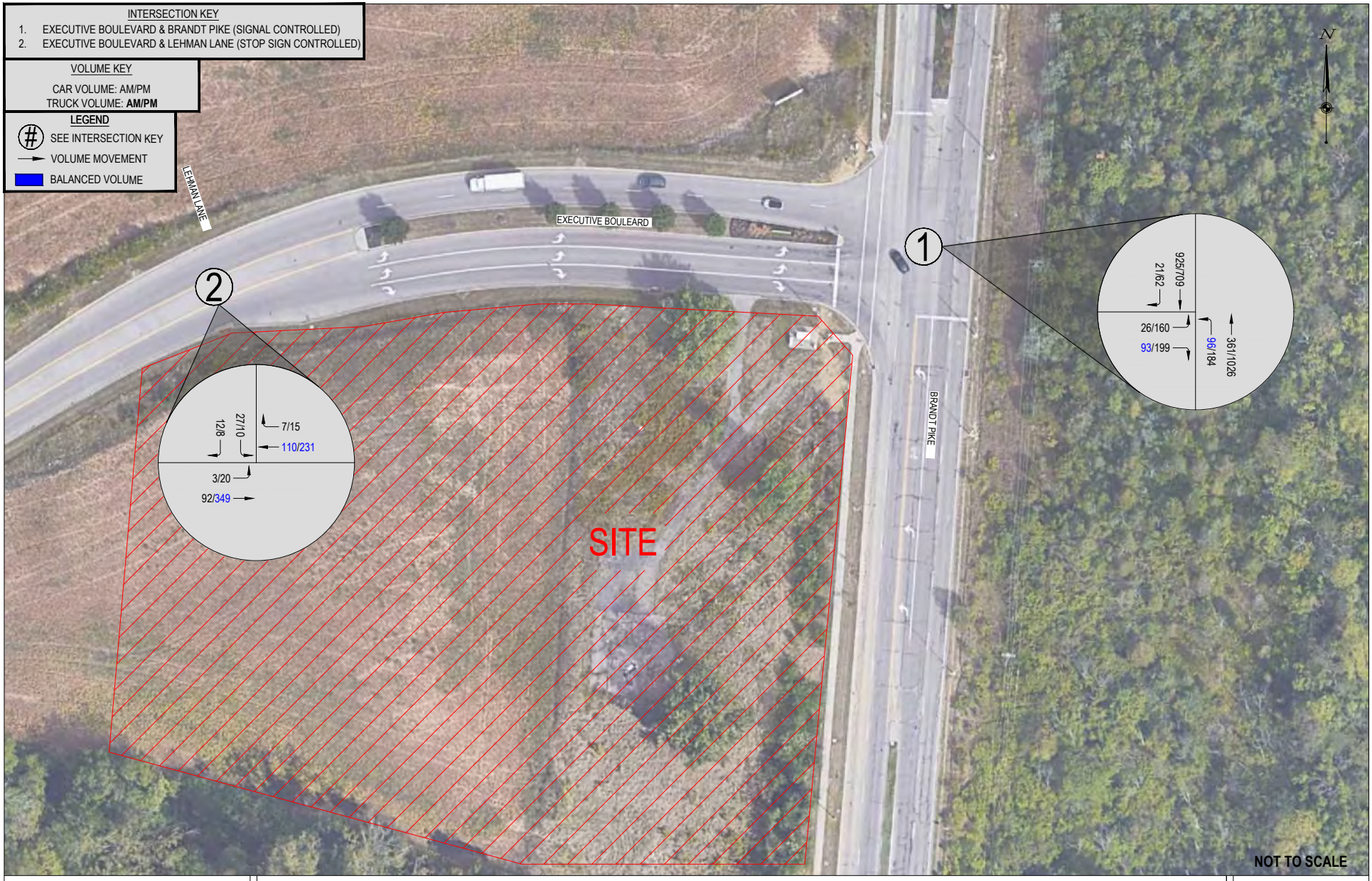
EXISTING WEEKDAY PEAK HOUR TRAFFIC VOLUMES (YEAR 2022) - CARS & TRUCKS

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 4.A

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EXISTING WEEKDAY PEAK HOUR TRAFFIC VOLUMES (YEAR 2022) - TOTAL VOLUMES

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 4.B	
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3.4. Capacity Analysis Parameters

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 unsignalized intersections is based upon total delay. Total delay is defined in the HCM 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 1 summarizes the LOS definitions for unsignalized intersections. Throughout the report "unsignalized intersections" are commonly referred to as "stop controlled."

Table 1
Level of Service Criteria (Unsignalized Intersections)

Level of Service (LOS)	Delay per Vehicle (Sec.)	Description
A	≤ 10.0	Little or no delay.
B	> 10.0 and ≤ 15.0	Short traffic delays.
C	> 15.0 and ≤ 25.0	Average traffic delays.
D	> 25.0 and ≤ 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.

The level of service for signalized intersections is based upon the average stopped delay per vehicle for various movements within the intersection. Although the volume-to-capacity ratio (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. Table 2 summarizes the LOS definitions for signalized intersections.

Table 2
Level of Service Criteria (Signalized Intersections)

Level of Service (LOS)	Delay per Vehicle (Sec.)	Description
A	< 10.0	Most vehicles do not stop at all.
B	> 10.0 and ≤ 20.0	More vehicles stop than with LOS A.
C	> 20.0 and ≤ 35.0	The number of vehicles stopping is significant, although many pass through without stopping.
D	> 35.0 and ≤ 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.

Per Section 8.2.1 of the OATS Manual, the capacity results presented in the tables below shall be highlighted using the following color scheme:

- LOS D = Yellow
- LOS E = Orange
- LOS F = Red
- v/c ratio > 0.93 = Orange
- v/c ratio ≥ 1.0 = Red
- Queue-Storage Ratio (QSR) ≥ 1.0 = Red

Note: According to the ODOT Analysis and Traffic Simulation Manual (OATS), Section 5.9, the operational goals for intersection analyses (TWSC and Signalized) are to operate at overall LOS D or better conditions and for each movement to operate at LOS E or better conditions.

3.5. Existing Traffic Scenario Capacity Analysis

Utilizing the Existing Weekday Peak Hour Traffic Volumes (Year 2022) shown on Figures 4.A and Figure 4.B, capacity calculations were performed for the key study intersections. All capacity calculations within the TIS followed procedures documented in the *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis (Transportation Research Board, 2016)*. The capacity analyses were completed using HCS Version 8.2 Signalized/TWSC methodology. Table 3 summarizes the capacity analysis results for the Existing Traffic Scenario.

Table 3
Summary of Existing Traffic Scenario Capacity Analysis

Lane	AM Peak Hour					PM Peak Hour				
	LOS	Delay (sec/veh)	v/c	QSR	95th %ile Queue (ft)	LOS	Delay (sec/veh)	v/c	QSR	95th %ile Queue (ft)
Brandt Pike & Executive Boulevard (Signal Controlled)										
Intersection	**B**	**19.0**	**--**	**--**	**--**	**B**	**15.3**	**--**	**--**	**--**
EBL	C	29.9	0.041	0.04	13.8	C	31.3	0.216	0.24	75.9
EBR	C	20.2	0.189	0.26	80.1	C	21.7	0.345	0.51	157.8
EB Approach	**C**	**22.3**	**--**	**--**	**--**	**C**	**26.0**	**--**	**--**	**--**
NBL	B	12.0	0.245	0.19	42.7	B	10.7	0.360	0.33	76.4
NBT	A	6.7	0.184	0.06	72.2	A	8.5	0.466	0.17	223.0
NB Approach	**A**	**7.8**	**--**	**--**	**--**	**A**	**8.9**	**--**	**--**	**--**
SBT	C	24.0	0.663	0.86	385.9	C	20.5	0.505	0.62	279.4
SBTR	C	24.0	0.663	0.85	377.4	C	20.6	0.506	0.61	268.9
SB Approach	**C**	**24.0**	**--**	**--**	**--**	**C**	**20.5**	**--**	**--**	**--**
Executive Boulevard & Lehman Lane (Stop Sign Controlled)										
Intersection	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
EBL	A	7.7	0.00	--	0.0	A	8.0	0.02	--	2.5
EB Approach	**A**	**0.2**	**--**	**--**	**--**	**A**	**0.4**	**--**	**--**	**--**
SBL	B	10.4	0.05	--	5.0	B	14.6	0.03	--	2.5
SBR	A	8.8	0.02	--	0.0	A	9.1	0.01	--	0.0
SB Approach	**A**	**9.9**	**--**	**--**	**--**	**B**	**12.1**	**--**	**--**	**--**
L – Left T – Through R – Right										

Under the **2022 Existing Traffic Scenario**, all study intersections operate at an overall level of service (LOS) "B" or better conditions. Additionally, all individual intersection movements operate at a LOS "C" or better conditions.

The 2022 Existing Capacity Analysis Summary Sheets are included in Appendix C of the report.

4. Estimates of 2023 No-Build Traffic in the Vicinity of the Site

4.1. 2023 No-Build Traffic Volumes

The 2023 No-Build Traffic Volumes – Cars and Trucks (Figure 5.A) were calculated by applying growth rates to the 2022 Existing Traffic Volumes (Figure 4.A). Growth rates were calculated using the linear regression method referenced in the *Ohio Traffic Forecasting Manual, Volume 2, Section 4.2* for Brandt Pike. As such, a conservative linear annual growth rate of 1.0 percent (%) was selected and applied for one (1) year to the study roadways (growth factor of 1.01) to simulate 2023 No-Build Traffic Volumes. The car and truck volumes shown on Figure 5.A were combined to form the 2023 No-Build Traffic Volumes – Total Volumes (Figure 5.B) for simplicity. Growth rate documentation is included in Appendix D.

4.2. 2023 No-Build Traffic Scenario Capacity Analysis

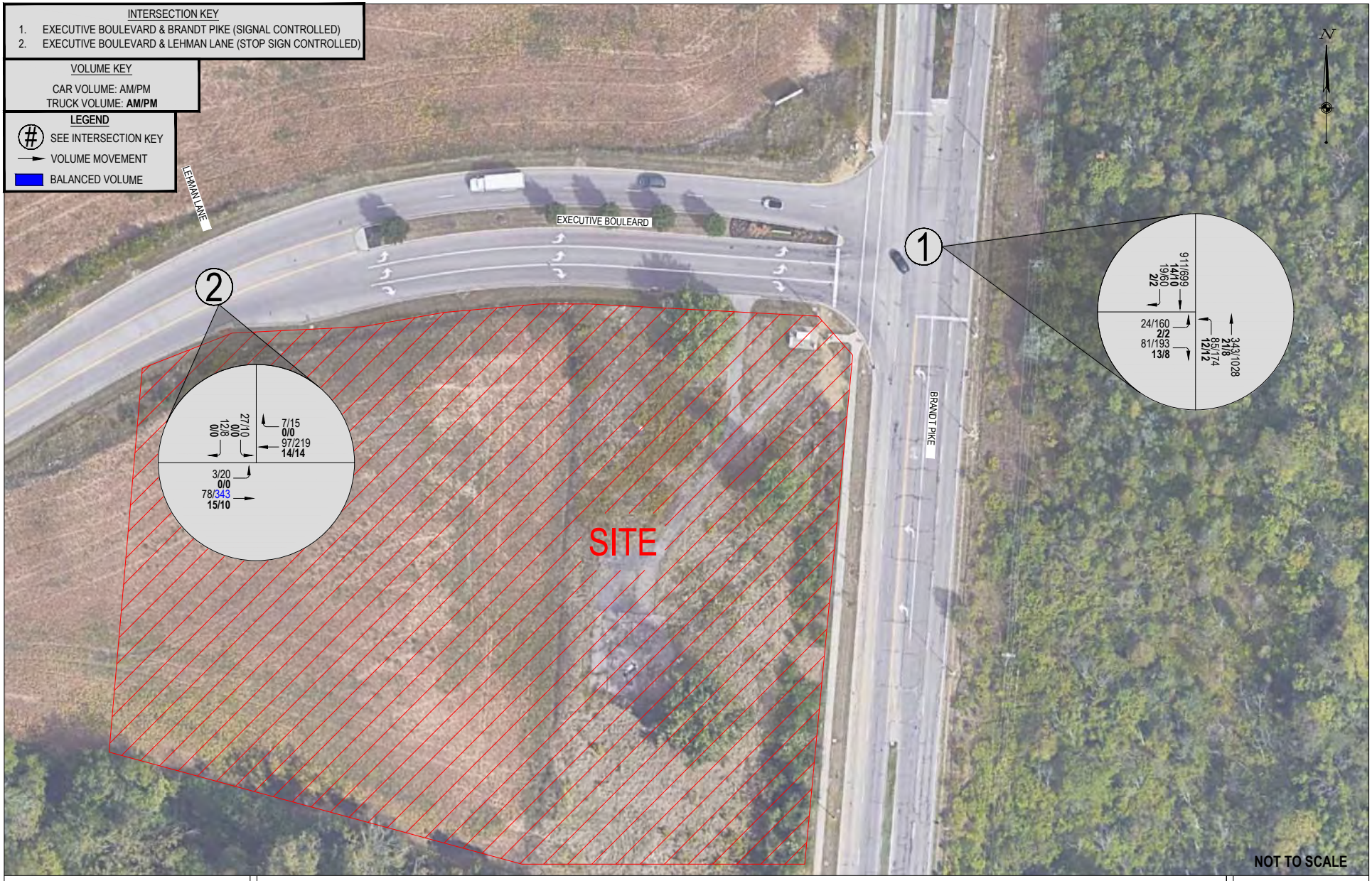
Utilizing the 2023 No-Build Traffic Volumes shown on Figures 5.A and Figure 5.B, capacity calculations were performed for the key study intersections. All capacity calculations within the TIS followed procedures documented in the *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis (Transportation Research Board, 2016)*. The capacity analyses were completed using HCS Version 8.2 Signalized/TWSC methodology. Table 4 summarizes the capacity analysis results for the 2023 No-Build Traffic Scenario.

Table 4
Summary of 2023 No-Build Traffic Scenario Capacity Analysis

Lane	AM Peak Hour					PM Peak Hour				
	LOS	Delay (sec/veh)	v/c	QSR	95th %ile Queue (ft)	LOS	Delay (sec/veh)	v/c	QSR	95th %ile Queue (ft)
Brandt Pike & Executive Boulevard (Signal Controlled)										
Intersection	**B**	**19.1**	--	--	--	**B**	**15.4**	--	--	--
EBL	C	29.9	0.041	0.04	13.8	C	31.3	0.218	0.25	76.8
EBR	C	20.2	0.191	0.26	81.2	C	21.8	0.349	0.51	159.6
EB Approach	**C**	**22.3**	--	--	--	**C**	**26.0**	--	--	--
NBL	B	12.1	0.249	0.19	43.2	B	10.8	0.366	0.34	77.5
NBT	A	6.7	0.186	0.06	73.1	A	8.6	0.470	0.17	225.3
NB Approach	**A**	**7.8**	--	--	--	**A**	**8.9**	--	--	--
SBT	C	24.2	0.670	0.87	391.0	C	20.6	0.511	0.63	282.3
SBTR	C	24.2	0.670	0.86	382.4	C	20.6	0.511	0.61	271.6
SB Approach	**C**	**24.2**	--	--	--	**C**	**20.6**	--	--	--
Executive Boulevard & Lehman Lane (Stop Sign Controlled)										
Intersection	--	--	--	--	--	--	--	--	--	--
EBL	A	7.7	0.00	--	0.0	A	8.0	0.02	--	2.5
EB Approach	**A**	**0.2**	--	--	--	**A**	**0.4**	--	--	--
SBL	B	10.4	0.05	--	5.0	B	14.7	0.03	--	2.5
SBR	A	8.8	0.02	--	0.0	A	9.1	0.01	--	0.0
SB Approach	**A**	**9.9**	--	--	--	**B**	**12.2**	--	--	--
L – Left T – Through R – Right										

Under the **2023 No-Build Traffic Scenario**, all study intersections operate at an overall level of service (LOS) "B" or better conditions. Additionally, all individual intersection movements operate at a LOS "C" or better conditions.

The 2023 No-Build Capacity Analysis Summary Sheets are included in Appendix E of the report.



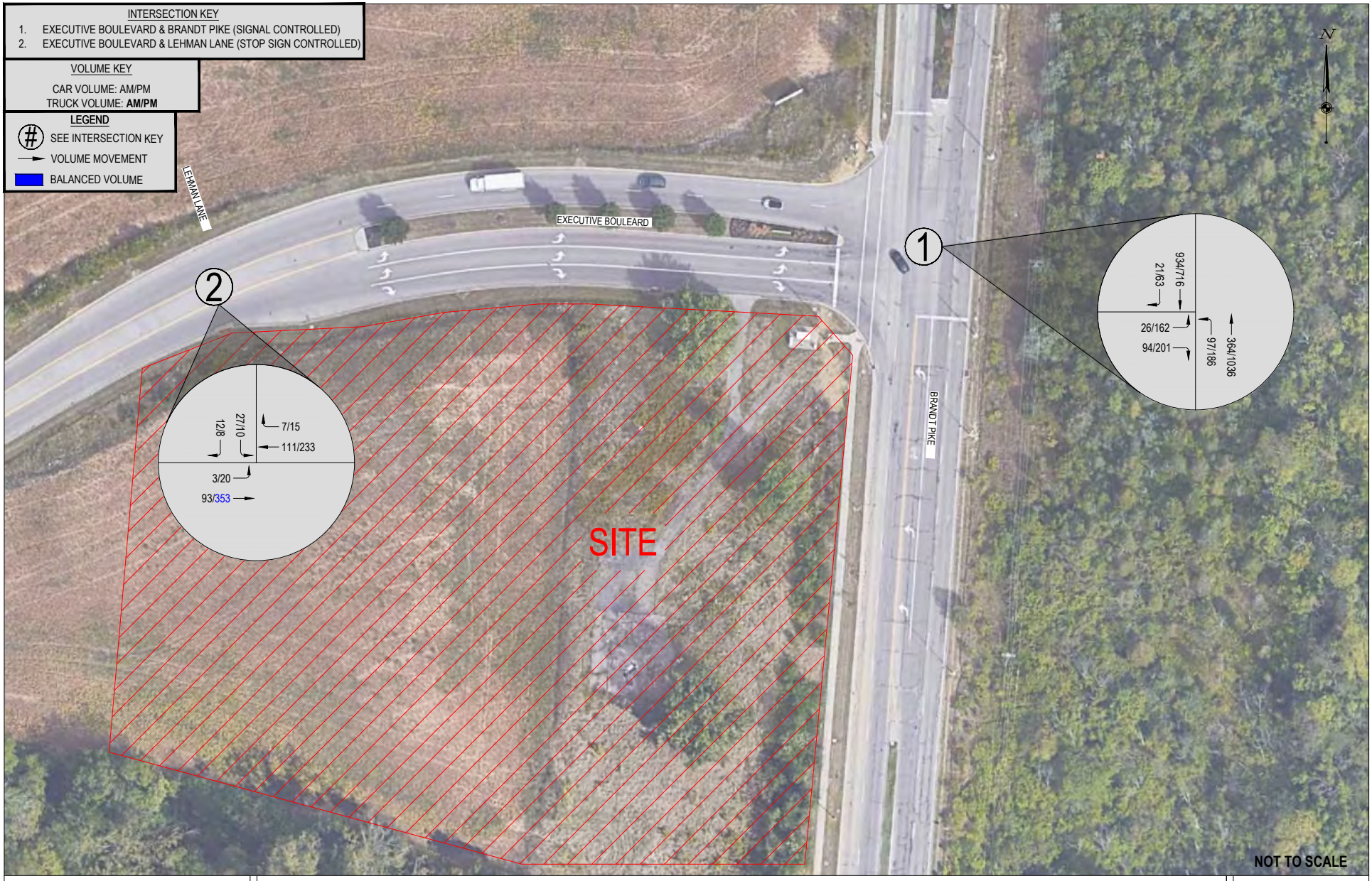
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2023 NO-BUILD WEEKDAY PEAK HOUR TRAFFIC VOLUMES - CARS & TRUCKS

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 5.A	
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2023 NO-BUILD WEEKDAY PEAK HOUR TRAFFIC VOLUMES - TOTAL VOLUMES

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 5.B	
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5. Trip Generation

5.1. Site Generated Traffic Volumes

Studies of similar developments throughout North America have shown that the amount of development-generated traffic will be functionally related to some unit of activity (i.e., number of fueling stations, gross floor area, service bays, 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.

The 2023 Build and 2033 Design Year Traffic Scenarios include the proposed use of the Site as a Sheetz Development that consists of the following:

- Gasoline Service Station with a 6,138 S.F. Convenience Market consisting of 16 passenger car fueling positions.

For analysis purposes, the base variable unit for trip-generation was the number of vehicle fueling positions. The Site Generated Traffic Volumes (Table 1) were calculated by utilizing data included in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition,* in combination with methods outlined in the *(ITE) Trip Generation Handbook*. In addition, pass-by trips were calculated based on percentages found in the (ITE) *Trip Generation Manual, 11th Edition*. The Site Generated Traffic Volumes are presented below in Table 5.

Table 5
Site Generated Traffic Volumes

ITE Land Use Description	ITE Cat.	Size	Unit	Total Generated Trips										
				Weekday			Weekday AM Peak Hour				Weekday PM Peak Hour			
				Tot	In	Out	[A]Tot	In	Out	[B]PB	[A]Tot	In	Out	[B]PB
Convenience Store/Gas Station	945	16	Fuel Pos.	5,532	2,766	2,766	506	61	61	384	430	54	54	322
Entering (%)/Exiting (%)				*100%*	*50%*	*50%*	*100%*	*50%*	*50%*	*[C]76%*	*100%*	*50%*	*50%*	*[C]75%*
Net Trip Generation Summary				5,532	2,766	2,766	506	61	61	384	430	54	54	322

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

The full buildout of the Sheetz Development is estimated to generate 5,532 trips per day on a typical weekday (2,766 inbound and 2,766 outbound), of which 506 trips will be generated during the Weekday AM Peak Hour (253 inbound and 253 outbound) and 430 trips will be generated during the Weekday PM Peak Hour (215 inbound and 215 outbound).

Appendix F includes trip generation calculations and ITE Trip Generation Category 945 Sheets utilized to calculate the values presented in Table 5.

5.2. Directional Distribution of Site Generated Traffic Volumes

The directional distribution of development-generated traffic is a function of several variables. The assumptions and methods used in estimating the direction in which traffic will approach and depart the Site varies with several location-specific conditions such as:

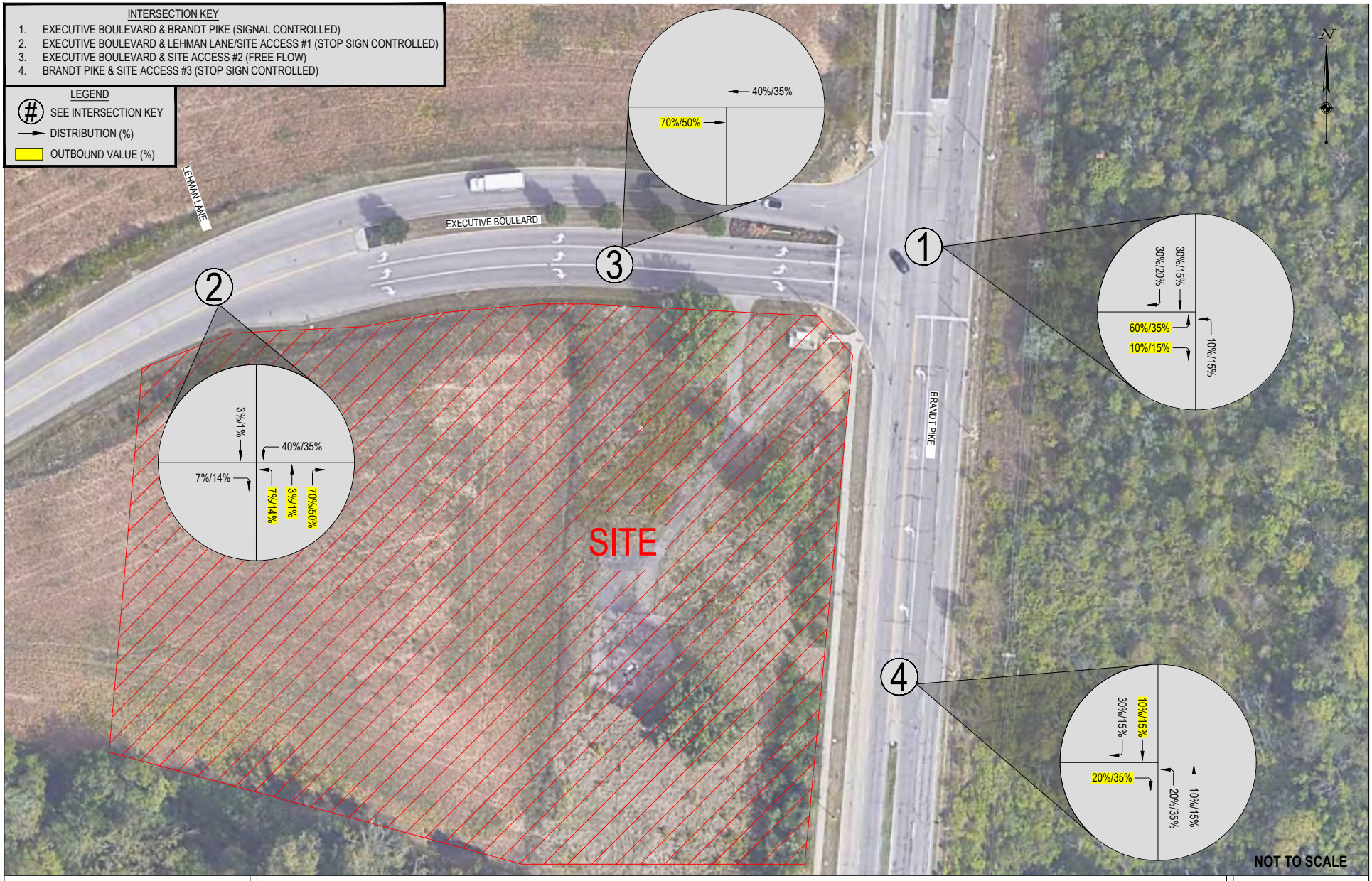
- Size and type of the proposed development.
- Population distribution within the defined area of influence.
- Prevailing operating conditions on the existing street system.

The analysis of directional distribution is based upon the observation that drivers normally choose the most convenient (not necessarily the most direct) routes to and from a given traffic generator. The anticipated directional distribution of trips generated by the proposed Sheetz Development is summarized in Table 6.

Table 6
Directional Distribution of Site Generated Traffic Volumes

Route	Distribution Approach/Departure	
	Passenger Cars	
	AM Peak Hour	PM Peak Hour
Primary Trip Distribution - Cars (Figure 6.A)		
To/From the East via Executive Boulevard	10%/10%	15%/15%
To/From the North via Brandt Pike	60%/60%	35%/35%
To/From the South via Brandt Pike	30%/30%	50%/50%
TOTAL	**100%/100%**	**100%/100%**
Pass-by/Diverted Trip Distribution – Cars (Figure 6.B)		
Pass-by from the East/To the West via Executive Boulevard	10%/10%	15%/15%
Pass-by from the North/To the South via Executive Boulevard	60%/60%	35%/35%
Pass-by from the South/To the North via Executive Boulevard	30%/30%	50%/50%
TOTAL	**100%/100%**	**100%/100%**

Based upon the directional distributions listed in Table 6 and illustrated on Figures 6.A-6.B, the estimated Site Generated Traffic Volumes shown in Table 5 were distributed to the adjacent roadway system. The Site Generated Traffic Volumes are illustrated on Figures 7.A-7.B.



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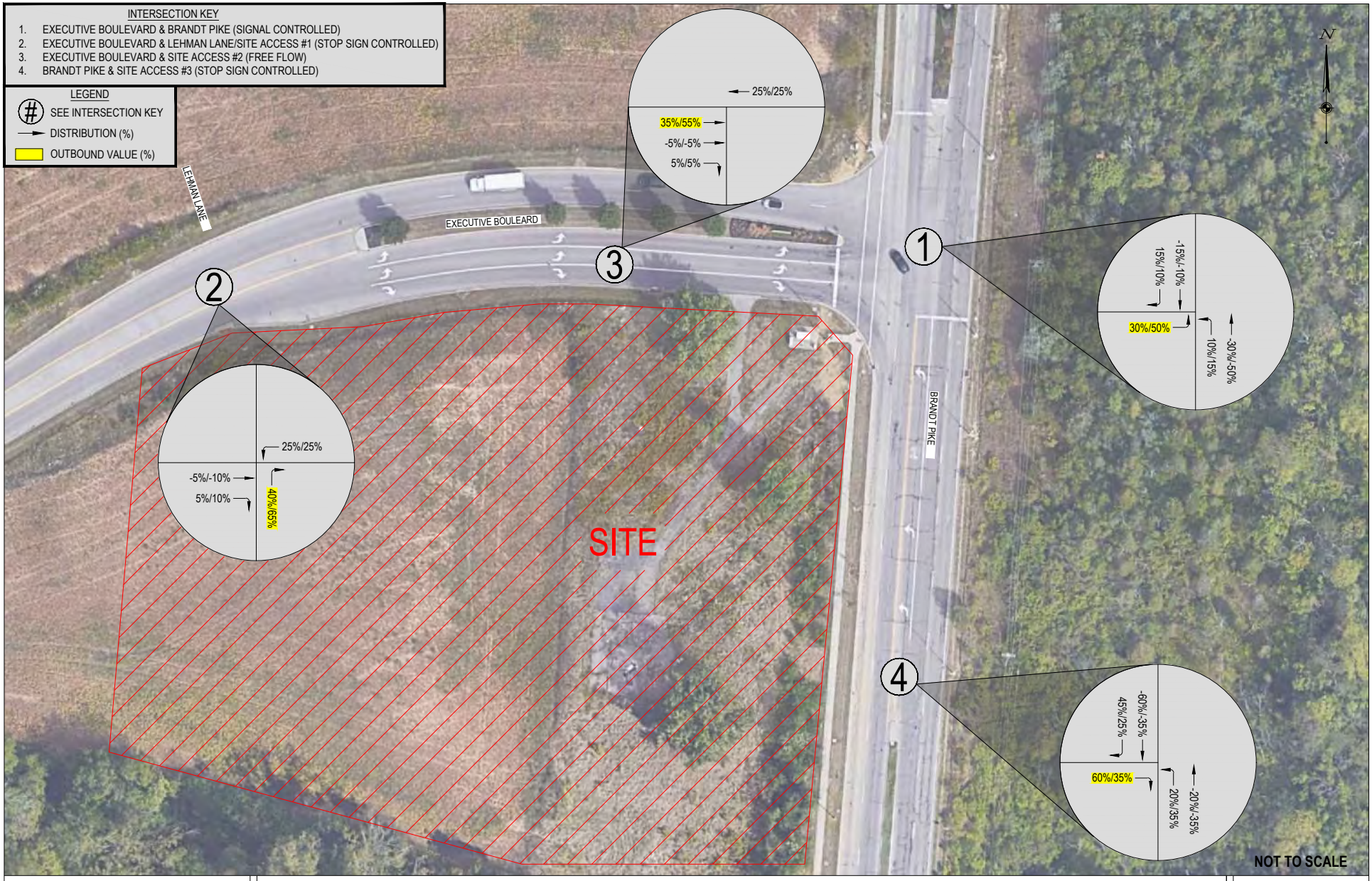
DIRECTIONAL DISTRIBUTION OF SITE GENERATED TRAFFIC VOLUMES - (CARS - PRIMARY)

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 6.A

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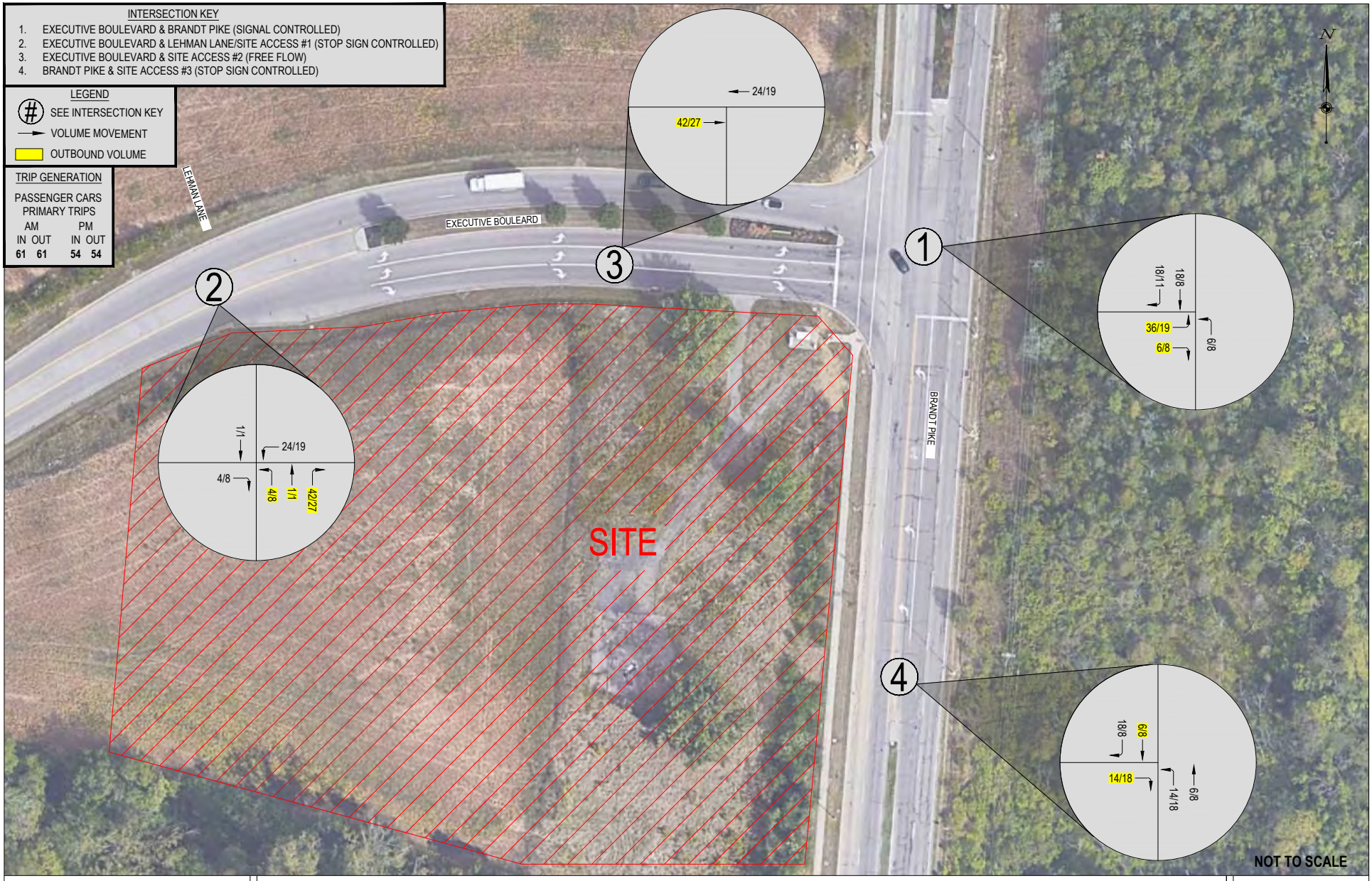
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DIRECTIONAL DISTRIBUTION OF SITE GENERATED TRAFFIC VOLUMES - (CARS - PASS-BY)

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 6.B	
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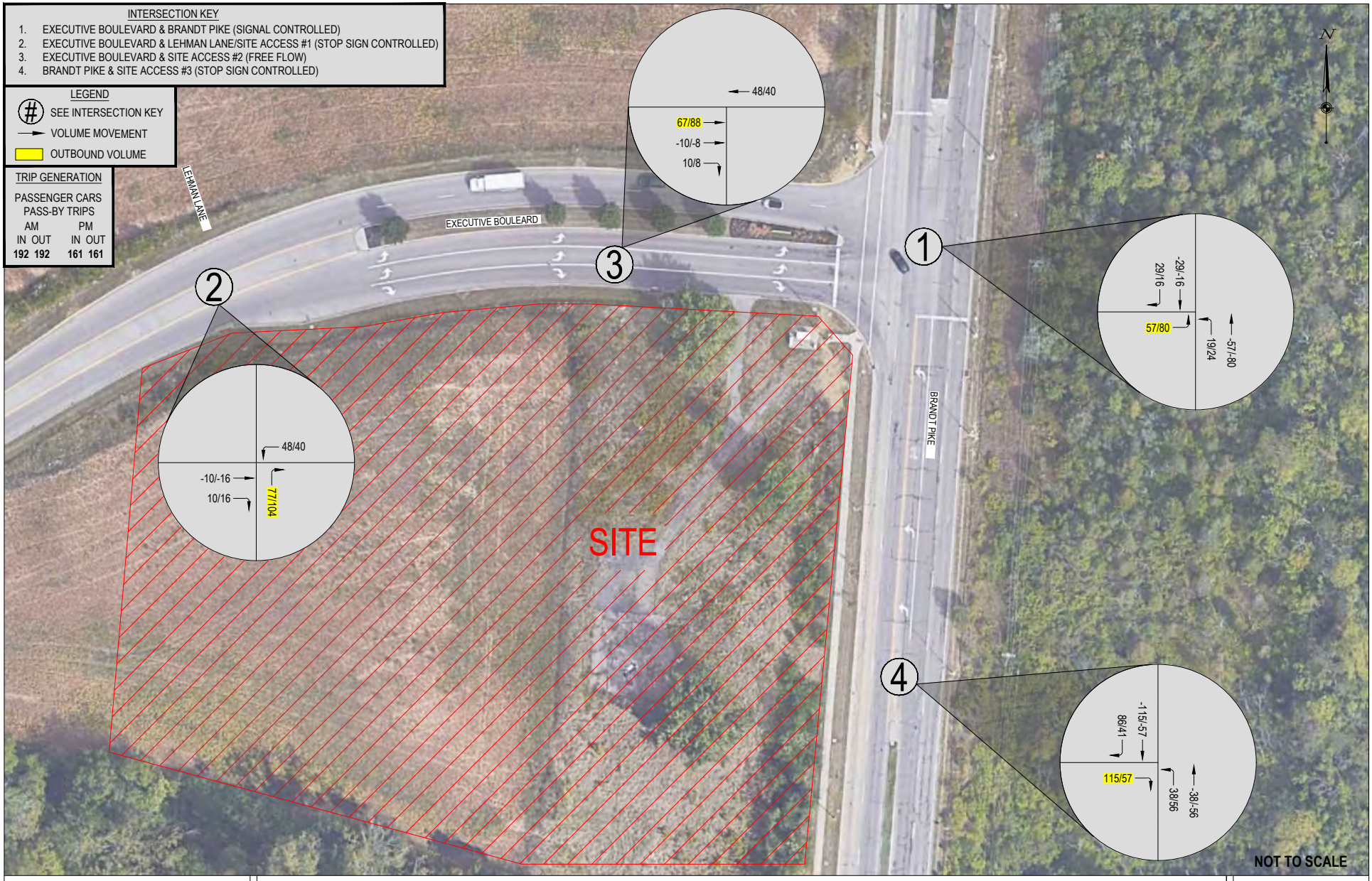
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SITE GENERATED TRAFFIC VOLUMES - (CARS - PRIMARY)

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 7.A	
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SITE GENERATED TRAFFIC VOLUMES - (CARS - PASS-BY)

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 7.B	
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6. Estimates of 2023 Build Traffic in the Vicinity of the Site

6.1. 2023 Build Traffic Volumes

The 2023 Build Traffic Volumes (Figure 8.A) were calculated by adding the Site Generated Traffic Volumes (Figures 7.A-7.B) to the 2023 No-Build Traffic Volumes – Cars and Trucks (Figure 5.A). The car and truck volumes shown on Figure 8.A were combined to form the 2023 Build Traffic Volumes – Total Volumes (Figure 8.B) for simplicity.

6.2. 2023 Build Traffic Scenario Capacity Analysis

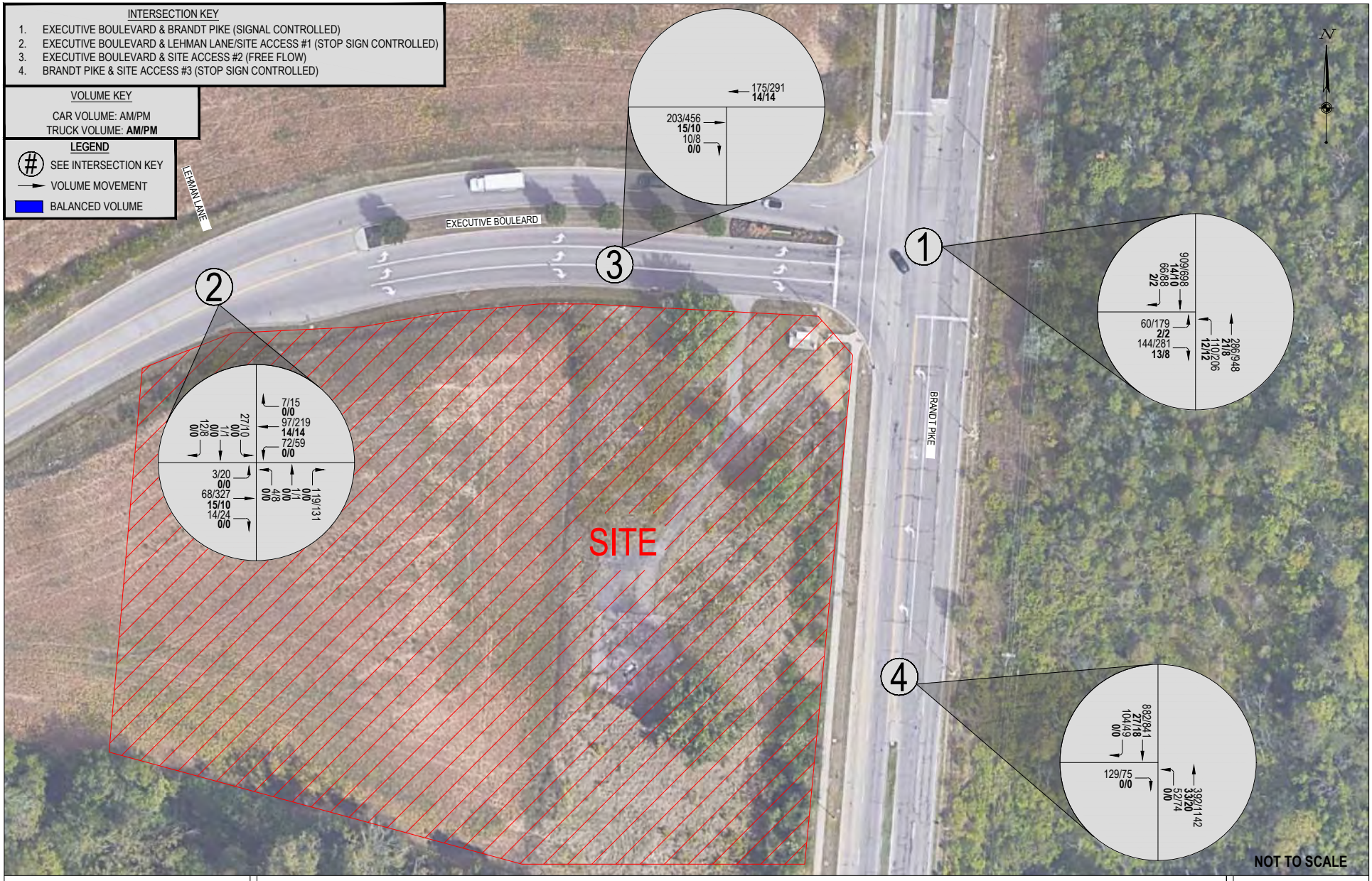
Utilizing the 2023 Build Traffic Volumes shown on Figure 8.A and Figure 8.B, capacity calculations were performed for the key study intersections. All capacity calculations within the TIS followed procedures documented in the *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis (Transportation Research Board, 2016)*. The capacity analyses were completed using HCS Version 8.2 Signalized/TWSC methodology. Table 7 summarizes the capacity analysis results for the 2023 Build Traffic Scenario.

Table 7
Summary of 2023 Build Traffic Scenario Capacity Analysis

Lane	AM Peak Hour					PM Peak Hour				
	LOS	Delay (sec/veh)	v/c	QSR	95th %ile Queue (ft)	LOS	Delay (sec/veh)	v/c	QSR	95th %ile Queue (ft)
Brandt Pike & Executive Boulevard (Signal Controlled)										
Intersection	**C**	**20.7**	--	--	--	**B**	**16.2**	--	--	--
EBL	C	30.4	0.098	0.11	33.3	C	31.5	0.244	0.28	86.5
EBR	C	21.5	0.320	0.46	143.3	C	23.6	0.501	0.76	234.7
EB Approach	**C**	**24.0**	--	--	--	**C**	**26.7**	--	--	--
NBL	B	13.3	0.322	0.24	55.5	B	11.5	0.435	0.40	92.9
NBT	A	6.5	0.157	0.05	60.2	A	8.3	0.434	0.16	205.9
NB Approach	**A**	**8.5**	--	--	--	**A**	**8.9**	--	--	--
SBT	C	25.2	0.700	0.87	415.3	C	20.9	0.526	0.61	291.7
SBTR	C	25.2	0.701	0.85	401.2	C	20.9	0.526	0.59	278.6
SB Approach	**C**	**25.2**	--	--	--	**C**	**20.9**	--	--	--
Executive Boulevard & Lehman Lane (Stop Sign Controlled)										
Intersection	--	--	--	--	--	--	--	--	--	--
EBL	A	7.7	0.00	--	0.0	A	8.0	0.02	--	2.5
EB Approach	**A**	**0.2**	--	--	--	**A**	**0.4**	--	--	--
WBL	A	7.7	0.06	--	5.0	A	8.3	0.05	--	5.0
WB Approach	**A**	**2.9**	--	--	--	**A**	**1.6**	--	--	--
NBLTR	A	9.8	0.17	--	15.0	B	12.5	0.24	--	22.5
NB Approach	**A**	**9.8**	--	--	--	**B**	**12.5**	--	--	--
SBL	C	16.6	0.10	--	7.5	D	25.7	0.06	--	5.0
SBTR	A	9.1	0.02	--	2.5	B	10.0	0.01	--	0.0
SB Approach	**B**	**14.2**	--	--	--	**C**	**18.3**	--	--	--
Brandt Pike & Site Access #3 (Stop Sign Controlled)										
Intersection	--	--	--	--	--	--	--	--	--	--
EBR	C	15.7	0.290	--	30.0	B	13.2	0.160	--	15.0
EB Approach	**C**	**15.7**	--	--	--	**B**	**13.2**	--	--	--
NBL	B	11.3	0.090	--	7.5	B	10.9	0.120	--	10.0
NB Approach	**A**	**2.1**	--	--	--	**A**	**1.7**	--	--	--
L – Left T – Through R – Right										

Under the **2023 Build Traffic Scenario**, all study intersections operate at an overall level of service (LOS) "C" or better conditions. Additionally, all individual intersection movements operate at a LOS "D" or better conditions.

The 2023 Build Traffic Scenario Capacity Analysis Summary Sheets are included in Appendix G of the report.



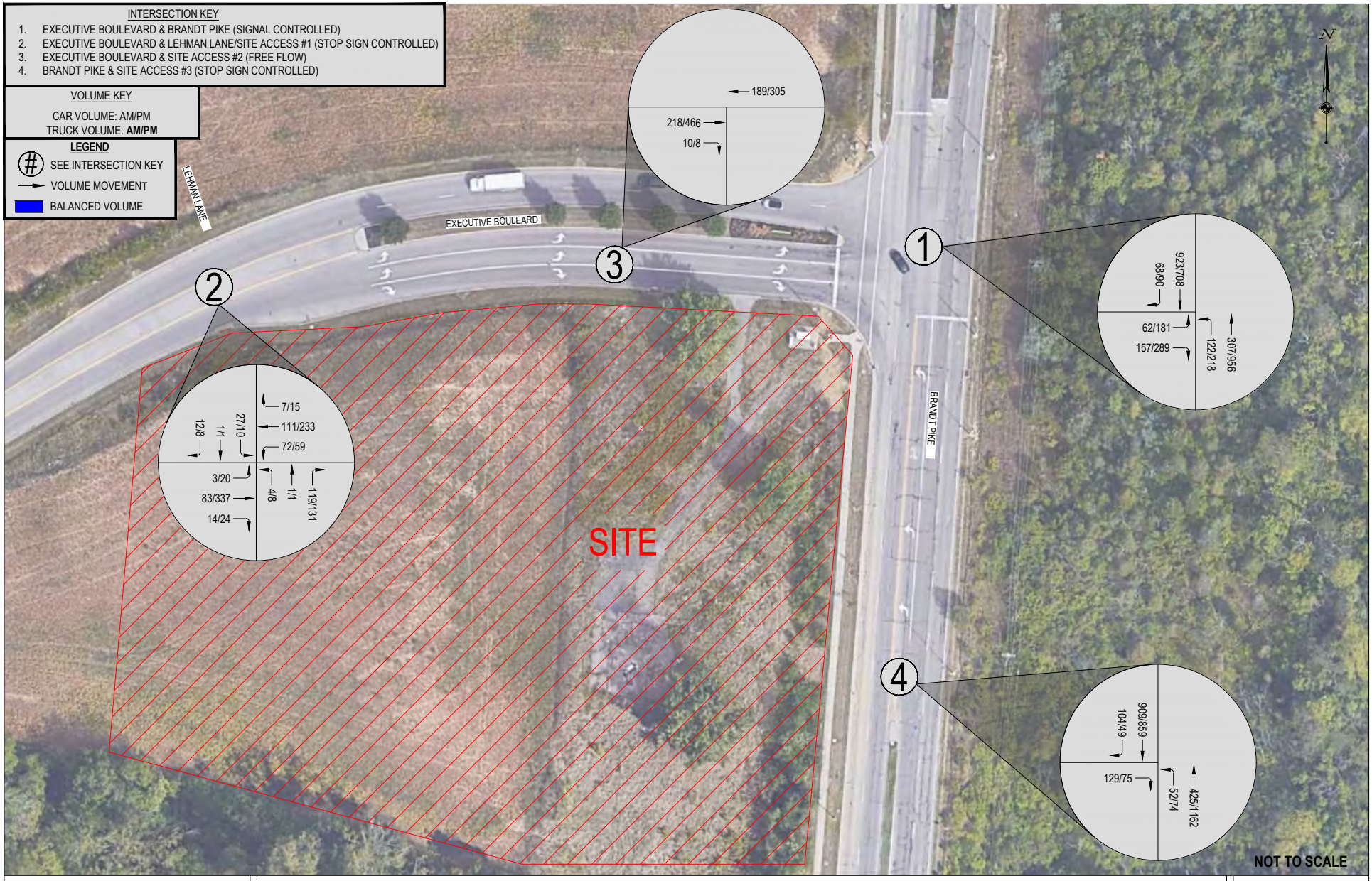
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2023 BUILD WEEKDAY PEAK HOUR TRAFFIC VOLUMES - CARS & TRUCKS

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 8.A	
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2023 BUILD WEEKDAY PEAK HOUR TRAFFIC VOLUMES - TOTAL VOLUMES

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 8.B	
DATE:	12/12/2022
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7. Estimates of 2033 No-Build Traffic in the Vicinity of the Site

7.1. 2033 No-Build Traffic Volumes

The 2033 No-Build Traffic Volumes – Cars and Trucks (Figure 9.A) were calculated by applying growth rates to the 2022 Existing Traffic Volumes (Figure 4.A). Growth rates were calculated using the linear regression method referenced in the *Ohio Traffic Forecasting Manual, Volume 2, Section 4.2* for Brandt Pike. As such, a conservative linear annual growth rate of 1.0 percent (%) was selected and applied for eleven (11) years to the study roadways (growth factor of 1.11) to simulate 2033 No-Build Traffic Volumes. The car and truck volumes shown on Figure 9.A were combined to form the 2023 No-Build Traffic Volumes – Total Volumes (Figure 9.B) for simplicity.

7.2. 2033 No-Build Traffic Scenario Capacity Analysis

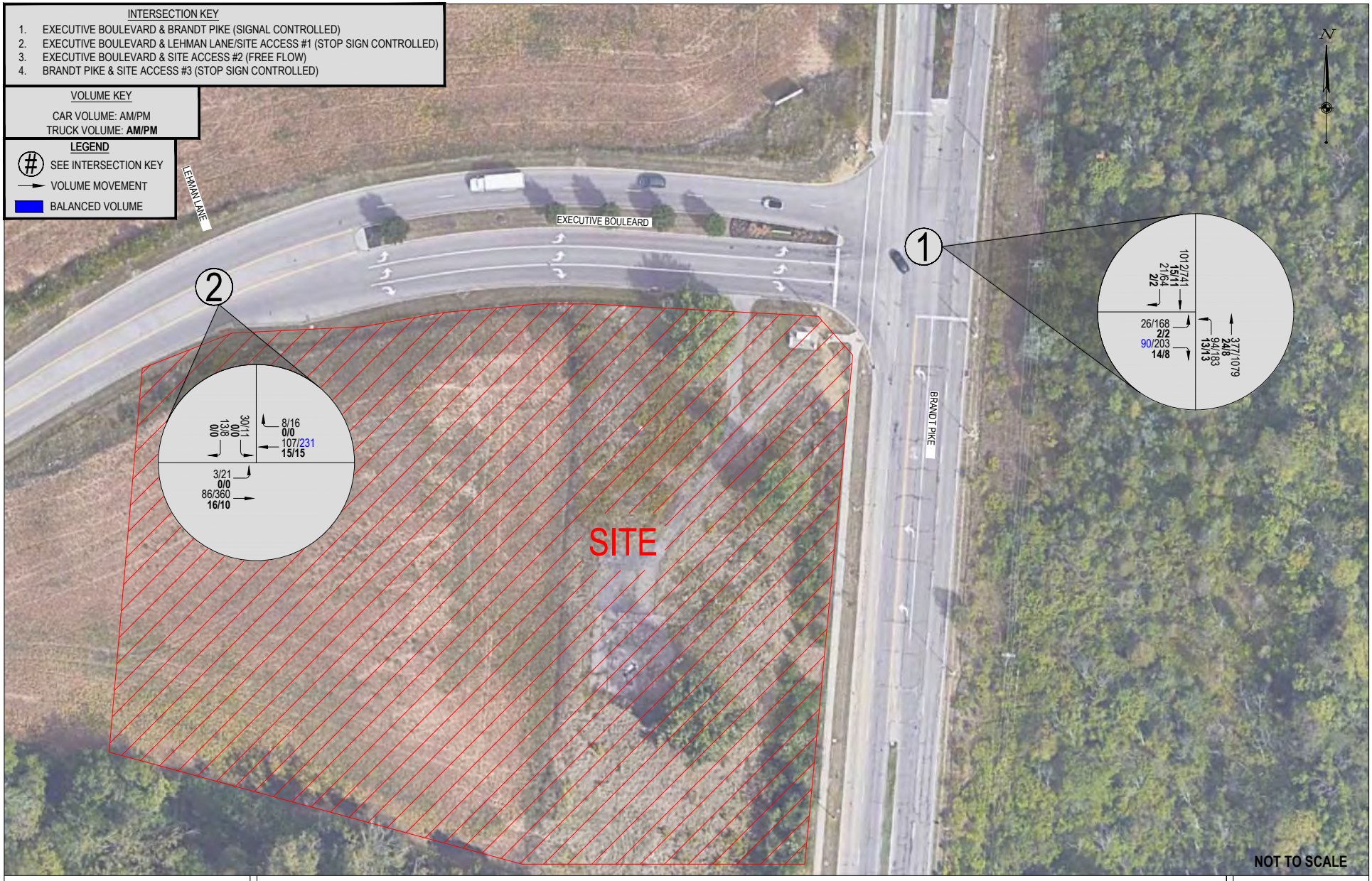
Utilizing the 2033 No-Build Traffic Volumes shown on Figure 9.A and Figure 9.B, capacity calculations were performed for the key study intersections. All capacity calculations within the TIS followed procedures documented in the *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis (Transportation Research Board, 2016)*. The capacity analyses were completed using HCS Version 8.2 Signalized/TWSC methodology. Table 8 summarizes the capacity analysis results for the 2033 No-Build Traffic Scenario.

Table 8
Summary of 2033 No-Build Traffic Scenario Capacity Analysis

Lane	AM Peak Hour					PM Peak Hour				
	LOS	Delay (sec/veh)	v/c	QSR	95th %ile Queue (ft)	LOS	Delay (sec/veh)	v/c	QSR	95th %ile Queue (ft)
Brandt Pike & Executive Boulevard (Signal Controlled)										
Intersection	**C**	**20.7**	--	--	--	**B**	**15.7**	--	--	--
EBL	C	30.0	0.044	0.05	14.8	C	31.4	0.229	0.26	80.9
EBR	C	20.4	0.212	0.29	90.5	C	22.0	0.366	0.54	168.8
EB Approach	**C**	**22.4**	--	--	--	**C**	**26.2**	--	--	--
NBL	B	13.8	0.291	0.21	48.2	B	11.3	0.396	0.36	82.4
NBT	A	6.8	0.205	0.06	81.4	A	8.8	0.494	0.18	238.5
NB Approach	**A**	**8.3**	--	--	--	**A**	**9.2**	--	--	--
SBT	C	26.5	0.736	0.99	445.7	C	21.1	0.536	0.66	298.4
SBTR	C	26.5	0.736	0.98	436.2	C	21.1	0.536	0.65	287.0
SB Approach	**C**	**26.5**	--	--	--	**C**	**21.1**	--	--	--
Executive Boulevard & Lehman Lane (Stop Sign Controlled)										
Intersection	--	--	--	--	--	--	--	--	--	--
EBL	A	7.7	0.00	--	0.0	A	8.1	0.02	--	2.5
EB Approach	**A**	**0.2**	--	--	--	**A**	**0.4**	--	--	--
SBL	B	10.7	0.06	--	5.0	C	15.2	0.03	--	2.5
SBR	A	8.8	0.02	--	2.5	A	9.1	0.01	--	0.0
SB Approach	**B**	**10.1**	--	--	--	**B**	**12.7**	--	--	--
L – Left T – Through R – Right										

Under the **2033 No-Build Traffic Scenario**, all study intersections operate at an overall level of service (LOS) "C" or better conditions. Additionally, all individual intersection movements operate at a LOS "C" or better conditions.

The 2033 No-Build Traffic Scenario Capacity Analysis Summary Sheets are included in Appendix H of the report.



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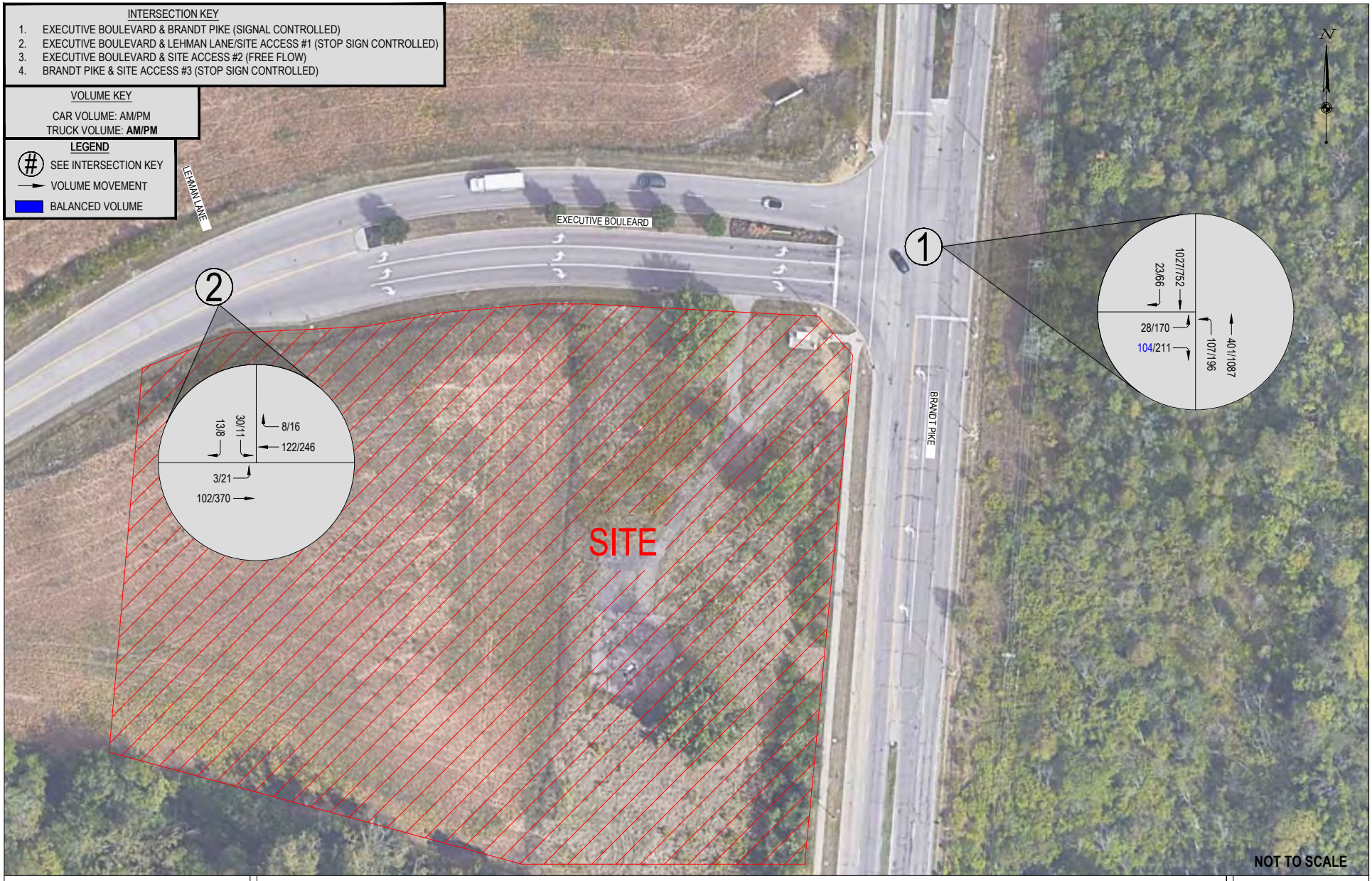
2033 NO-BUILD WEEKDAY PEAK HOUR TRAFFIC VOLUMES - CARS & TRUCKS

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 9.A

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2033 NO-BUILD WEEKDAY PEAK HOUR TRAFFIC VOLUMES - TOTAL VOLUMES

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 9.B

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8. Estimates of 2033 Design Year Traffic in the Vicinity of the Site

8.1. 2033 Design Year Traffic Volumes

The 2033 Design Year Traffic Volumes (Figure 10.A) were calculated by adding the Site Generated Traffic Volumes (Figures 7.A-7.B) to the 2033 No-Build Traffic Volumes – Cars and Trucks (Figure 9.A). The car and truck volumes shown on Figure 10.A were combined to form the 2033 Design Year Traffic Volumes – Total Volumes (Figure 10.B).

8.2. 2033 Design Year Traffic Scenario Capacity Analysis

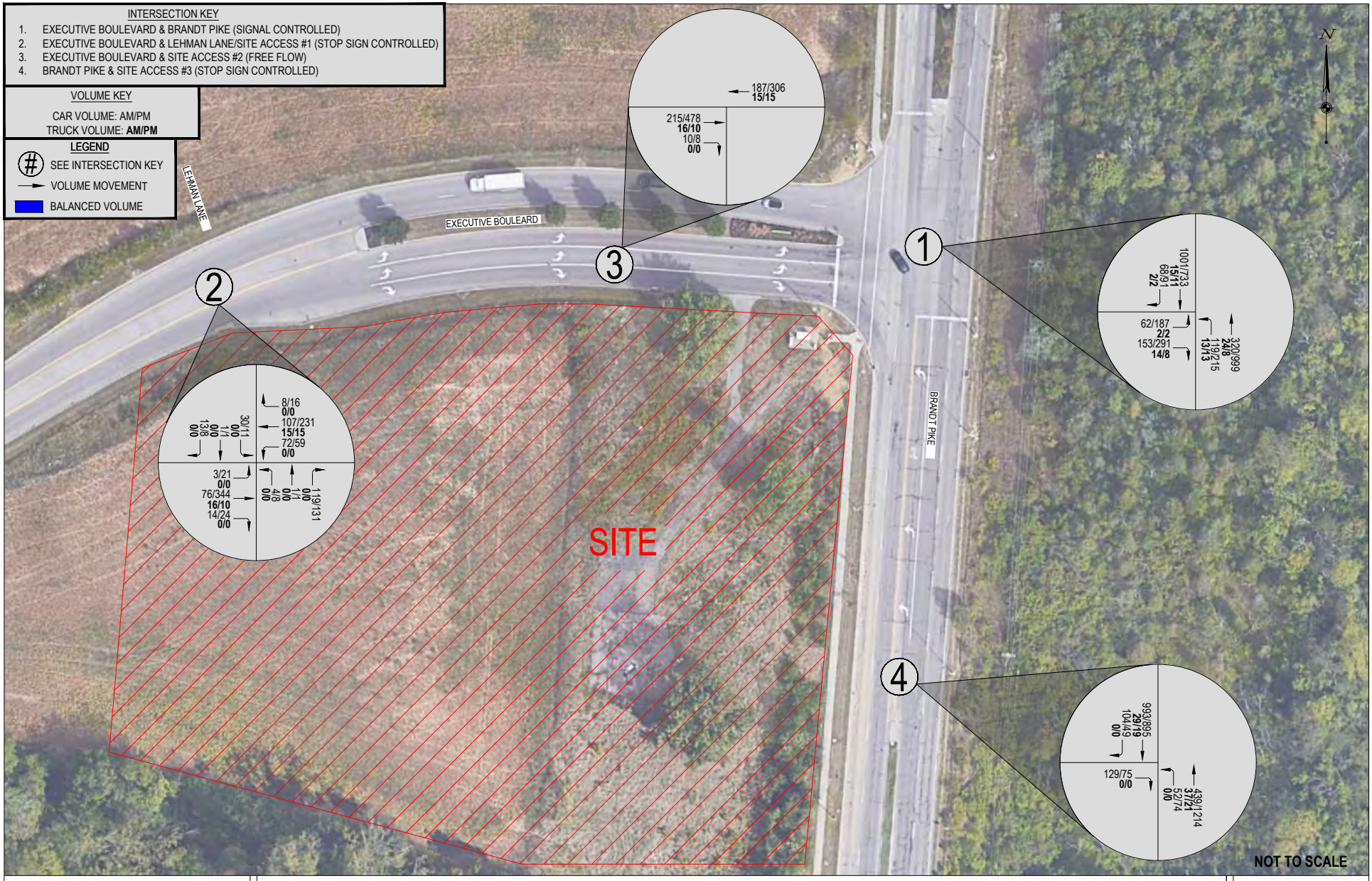
Utilizing the 2033 Design Year Traffic Volumes illustrated on Figures 10.A-10.B, capacity calculations were performed for the Site driveways and key study intersections. Capacity calculations followed procedures documented in the *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis* (Transportation Research Board, 2016). All study intersections were analyzed with HCS Version 8.2 methodology. Table 9 summarizes the capacity analyses results for the 2033 Design Year Traffic Scenario.

Table 9
Summary of 2033 Design Year Traffic Scenario Capacity Analysis

Lane	AM Peak Hour					PM Peak Hour				
	LOS	Delay (sec/veh)	v/c	QSR	95th %ile Queue (ft)	LOS	Delay (sec/veh)	v/c	QSR	95th %ile Queue (ft)
Brandt Pike & Executive Boulevard (Signal Controlled)										
Intersection	**C**	**22.4**	**--**	**--**	**--**	**B**	**16.5**	**--**	**--**	**--**
EBL	C	30.4	0.101	0.11	34.4	C	31.6	0.255	0.29	90.5
EBR	C	21.7	0.340	0.50	154.1	C	23.9	0.519	0.78	243.3
EB Approach	**C**	**24.1**	**--**	**--**	**--**	**C**	**26.9**	**--**	**--**	**--**
NBL	B	15.6	0.369	0.27	62.3	B	12.1	0.467	0.43	98.4
NBT	A	6.6	0.176	0.05	68.5	A	8.5	0.457	0.17	218.2
NB Approach	**A**	**9.1**	**--**	**--**	**--**	**A**	**9.1**	**--**	**--**	**--**
SBT	C	27.9	0.767	0.99	473.7	C	21.4	0.552	0.64	308.1
SBTR	C	28.0	0.768	0.97	459.4	C	21.4	0.552	0.62	293.8
SB Approach	**C**	**27.9**	**--**	**--**	**--**	**C**	**21.4**	**--**	**--**	**--**
Executive Boulevard & Lehman Lane (Stop Sign Controlled)										
Intersection	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
EBL	A	7.7	0.00	--	0.0	A	8.1	0.02	--	2.5
EB Approach	**A**	**0.2**	**--**	**--**	**--**	**A**	**0.4**	**--**	**--**	**--**
WBL	A	7.7	0.06	--	5.0	A	8.3	0.05	--	5.0
WB Approach	**A**	**2.8**	**--**	**--**	**--**	**A**	**1.5**	**--**	**--**	**--**
NBLTR	A	9.9	0.17	--	15.0	B	12.8	0.24	--	22.5
NB Approach	**A**	**9.9**	**--**	**--**	**--**	**B**	**12.8**	**--**	**--**	**--**
SBL	C	17.4	0.11	--	10.0	D	27.4	0.07	--	5.0
SBTR	A	9.1	0.02	--	2.5	B	10.1	0.01	--	0.0
SB Approach	**B**	**14.8**	**--**	**--**	**--**	**C**	**19.6**	**--**	**--**	**--**
Brandt Pike & Site Access #3 (Stop Sign Controlled)										
Intersection	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
EBR	C	17.2	0.320	--	35.0	B	13.7	0.16	--	15.0
EB Approach	**C**	**17.2**	**--**	**--**	**--**	**B**	**13.7**	**--**	**--**	**--**
NBL	B	12.2	0.100	--	7.5	B	11.3	0.12	--	10.0
NB Approach	**A**	**2.3**	**--**	**--**	**--**	**A**	**2.5**	**--**	**--**	**--**
L – Left T – Through R – Right										

Under the **2033 Design Year Traffic Scenario**, all study intersections operate at an overall level of service (LOS) "C" or better conditions. Additionally, all individual intersection movements operate at a LOS "D" or better conditions.

The 2033 Design Year Traffic Scenario Capacity Analysis Summary Sheets are included in Appendix I of the report.



2033 DESIGN YEAR WEEKDAY PEAK HOUR TRAFFIC VOLUMES - CARS & TRUCKS

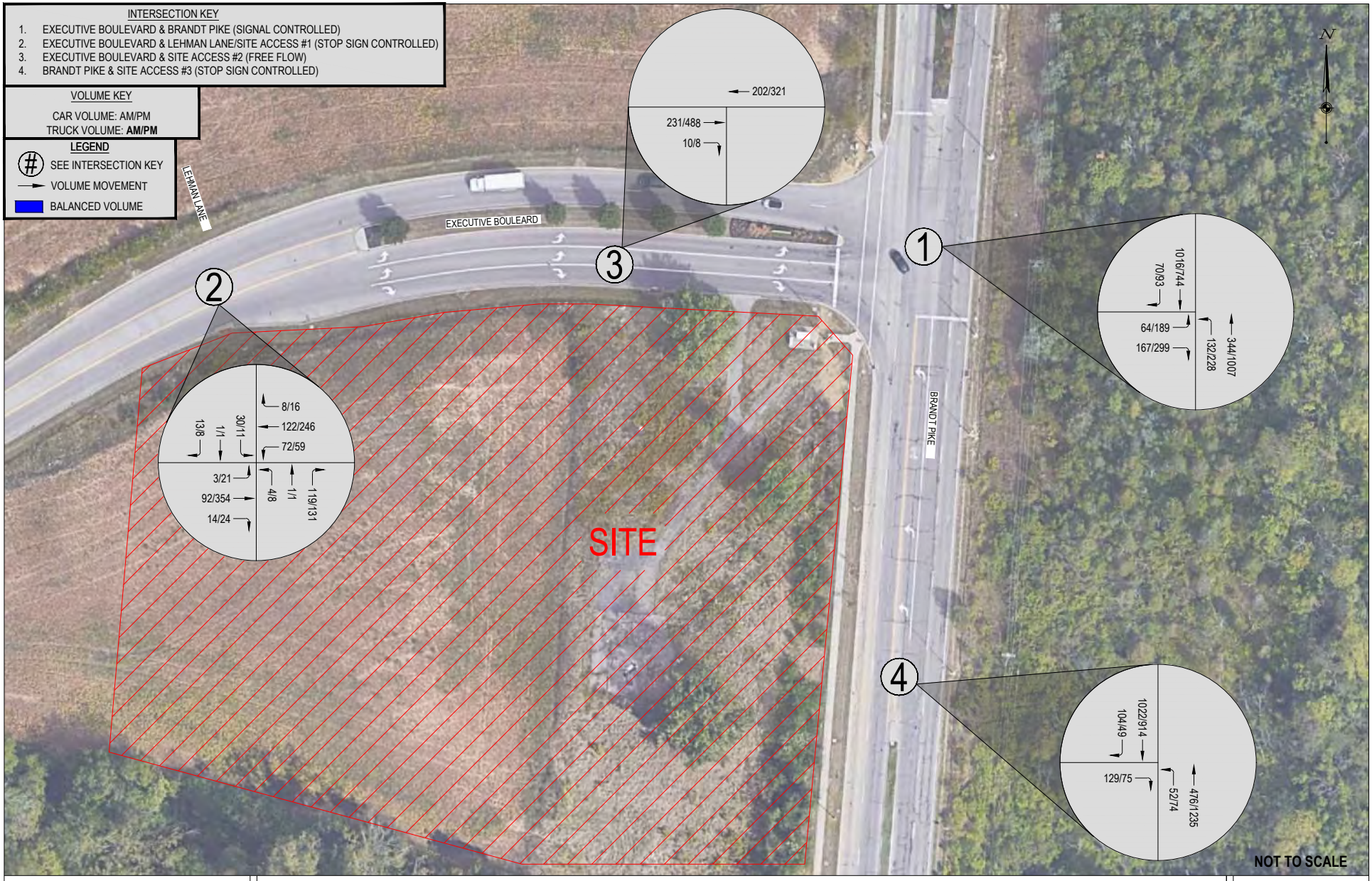
SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

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FIGURE 10.A

DATE:	12/12/2022
JOB NO.:	761688
DESIGNED BY:	ZAR
DRAWN BY:	ZAR
CHECKED BY:	REM
PAGE:	40



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2033 DESIGN YEAR WEEKDAY PEAK HOUR TRAFFIC VOLUMES - TOTAL VOLUMES

SHEETZ DEVELOPMENT

CITY OF HUBER HEIGHTS — MONTGOMERY COUNTY, OH

FIGURE 10.B	
DATE:	12/12/2022
JOB NO.:	761688
DESIGNED BY:	ZAR
DRAWN BY:	ZAR
CHECKED BY:	REM
PAGE:	41

9. Turn Lane Analysis

Left and right-turn lane analyses were completed using the turn lane warrant charts from the ODOT *Location & Design Manual – Volume I (July 2022)* and capacity analysis results. Based on a speed limit of 35 mph (40 mph Design Speed) on Brandt Pike, the low-speed turn lane warrant charts were used for the analysis. ODOT Turn Lane Resources are located in Appendix J of the report.

9.1. Left-Turn Lane Analysis

Table 10 provides a summary of the data and results utilized in the review of each study location for a left-turn lane. ODOT Chart 401-5a and 401-5c were used to determine if left-turn lanes were warranted at the applicable study locations.

Table 10
Left-Turn Lane Warrant Review

Intersection and Traffic Scenario	Lane	*Advancing Traffic (am/pm)	Opposing Traffic (am/pm)	Left-Turn (am/pm)	% Left	Method or Chart Used	Warranted
2023 Build Traffic Scenario							
Executive Boulevard & Site Access #1	WBL	183/292	97/361	72/59	39%/20%	401-5a	**No/Yes**
Brandt Pike & Site Access #3	NBL	477/1236	1013/908	52/74	11%/6%	401-5c	**Yes/Yes**
2033 Design Year Traffic Scenario							
Executive Boulevard & Site Access #1	WBL	194/305	106/378	72/59	37%/20%	401-5a	**No/Yes**
Brandt Pike & Site Access #3	NBL	528/1309	1126/963	52/74	10%/6%	401-5c	**Yes/Yes**

* Includes Left Turns

9.2. Left-Turn Lane Warrant Review Summary

According to ODOT Chart 401-5a and 401-5c, inbound left-turn lanes **are warranted** at Site Access #1 (WBL) and Site Access #3 (NBL) under the 2023 Build and 2033 Design Year Traffic Scenarios.

9.3. Right-Turn Lane Analysis

Table 11 provides a summary of the data and results utilized in the review of each study location for a right-turn lane. ODOT Chart 401-6a and 401-6c were used to determine if right-turn lanes were warranted at the applicable study locations.

Table 11
Right-Turn Lane Warrant Review

Intersection and Traffic Scenario	Direction	*Advancing Traffic (am/pm)	Right-Turn (am/pm)	Method or Chart Used	Warranted
2023 Build Traffic Scenario					
Executive Boulevard & Site Access #1	EBR	97/361	14/24	401-6a	**No/No**
Executive Boulevard & Site Access #2	EBR	228/474	10/8	401-6a	**No/No**
Brandt Pike & Site Access #3	SBR	1013/908	104/49	401-6c	**Yes/No**
2033 Design Year Traffic Scenario					
Executive Boulevard & Site Access #1	EBR	106/378	14/24	401-6a	**No/No**
Executive Boulevard & Site Access #2	EBR	241/496	10/8	401-6a	**No/No**
Brandt Pike & Site Access #3	SBR	1126/963	104/49	401-6c	**Yes/No**

* Includes Right Turns

9.4. Right-Turn Lane Warrant Review Summary

According to ODOT Chart 401-6a and 401-6c an inbound (SBR) right-turn lane **is warranted** at Site Access #3 under the 2023 Build and 2033 Design Year Traffic Scenarios.

ODOT Turn Lane Resources are located in Appendix J of the report.

9.5. Computation of Turn Lane Lengths

Proposed turn lane storage length calculations were completed based upon procedures in the ODOT *Location & Design Manual – Volume I, Section 400 (July 2022)*. Specifically, ODOT sheet 401-9 – Basis for Computing Length of Turn Lanes and sheet 401-10 – Storage Length at Intersections were used. The turn lane length analysis was conducted to provide the final design length of proposed turn lanes under the 2033 No-Build Traffic Scenario. Table 12 summarizes the storage lengths required for the AM Peak Hour while Table 13 summarizes the storage lengths required for the PM Peak Hour. ODOT Storage Length Calculation Sheets are located in Appendix J of the report.

Table 12
Computation of Turn Lane Lengths - AM Peak Hour

Intersection	Direction	DHV	No. of Lanes	Cycles/ Hour	Avg. Veh/ Cycle/ Lane	Design Speed (mph)	Fig. 401-10 Storage Length (ft)	Fig. 401-9 Condition			Backup Length (ft)	Required Turn Lane Length* (ft)	Proposed Storage Length* (ft)	Turn Lane Length Ex/Prop < Required	HCS 95th % Queue Length** (ft)
								A*	B*	C*					
2033 Design Year Traffic Scenario															
Executive Boulevard & Site Access #1	WBL	72	1	60	2.0	40	100	--	125	215	--	215	215	No	5.0
Brandt Pike & Site Access #3	NBL	52	1	60	1.0	40	50	--	125	165	--	165	215	No	7.5
	SBR	104	1	60	2.0	40	100	--	125	215	--	215	215	No	--

* Includes 50' Diverging Taper.

Table 13
Computation of Turn Lane Lengths – PM Peak Hour

Intersection	Direction	DHV	No. of Lanes	Cycles/ Hour	Avg. Veh/ Cycle/ Lane	Design Speed (mph)	Fig. 401-10 Storage Length (ft)	Fig. 401-9 Condition			Backup Length (ft)	Required Turn Lane Length* (ft)	Proposed Storage Length* (ft)	Turn Lane Length Ex/Prop < Required	HCS 95th % Queue Length** (ft)
								A*	B*	C*					
2033 Design Year Traffic Scenario															
Executive Boulevard & Site Access #1	WBL	59	1	60	1.0	40	50	--	125	165	--	165	215	No	5.0
Brandt Pike & Site Access #3	NBL	74	1	60	2.0	40	100	--	125	215	--	215	215	No	10.0
	SBR	49	1	60	1.0	40	50	--	125	165	--	165	215	No	--

* Includes 50' Diverging Taper.

9.6. Turn Lane Lengths Review Summary

CESO utilized ODOT Figure 401-9 and 401-10 to determine storage length requirements for proposed turn lanes. The turn lane length analysis revealed the following:

- Based upon ODOT Figure 401-9 and 401-10, CESO has determined the required storage length for the proposed WBL turn lane at Site Access #1 to be 165’ of storage plus a 50’ taper.

- Based upon ODOT Figure 401-9 and 401-10, CESO has determined the required storage length for the proposed NBL turn lane at Site Access #3 to be 165’ of storage plus a 50’ taper.

- Based upon ODOT Figure 401-9 and 401-10, CESO has determined the required storage length for the proposed SBR turn lane at Site Access #3 to be 165’ of storage plus a 50’ taper.

10. Queue Length Analysis

10.1. Queue Length Analysis Procedure and Results

The 95th percentile queue lengths were calculated using Highway Capacity Software (HCS) Version 8.2. CESO reviewed the 2033 No-Build and 2033 Design Year Traffic Scenarios. The results of the analyses are listed below in Table 14. The 95th percentile queue length summary sheets are located with their associated capacity analyses summary sheets in the report appendices.

Table 14
Queue Length Analysis – 2033 No-Build and Design Year Traffic Scenarios

Location	Movement	*Existing* [Proposed] Storage Length (ft)	2033 No-Build/Design Year Traffic Scenario Comparison			
			95th Percentile Queue Lengths			
			AM Peak Hour		PM Peak Hour	
Traffic Scenario →			2033 No-Build	2033 Design Year	2033 No-Build	2033 Design Year
Brandt Pike & Executive Boulevard	EBL	350'	14.8	34.4	80.9	90.5
	EBR	350'	90.5	154.1	168.8	243.3
	NBL	*230'*	48.2	62.3	82.4	98.4
	NBT	---	81.4	68.5	238.5	218.2
	SBT	---	445.7	473.7	298.4	308.1
	SBTR	---	436.2	459.4	287.0	293.8
Executive Boulevard & Lehman Lane/Site Access #1[1]	EBL	---	0.0	0.0	2.5	2.5
	WBL	*90'* [165']	--	5.0	--	5.0
	NBLTR	---	--	15.0	--	22.5
	SBL	---	5.0	10.0	2.5	5.0
	SBR	50'	2.5	2.5	0.0	0.0
Brandt Pike & Site Access #3[1]	EBR	---	--	35.0	--	15.0
	NBL	[165']	--	7.5	--	10.0
	SBR	[165']	--	--	--	--

[1] – Value calculated by multiplying value by an average car length of 25 feet to convert car-lengths to queue length in feet.

10.2. Queue Length Analysis Summary

CESO reviewed all study locations to determine if calculated queue lengths exceed existing turn lane storage lengths. The queue length analysis revealed the following:

- Under all analyzed traffic scenarios, 95th percentile queue lengths do not exceed existing or proposed storage lengths.

11. Summary of Recommendations

11.1. Recommendations

The following summary of recommendations was generated based upon the findings in the Traffic Impact Study.

2023 No-Build Traffic Scenario (Responsibility – Others):

- No improvements are recommended or required.

2023 Build Traffic Scenario (Responsibility – Sheetz):

Executive Boulevard & Lehman Lane/Site Access #1:

- Construct Site Access Driveway #1 to permit left-in, left-out, right-in, and right-out (full-access) vehicle movements. Provide one (1) inbound lane and one (1) outbound shared left and right-turn lane.
- Construct one (1) westbound-to-southbound (WBL) turn lane to provide 165' of storage and a 50' taper.

Executive Boulevard & Site Access #2:

- Construct Site Access Driveway #2 to permit right-in (inbound only) vehicle movements.

Brandt Pike & Site Access #3:

- Construct Site Access Driveway #3 to permit left-in, right-in, and right-out (¾ access) vehicle movements. Provide one (1) inbound lane and one (1) outbound right-turn lane.
- Construct one (1) northbound-to-westbound (NBL) turn lane to provide 165' of storage and a 50' taper.
- Construct one (1) southbound-to-westbound (SBR) turn lane to provide 165' of storage and a 50' taper.

2033 No-Build Traffic Scenario (Responsibility – Others):

- No additional improvements are recommended or required.

2033 Design Year Traffic Scenario (Responsibility – Sheetz):

- No additional improvements are recommended or required.

APPENDIX A
MEMORANDUM OF UNDERSTANDING BETWEEN CESO & THE CITY OF HUBER HEIGHTS

CESO
Supporting Your Vision Seamlessly

MEMORANDUM OF UNDERSTANDING

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

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

FROM: Robert Matko, P.E., P.S., PTOE, CESO Senior Engineering Manager

DATE: December 2, 2022

SUBJECT: C-Store Development – Huber Heights, Ohio Traffic Impact Study Scope

The following Traffic Impact Study Scope was prepared based on past experience with the preparation of traffic impact studies in the surrounding area. Please review the following tasks and provide your concurrence prior to commencing with the study.

Traffic Impact Study Scope
Key Items:

- The proposed development is anticipated to open in 2023. Based on the opening date, CESO proposes the following four (4) traffic scenarios:
  - 2023 No-Build
  - 2023 Build
  - 2033 No-Build
  - 2033 Build
- HCS Software Version 8.2 will be used for all analysis. ODOT Oats procedures to be used.
- ITE 11th Edition shall be used to determine the site generated traffic volumes.

1. **Conduct Traffic Counts**
   Conduct existing weekday (Tuesday – Thursday) peak hour (7:00 – 9:00 am and 4:00 – 6:00 pm) turning movement traffic counts at the following intersections:

   1. Executive Blvd. & Lehman Lane (Stop Sign Controlled).
   2. Executive Blvd. & Brandt Pike (Signal Controlled).



Note: Counts will not be taken during inclement weather and during holidays; nor shall counts be taken during times when City of Huber Heights School District is not in session.

Traffic counts will be collected by our sub-consultant (Gewalt Hamilton Associates, Inc.), processed by Miovision, and will be video collected for twelve (12) hours should additional hours need to be processed in the future.

2. **Inventory the existing roadway system (existing traffic controls, signage, and lane geometry).**

3. **Perform capacity analysis (Existing Traffic Scenario) at the key study intersections during the peak study hours.**
   Perform capacity analyses using procedures documented in the most recent edition of the *Highway Capacity Manual*/HCS Version 8.2 at the key study intersections utilizing 2022 Existing Peak Hour traffic volumes during the study peak hour time periods.

4. **Traffic Growth Rate**
   CESO will review ADT traffic count information and determine a growth rate to be used in the analysis. This growth rate will be applied to the 2022 Weekday Peak Hour Traffic Volumes to arrive at 2023 and 2033 No-Build Weekday Peak Hour Traffic Volumes.

5. **2023 No-Build Traffic Volumes**
   Apply growth rate from #4 to the 2022 Existing weekday peak hour traffic volumes for one (1) year to arrive at 2023 No-Build Traffic Volumes.

6. **Perform capacity analysis (2023 No-Build Traffic Scenario) at the key study intersections during the peak study hours.**
   Perform capacity analyses using procedures documented in the most recent edition of the *Highway Capacity Manual*/HCS Version 8.2 at the key study intersections utilizing the 2023 No-Build Peak Hour traffic volumes during the study peak hour time periods.

7. **Prepare trip generation**
   Prepare trip generation for the proposed development using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. ITE Land Use Code 945 (Convenience Store/Gas Station) will be used based on the C-Store Development use.

   Pass-By
   Pass-By will be applied due to the type of use.

   Internal Trip Reduction
   No internal trip reduction will be applied due to the type of use and being a single development.

8. **Determine directional distribution of development traffic**
   Directional distribution of the site traffic will be based on existing traffic patterns within the study area.

9. **Assign project traffic to the key study roadways**
   Based on the traffic projections, the development generated traffic volumes will be assigned to the adjacent street network.

10. **2023 Build Traffic Volumes**
    Add the 2023 No-Build Weekday Peak Hour Traffic Volumes to the 2023 Site Generated Weekday Peak Hour Traffic Volumes to arrive at 2023 Build Weekday Peak Hour Traffic Volumes.

11. **Perform capacity analysis (Build Traffic Scenario ~ 2023) at the key study intersections and Site Driveway(s) during the peak study hours.**
    Perform capacity analyses using procedures documented in the most recent edition of the *Highway Capacity Manual*/HCS Version 8.2 at the key study intersections and site driveway(s) utilizing 2023 Build traffic volumes during the study peak hour time periods.

12. **2033 No-Build Traffic Volumes**
    Increase the 2022 Existing Weekday Peak Hour Traffic Volumes by an approved growth rate for eleven (11) years to arrive at 2033 No-Build Weekday Peak Hour Traffic Volumes.

13. **Perform capacity analysis (No-Build Traffic Scenario ~ 2033) at the key study intersections during the peak study hours.**
    Perform capacity analyses using procedures documented in the most recent edition of the *Highway Capacity Manual*/HCS Version 8.2 at the key study intersections and site driveway(s) utilizing 2033 No-Build traffic volumes during the study peak hour time periods.

14. **2033 Design Year Traffic Volumes**
    Add the 2033 No-Build Weekday Peak Hour Traffic Volumes to the 2023 Site Generated Weekday Peak Hour Traffic Volumes (full buildout) to arrive at 2033 Design Year Weekday Peak Hour Traffic Volumes.

15. **Perform capacity analysis (Design Year Traffic Scenario ~ 2033) at the key study intersections and Site Driveway(s) during the peak study hours.**
    Perform capacity analyses using procedures documented in the most recent edition of the *Highway Capacity Manual*/HCS Version 8.2 at the key study intersections and site driveway(s) utilizing 2033 Design Year traffic volumes during the study peak hour time periods.

16. **Perform turn lane/queuing analysis.**
    Perform turn lane warrant/queuing analysis to determine if turn lanes or turn lane extensions are required at the study intersections. ODOT methodology (L&D Vol. 1, Figures 401-5a-5c and 401-6a-6d) will be used. ODOT L&D Vol. 1, Figure 401-9 and 401-10 will be used for turn lane storage lengths at the key study intersections and site driveway(s).

17. **Based on turn lane/queueing analysis, recommend geometry for all study scenarios.**
    Based on the projected volumes from the analysis, CESO will recommend the geometry for the proposed Development including turn lane length calculations at the key study intersections and site driveway(s) per the L&D Vol. 1, Figure 401-9 and 401-10. A figure showing the conceptual geometry will be included.

18. **Prepare a report documenting all findings and recommendations and submit to the City of Huber Heights for review.**
    Report shall include the following:

    a. Title Page
    b. Table of Contents including a list of figures, tables and appendices.
    c. Introduction, which includes the description of the project, purpose of the report and executive summary.
    d. Proposed development description, including location, land use, and proposed use. This section will also include a regional map, vicinity map and site plan.
    e. Description of the study area.
    f. Existing conditions, including study site land use, adjacent roadway description and traffic volumes. This section will also include a summary of existing traffic counts, graphic of existing daily and peak hour traffic and roadway condition diagram.
    g. Project traffic, including site traffic generation, distribution and assignment and non-site traffic for each time period to be analyzed. Graphics will be included showing the peak hour traffic volumes for each analysis time period and project phase for both the on and off-site traffic.
    h. Site traffic and total traffic volumes will be shown for each analysis time period.
    i. Traffic analysis showing tabular and graphic result of the analyses.
    j. Turn Lane Analysis.
    k. Site Access Review.
    l. Summary of findings with conclusions and recommendations, including a graphic illustration of the recommendation/conclusion.
    m. Appendix including all computer-run data as well as any material related to the traffic study data collection and results.

APPENDIX B
EXISTING TRAFFIC COUNT DATA AND SIGNAL TIMING SHEETS

Executive Boulevard & Brandt Pike - TMC

Tue Dec 6, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1020690, Location: 39.872066, -84.09919

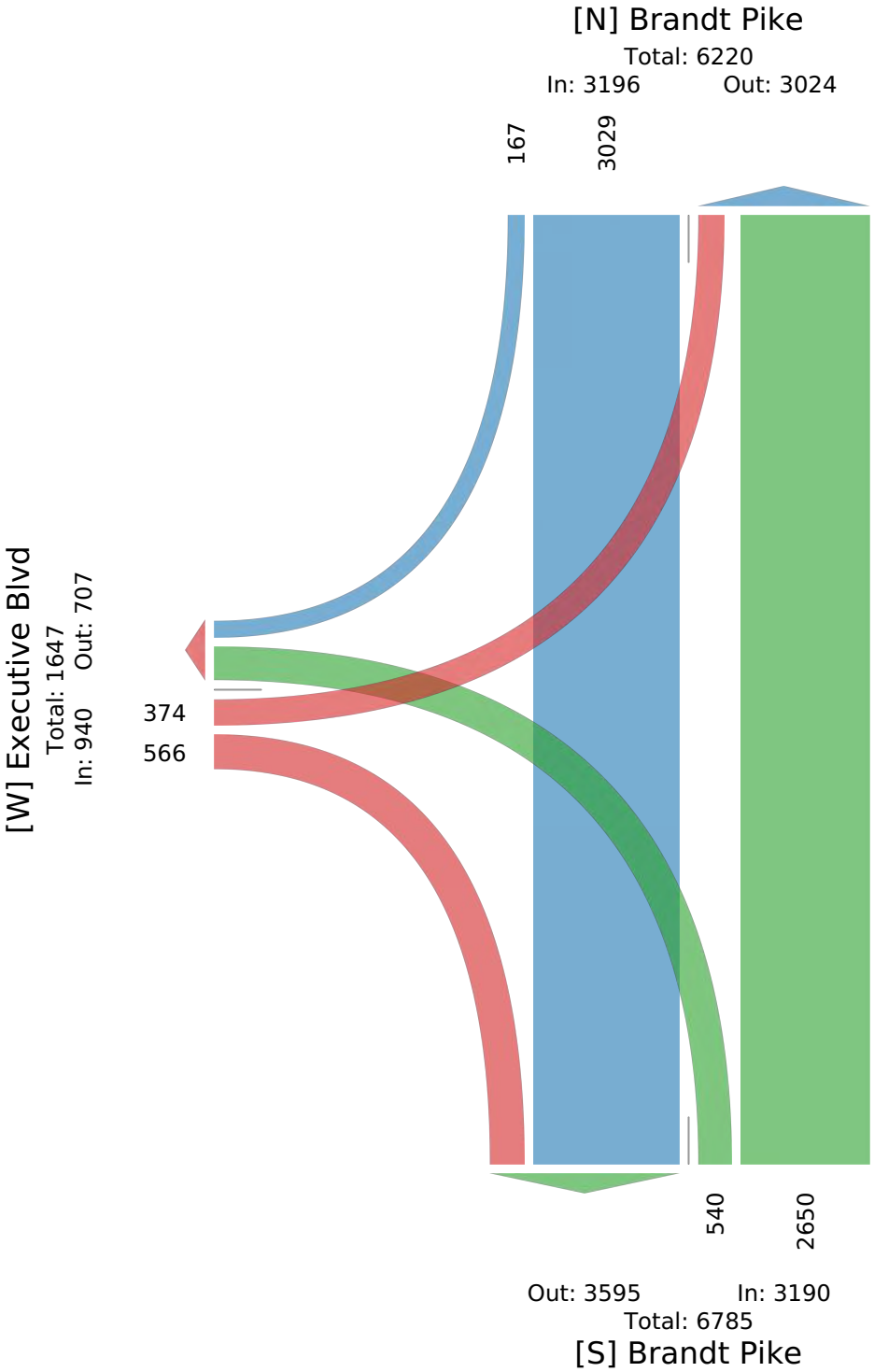
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Executive Blvd				Brandt Pike				Brandt Pike				
Direction	Eastbound				Northbound				Southbound				
Time	L	R	U	**App**	L	T	U	**App**	T	R	U	**App**	**Int**
2022-12-06 7:00AM	4	20	0	**24**	11	44	0	**55**	208	2	0	**210**	**289**
7:15AM	2	15	0	**17**	11	59	0	**70**	227	5	0	**232**	**319**
7:30AM	6	12	0	**18**	24	92	0	**116**	296	7	0	**303**	**437**
7:45AM	8	32	0	**40**	32	114	0	**146**	217	5	0	**222**	**408**
Hourly Total	20	79	0	**99**	78	309	0	**387**	948	19	0	**967**	**1453**
8:00AM	10	32	0	**42**	28	96	0	**124**	185	4	0	**189**	**355**
8:15AM	0	20	0	**20**	17	82	0	**99**	182	8	0	**190**	**309**
8:30AM	9	21	0	**30**	18	95	0	**113**	197	3	0	**200**	**343**
8:45AM	6	25	0	**31**	28	119	0	**147**	166	14	0	**180**	**358**
Hourly Total	25	98	0	**123**	91	392	0	**483**	730	29	0	**759**	**1365**
4:00PM	36	49	0	**85**	41	203	0	**244**	167	18	0	**185**	**514**
4:15PM	42	46	0	**88**	41	257	0	**298**	175	11	0	**186**	**572**
4:30PM	48	56	0	**104**	49	230	0	**279**	156	14	0	**170**	**553**
4:45PM	30	58	0	**88**	49	251	0	**300**	190	20	0	**210**	**598**
Hourly Total	156	209	0	**365**	180	941	0	**1121**	688	63	0	**751**	**2237**
5:00PM	46	54	0	**100**	46	239	0	**285**	166	12	0	**178**	**563**
5:15PM	49	44	0	**93**	44	297	0	**341**	170	16	0	**186**	**620**
5:30PM	35	43	0	**78**	45	239	0	**284**	183	14	0	**197**	**559**
5:45PM	43	39	0	**82**	56	233	0	**289**	144	14	0	**158**	**529**
Hourly Total	173	180	0	**353**	191	1008	0	**1199**	663	56	0	**719**	**2271**
Total	374	566	0	**940**	540	2650	0	**3190**	3029	167	0	**3196**	**7326**
% Approach	39.8%	60.2%	0%	**-**	16.9%	83.1%	0%	**-**	94.8%	5.2%	0%	**-**	-
% Total	5.1%	7.7%	0%	**12.8%**	7.4%	36.2%	0%	**43.5%**	41.3%	2.3%	0%	**43.6%**	-
Lights	365	528	0	**893**	500	2581	0	**3081**	2971	158	0	**3129**	7103
% Lights	97.6%	93.3%	0%	**95.0%**	92.6%	97.4%	0%	**96.6%**	98.1%	94.6%	0%	**97.9%**	97.0%
Articulated Trucks and Single-Unit Trucks	1	31	0	**32**	33	52	0	**85**	38	5	0	**43**	160
% Articulated Trucks and Single-Unit Trucks	0.3%	5.5%	0%	**3.4%**	6.1%	2.0%	0%	**2.7%**	1.3%	3.0%	0%	**1.3%**	2.2%
Buses	8	7	0	**15**	7	17	0	**24**	20	4	0	**24**	63
% Buses	2.1%	1.2%	0%	**1.6%**	1.3%	0.6%	0%	**0.8%**	0.7%	2.4%	0%	**0.8%**	0.9%

*L: Left, R: Right, T: Thru, U: U-Turn

Executive Boulevard & Brandt Pike - TMC
Tue Dec 6, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1020690, Location: 39.872066, -84.09919

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Executive Boulevard & Brandt Pike - TMC

Tue Dec 6, 2022
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1020690, Location: 39.872066, -84.09919

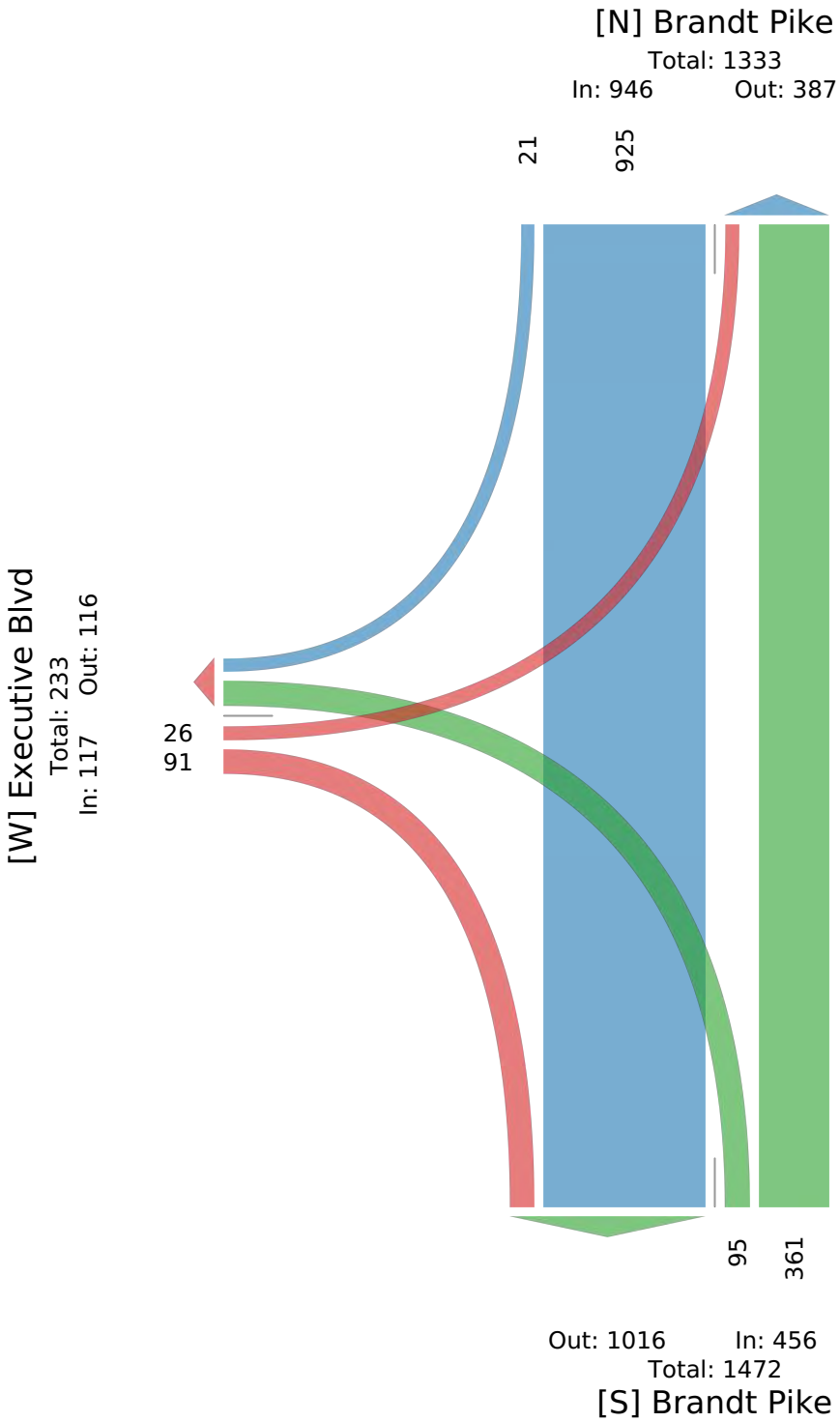
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Executive Blvd				Brandt Pike				Brandt Pike				
Direction	Eastbound				Northbound				Southbound				
Time	L	R	U	**App**	L	T	U	**App**	T	R	U	**App**	**Int**
2022-12-06 7:15AM	2	15	0	**17**	11	59	0	**70**	227	5	0	**232**	**319**
7:30AM	6	12	0	**18**	24	92	0	**116**	296	7	0	**303**	**437**
7:45AM	8	32	0	**40**	32	114	0	**146**	217	5	0	**222**	**408**
8:00AM	10	32	0	**42**	28	96	0	**124**	185	4	0	**189**	**355**
Total	26	91	0	**117**	95	361	0	**456**	925	21	0	**946**	**1519**
% Approach	22.2%	77.8%	0%	**-**	20.8%	79.2%	0%	**-**	97.8%	2.2%	0%	**-**	-
% Total	1.7%	6.0%	0%	**7.7%**	6.3%	23.8%	0%	**30.0%**	60.9%	1.4%	0%	**62.3%**	-
PHF	0.650	0.711	-	**0.696**	0.742	0.792	-	**0.781**	0.781	0.750	-	**0.781**	0.869
Lights	24	78	0	**102**	84	340	0	**424**	911	19	0	**930**	1456
% Lights	92.3%	85.7%	0%	**87.2%**	88.4%	94.2%	0%	**93.0%**	98.5%	90.5%	0%	**98.3%**	95.9%
Articulated Trucks and Single-Unit Trucks	0	12	0	**12**	9	16	0	**25**	14	1	0	**15**	52
% Articulated Trucks and Single-Unit Trucks	0%	13.2%	0%	**10.3%**	9.5%	4.4%	0%	**5.5%**	1.5%	4.8%	0%	**1.6%**	3.4%
Buses	2	1	0	**3**	2	5	0	**7**	0	1	0	**1**	11
% Buses	7.7%	1.1%	0%	**2.6%**	2.1%	1.4%	0%	**1.5%**	0%	4.8%	0%	**0.1%**	0.7%

*L: Left, R: Right, T: Thru, U: U-Turn

Executive Boulevard & Brandt Pike - TMC
Tue Dec 6, 2022
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1020690, Location: 39.872066, -84.09919

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Executive Boulevard & Brandt Pike - TMC

Tue Dec 6, 2022
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1020690, Location: 39.872066, -84.09919

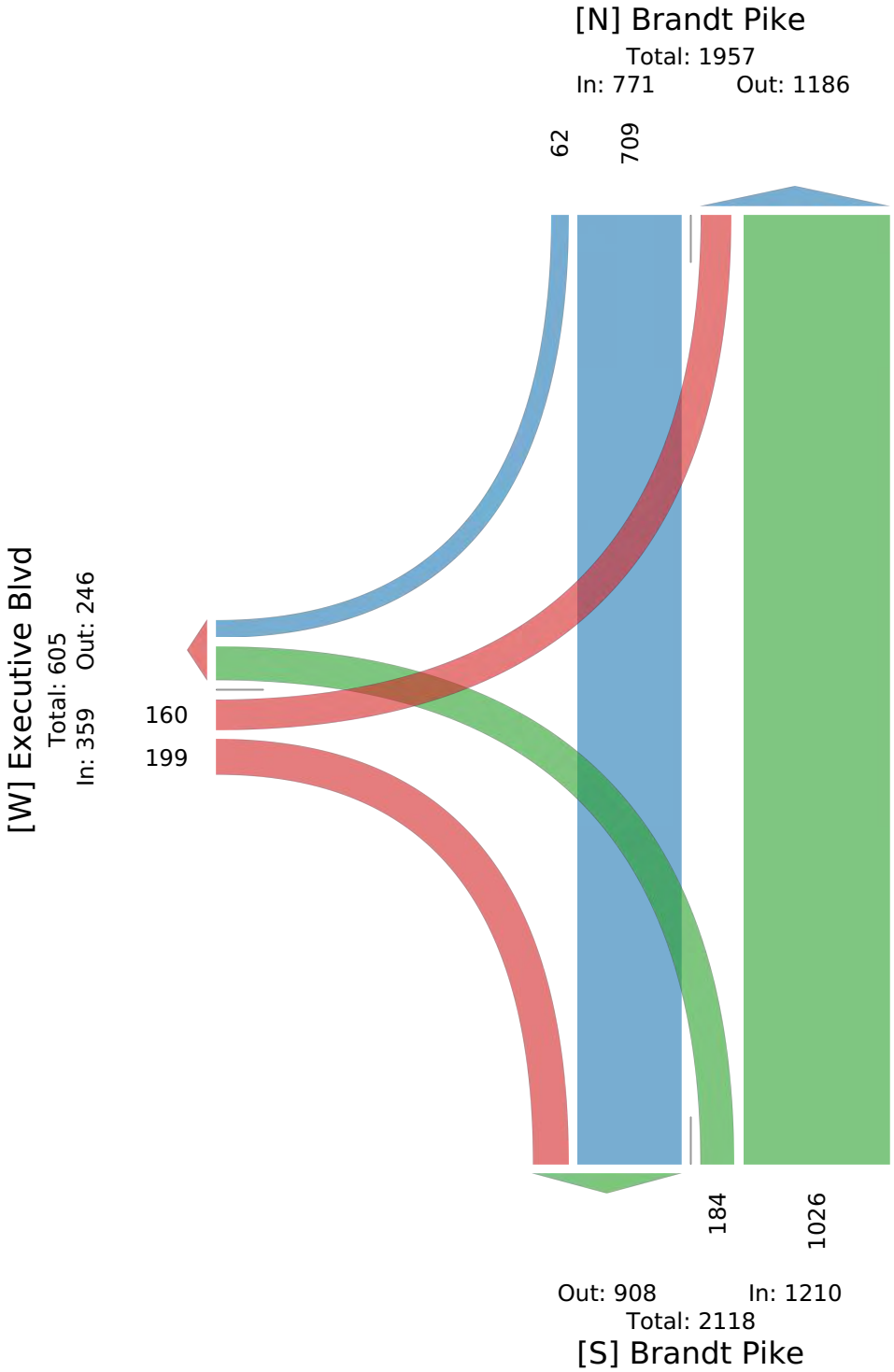
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Executive Blvd				Brandt Pike				Brandt Pike				
Direction	Eastbound				Northbound				Southbound				
Time	L	R	U	**App**	L	T	U	**App**	T	R	U	**App**	**Int**
2022-12-06 4:45PM	30	58	0	**88**	49	251	0	**300**	190	20	0	**210**	**598**
5:00PM	46	54	0	**100**	46	239	0	**285**	166	12	0	**178**	**563**
5:15PM	49	44	0	**93**	44	297	0	**341**	170	16	0	**186**	**620**
5:30PM	35	43	0	**78**	45	239	0	**284**	183	14	0	**197**	**559**
Total	160	199	0	**359**	184	1026	0	**1210**	709	62	0	**771**	**2340**
% Approach	44.6%	55.4%	0%	**-**	15.2%	84.8%	0%	**-**	92.0%	8.0%	0%	**-**	-
% Total	6.8%	8.5%	0%	**15.3%**	7.9%	43.8%	0%	**51.7%**	30.3%	2.6%	0%	**32.9%**	-
PHF	0.816	0.858	-	**0.898**	0.939	0.864	-	**0.887**	0.933	0.775	-	**0.918**	0.944
Lights	158	191	0	**349**	172	1018	0	**1190**	699	60	0	**759**	2298
% Lights	98.8%	96.0%	0%	**97.2%**	93.5%	99.2%	0%	**98.3%**	98.6%	96.8%	0%	**98.4%**	98.2%
Articulated Trucks and Single-Unit Trucks	1	7	0	**8**	10	8	0	**18**	10	1	0	**11**	37
% Articulated Trucks and Single-Unit Trucks	0.6%	3.5%	0%	**2.2%**	5.4%	0.8%	0%	**1.5%**	1.4%	1.6%	0%	**1.4%**	1.6%
Buses	1	1	0	**2**	2	0	0	**2**	0	1	0	**1**	5
% Buses	0.6%	0.5%	0%	**0.6%**	1.1%	0%	0%	**0.2%**	0%	1.6%	0%	**0.1%**	0.2%

*L: Left, R: Right, T: Thru, U: U-Turn

Executive Boulevard & Brandt Pike - TMC
Tue Dec 6, 2022
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1020690, Location: 39.872066, -84.09919

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Executive Boulevard & Lehman Lane - TMC

Tue Dec 6, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1020689, Location: 39.871996, -84.100851

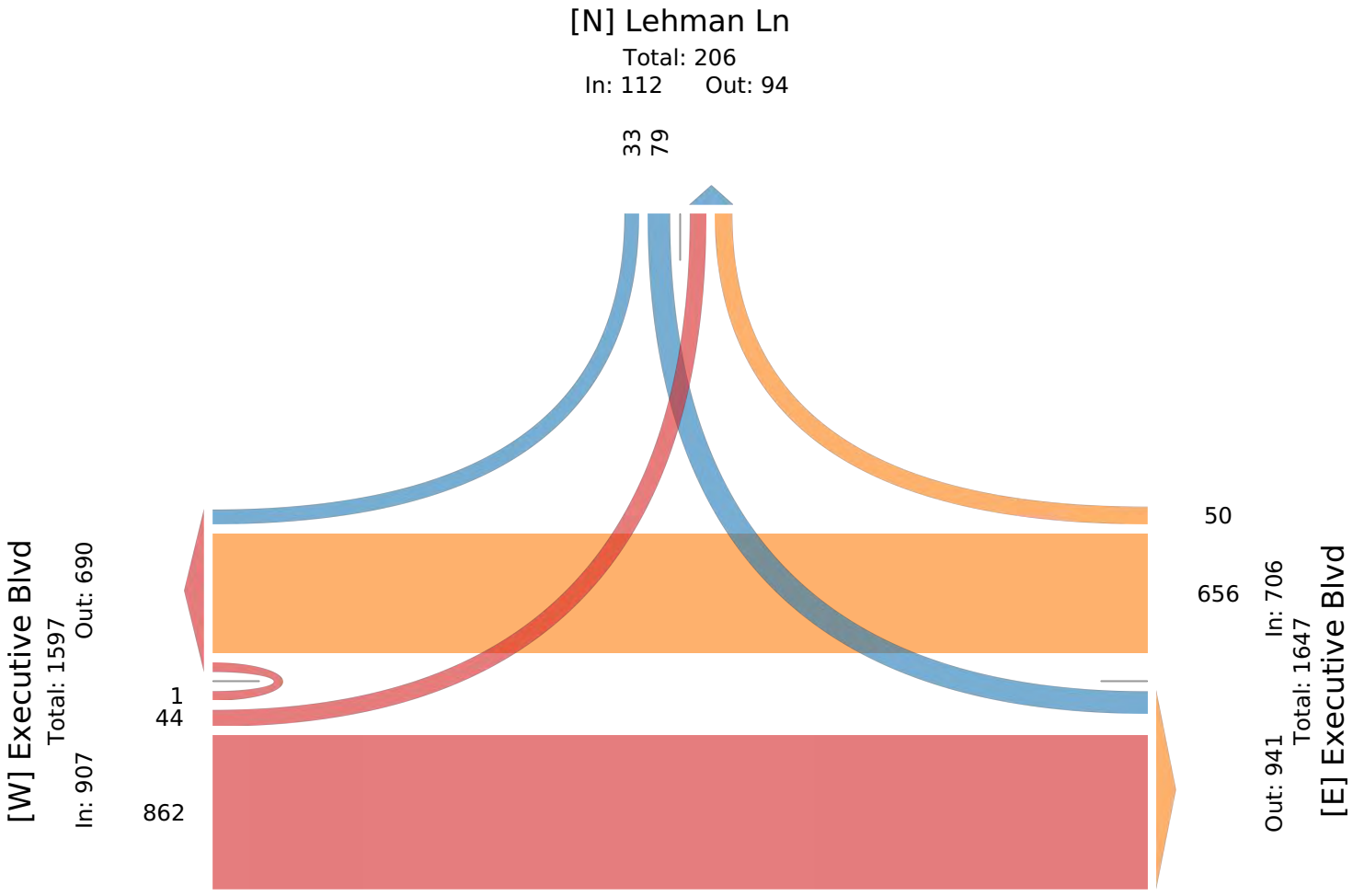
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Executive Blvd				Executive Blvd				Lehman Ln				
Direction	Eastbound				Westbound				Southbound				
Time	L	T	U	**App**	T	R	U	**App**	L	R	U	**App**	**Int**
2022-12-06 7:00AM	0	15	0	**15**	11	3	0	**14**	9	1	0	**10**	**39**
7:15AM	0	12	0	**12**	15	1	0	**16**	5	2	0	**7**	**35**
7:30AM	0	13	0	**13**	28	3	0	**31**	5	6	0	**11**	**55**
7:45AM	2	32	0	**34**	33	2	0	**35**	9	1	0	**10**	**79**
Hourly Total	2	72	0	**74**	87	9	0	**96**	28	10	0	**38**	**208**
8:00AM	1	35	0	**36**	32	1	0	**33**	8	3	0	**11**	**80**
8:15AM	3	13	0	**16**	27	0	0	**27**	6	0	0	**6**	**49**
8:30AM	0	29	0	**29**	20	3	0	**23**	3	1	0	**4**	**56**
8:45AM	0	28	0	**28**	40	1	0	**41**	4	1	0	**5**	**74**
Hourly Total	4	105	0	**109**	119	5	0	**124**	21	5	0	**26**	**259**
4:00PM	2	80	0	**82**	52	6	0	**58**	3	1	0	**4**	**144**
4:15PM	2	82	0	**84**	43	9	0	**52**	9	4	0	**13**	**149**
4:30PM	9	93	0	**102**	59	4	0	**63**	6	2	0	**8**	**173**
4:45PM	1	92	1	**94**	62	5	0	**67**	3	3	0	**6**	**167**
Hourly Total	14	347	1	**362**	216	24	0	**240**	21	10	0	**31**	**633**
5:00PM	9	95	0	**104**	55	4	0	**59**	1	2	0	**3**	**166**
5:15PM	2	88	0	**90**	58	3	0	**61**	2	2	0	**4**	**155**
5:30PM	8	73	0	**81**	54	3	0	**57**	4	1	0	**5**	**143**
5:45PM	5	82	0	**87**	67	2	0	**69**	2	3	0	**5**	**161**
Hourly Total	24	338	0	**362**	234	12	0	**246**	9	8	0	**17**	**625**
Total	44	862	1	**907**	656	50	0	**706**	79	33	0	**112**	**1725**
% Approach	4.9%	95.0%	0.1%	**-**	92.9%	7.1%	0%	**-**	70.5%	29.5%	0%	**-**	-
% Total	2.6%	50.0%	0.1%	**52.6%**	38.0%	2.9%	0%	**40.9%**	4.6%	1.9%	0%	**6.5%**	-
Lights	44	815	1	**860**	607	50	0	**657**	78	33	0	**111**	1628
% Lights	100%	94.5%	100%	**94.8%**	92.5%	100%	0%	**93.1%**	98.7%	100%	0%	**99.1%**	94.4%
Articulated Trucks and Single-Unit Trucks	0	34	0	**34**	36	0	0	**36**	0	0	0	**0**	70
% Articulated Trucks and Single-Unit Trucks	0%	3.9%	0%	**3.7%**	5.5%	0%	0%	**5.1%**	0%	0%	0%	**0%**	4.1%
Buses	0	13	0	**13**	13	0	0	**13**	1	0	0	**1**	27
% Buses	0%	1.5%	0%	**1.4%**	2.0%	0%	0%	**1.8%**	1.3%	0%	0%	**0.9%**	1.6%

*L: Left, R: Right, T: Thru, U: U-Turn

Executive Boulevard & Lehman Lane - TMC
Tue Dec 6, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1020689, Location: 39.871996, -84.100851

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Executive Boulevard & Lehman Lane - TMC

Tue Dec 6, 2022
Forced Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1020689, Location: 39.871996, -84.100851

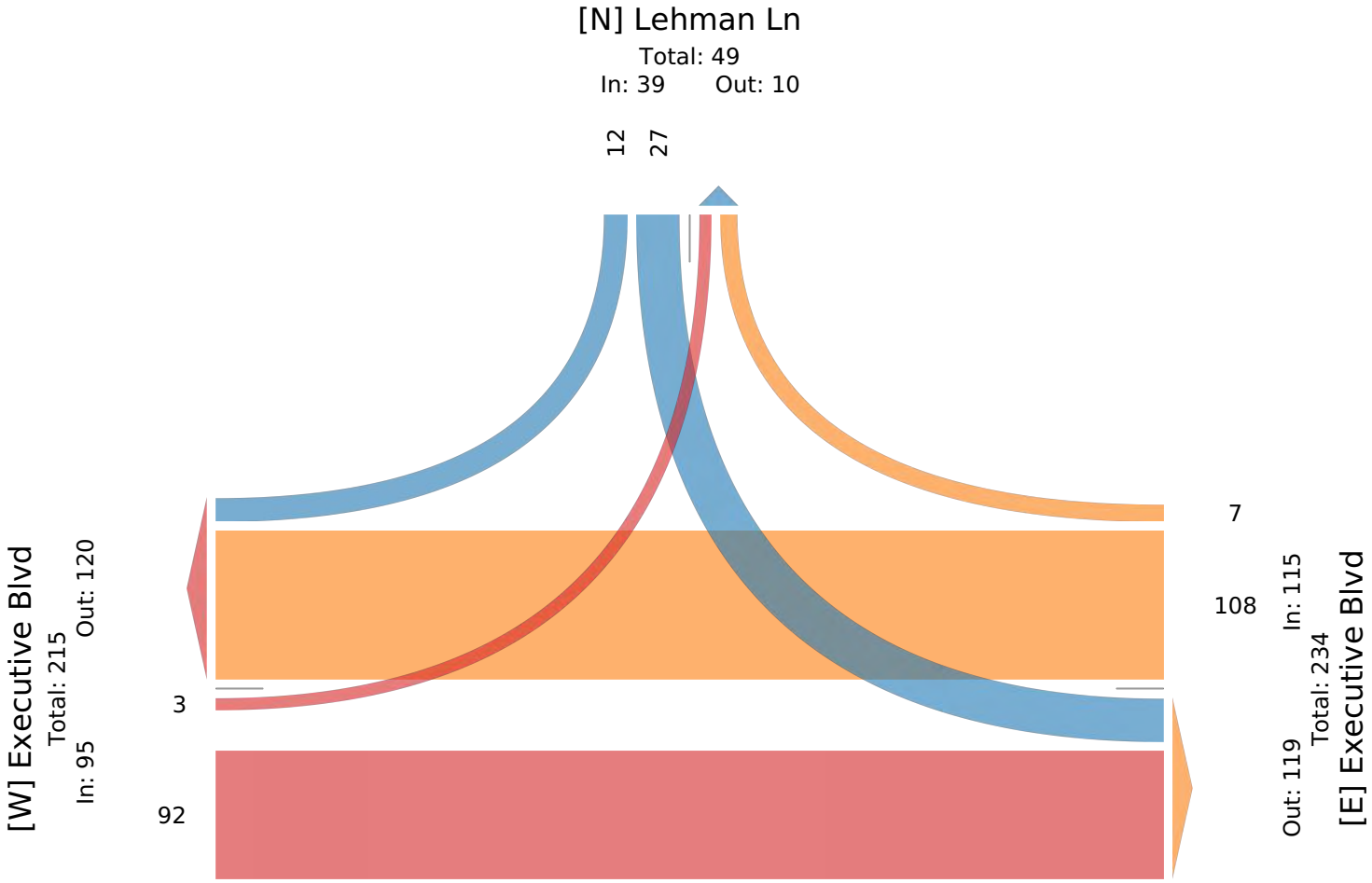
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Executive Blvd				Executive Blvd				Lehman Ln				
Direction	Eastbound				Westbound				Southbound				
Time	L	T	U	**App**	T	R	U	**App**	L	R	U	**App**	**Int**
2022-12-06 7:15AM	0	12	0	**12**	15	1	0	**16**	5	2	0	**7**	**35**
7:30AM	0	13	0	**13**	28	3	0	**31**	5	6	0	**11**	**55**
7:45AM	2	32	0	**34**	33	2	0	**35**	9	1	0	**10**	**79**
8:00AM	1	35	0	**36**	32	1	0	**33**	8	3	0	**11**	**80**
Total	3	92	0	**95**	108	7	0	**115**	27	12	0	**39**	**249**
% Approach	3.2%	96.8%	0%	**-**	93.9%	6.1%	0%	**-**	69.2%	30.8%	0%	**-**	-
% Total	1.2%	36.9%	0%	**38.2%**	43.4%	2.8%	0%	**46.2%**	10.8%	4.8%	0%	**15.7%**	-
PHF	0.375	0.657	-	**0.660**	0.818	0.583	-	**0.821**	0.750	0.500	-	**0.886**	0.778
Lights	3	77	0	**80**	94	7	0	**101**	27	12	0	**39**	220
% Lights	100%	83.7%	0%	**84.2%**	87.0%	100%	0%	**87.8%**	100%	100%	0%	**100%**	88.4%
Articulated Trucks and Single-Unit Trucks	0	12	0	**12**	11	0	0	**11**	0	0	0	**0**	23
% Articulated Trucks and Single-Unit Trucks	0%	13.0%	0%	**12.6%**	10.2%	0%	0%	**9.6%**	0%	0%	0%	**0%**	9.2%
Buses	0	3	0	**3**	3	0	0	**3**	0	0	0	**0**	6
% Buses	0%	3.3%	0%	**3.2%**	2.8%	0%	0%	**2.6%**	0%	0%	0%	**0%**	2.4%

*L: Left, R: Right, T: Thru, U: U-Turn

Executive Boulevard & Lehman Lane - TMC
Tue Dec 6, 2022
Forced Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1020689, Location: 39.871996, -84.100851

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Executive Boulevard & Lehman Lane - TMC

Tue Dec 6, 2022
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1020689, Location: 39.871996, -84.100851

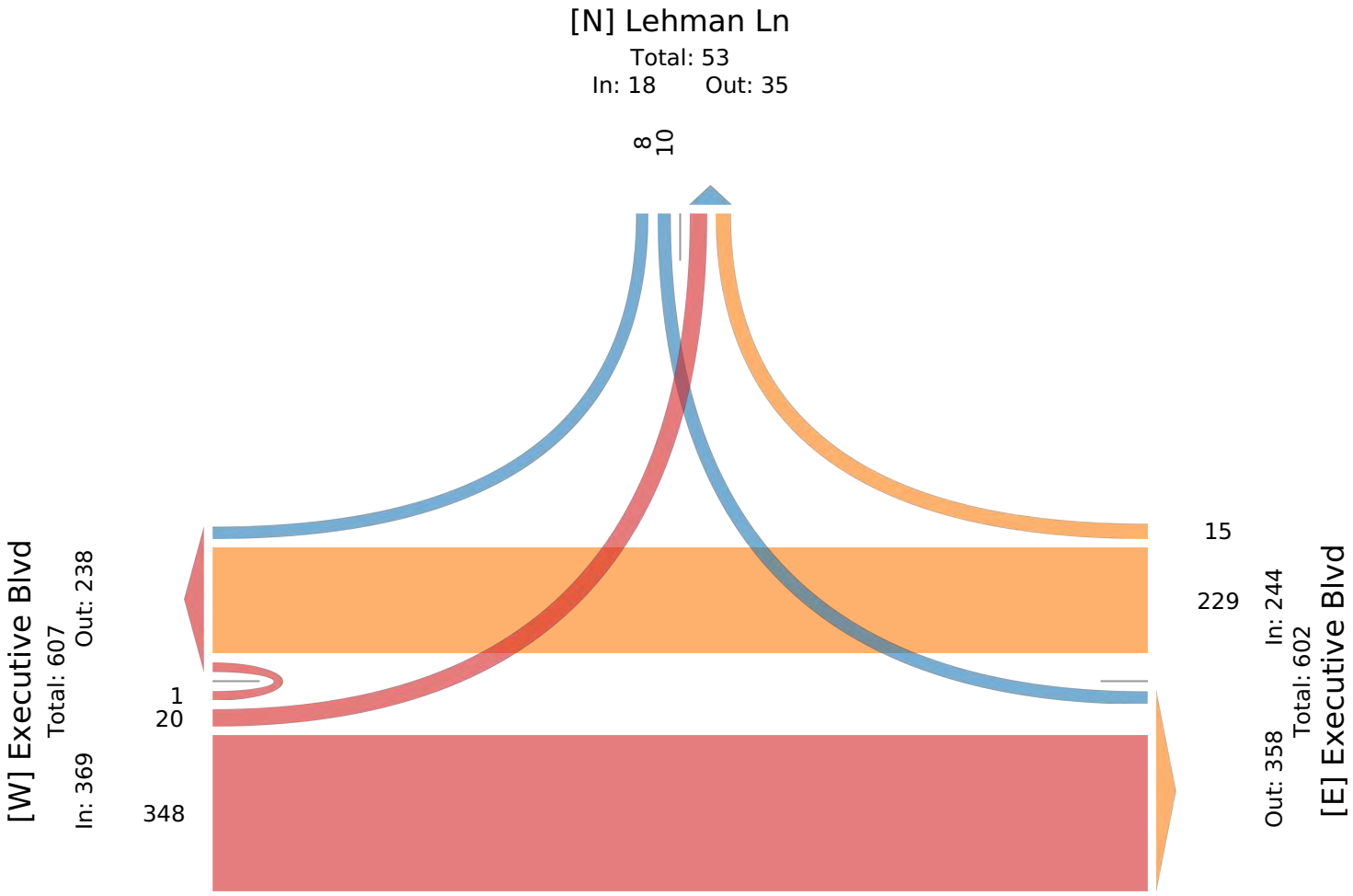
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Executive Blvd				Executive Blvd				Lehman Ln				
Direction	Eastbound				Westbound				Southbound				
Time	L	T	U	**App**	T	R	U	**App**	L	R	U	**App**	**Int**
2022-12-06 4:45PM	1	92	1	**94**	62	5	0	**67**	3	3	0	**6**	**167**
5:00PM	9	95	0	**104**	55	4	0	**59**	1	2	0	**3**	**166**
5:15PM	2	88	0	**90**	58	3	0	**61**	2	2	0	**4**	**155**
5:30PM	8	73	0	**81**	54	3	0	**57**	4	1	0	**5**	**143**
Total	20	348	1	**369**	229	15	0	**244**	10	8	0	**18**	**631**
% Approach	5.4%	94.3%	0.3%	**-**	93.9%	6.1%	0%	**-**	55.6%	44.4%	0%	**-**	-
% Total	3.2%	55.2%	0.2%	**58.5%**	36.3%	2.4%	0%	**38.7%**	1.6%	1.3%	0%	**2.9%**	-
PHF	0.556	0.916	0.250	**0.887**	0.923	0.750	-	**0.910**	0.625	0.667	-	**0.750**	0.945
Lights	20	339	1	**360**	215	15	0	**230**	10	8	0	**18**	608
% Lights	100%	97.4%	100%	**97.6%**	93.9%	100%	0%	**94.3%**	100%	100%	0%	**100%**	96.4%
Articulated Trucks and Single-Unit Trucks	0	7	0	**7**	10	0	0	**10**	0	0	0	**0**	17
% Articulated Trucks and Single-Unit Trucks	0%	2.0%	0%	**1.9%**	4.4%	0%	0%	**4.1%**	0%	0%	0%	**0%**	2.7%
Buses	0	2	0	**2**	4	0	0	**4**	0	0	0	**0**	6
% Buses	0%	0.6%	0%	**0.5%**	1.7%	0%	0%	**1.6%**	0%	0%	0%	**0%**	1.0%

*L: Left, R: Right, T: Thru, U: U-Turn

Executive Boulevard & Lehman Lane - TMC
Tue Dec 6, 2022
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Movements
ID: 1020689, Location: 39.871996, -84.100851

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



TIMING CHART

START UP
START IN: Y/R FLASH ; ALL RED
TIME FOR FLASH OR ALL RED 8.0 SEC.
FIRST PHASE(S) # 4 & # 7
COLOR DISPLAYED: GREEN , YELLOW

DUAL ENTRY
REST IN RED:
RING 1 ; RING 2
OVER LAP A B C D
PHASES Ø6

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO. 1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			EBL			NB		EBR	NBL	SB
MINIMUM GREEN (INITIAL)		(SEC.)	10			12		10	8	12
ADDED INITIAL*		(SEC,/ACTUATION)								
PASSAGE TIME (PRESET GAP)		(SEC.)	2.5			2.5		2.5	2.5	2.5
TIME BEFORE REDUCTION *		(SEC.)								
MINIMUM GAP *		(SEC.)								
TIME TO REDUCE *		(SEC.)								
MAXIMUM GREEN I		(SEC.)	23			44		23	16	44
MAXIMUM GREEN II		(SEC.)	0			0		0	0	0
YELLOW CHANGE		(SEC.)	3.5			3.5		3.5	3.5	3.5
ALL RED CLEARANCE		(SEC.)	2.3			1.9		2.3	2.3	1.9
WALK		(SEC.)	0			4		0	0	4
PEDESTRIAN CLEARANCE		(SEC.)	0			15		0	0	15
RECALL	MAXIMUM	(ON/OFF)	OFF			OFF		OFF	OFF	OFF
	MINIMUM	(ON/OFF)	OFF			OFF		OFF	OFF	OFF
	PEDESTRIAN	(ON/OFF)	OFF			OFF		OFF	OFF	OFF
MEMORY		(ON/OFF)	OFF			OFF		OFF	OFF	OFF
CALL TO NON-ACTUATED	NO. 1		OFF			ON		OFF	OFF	ON
	NO. 2									

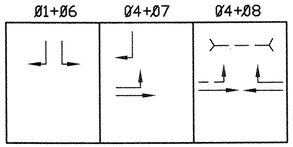
* VOLUME DENSITY CONTROLS

NOTE: FLASH YELLOW TO S.R. 201 AND RED TO EXECUTIVE BLBD FOR U.C.F. (UNIFORM CODE FLASH).

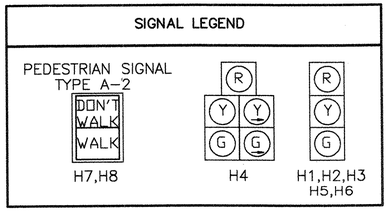
DETECTOR UNIT TABLE

LOOP NO.	DET. UNIT	LOCATION	REF. SIZE	PHASE	TYPE	TURNS	OPERATION	DELAY TIME	EXTEND TIME	OVERRIDE PHASE
L1	1	N.B. LEFT	6'X30'	7	RECTANGLE	2	PRESENCE			
L2	2	E.B. RIGHT	6'X30'	6	RECTANGLE	2	PRESENCE			
L3	3	E.B. LEFT	6'X30'	1	RECTANGLE	2	PRESENCE			
L4	4	S.B. THROUGH	6'X6'	8	SQUARE	4	PULSE			
L5	5	N.B. THROUGH	6'X6'	4	SQUARE	4	PULSE			

PHASE DIAGRAM



SIGNAL LEGEND



SIGN LEGEND



EACH RUN OF CABLE IS "HOME RUN", THAT IS, IT ORIGINATES AT THE CONTROLLER BACK PANEL AND TERMINATES AT A SIGNAL HEAD OR LOOP DETECTOR.

NO. | DATE | REVISIONS

CONTRACT No. 22639.05.094
SCALE 1=20
DES.
DWG.
CKD.

WOOLPERT LLP
409 East Monument Avenue
Dayton, Ohio
45402-1261
937.461.5660
FAX: 937.461.0743
WOOLPERT

I-70 BUSSINESS PARK EXTENSION, PHASE III

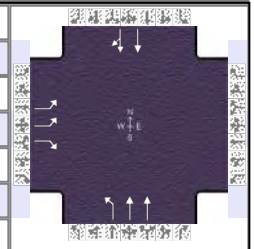
TRAFFIC SIGNAL PLAN

SHEET NO.
31

APPENDIX C
2022 EXISTING TRAFFIC SCENARIO
CAPACITY ANALYSIS SUMMARY SHEETS

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	CESO			Duration, h	0.250
Analyst	DMB	Analysis Date	12/16/2022	Area Type	Other
Jurisdiction	City of Huber Heights	Time Period	AM Peak	PHF	0.87
Urban Street	Executive Boulevard	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Brandt Pike & Executive…	File Name	01_AM.xus		
Project Description	2022 Existing Year				

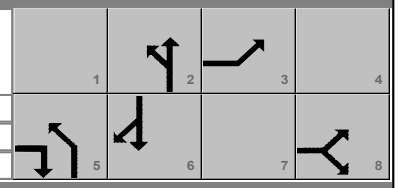


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	26		93				96	361			925	21

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	44.0	23.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.5	0.0	0.0	0.0
Red	2.3	1.9	2.3	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		28.8			21.8	71.2		49.4
Change Period, ($Y+R_c$), s		5.8			5.8	5.4		5.4
Max Allow Headway (*MAH*), s		3.8			3.6	3.5		3.5
Queue Clearance Time (g_s), s		6.9			4.6	6.7		25.1
Green Extension Time (g_e), s		0.3			0.2	5.1		4.6
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.08

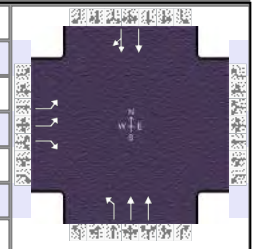
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	30		107				110	415			546	542
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1579		1447				1711	1710			1870	1855
Queue Service Time (g_s), s	0.7		4.9				2.6	4.7			23.1	23.1
Cycle Queue Clearance Time (g_c), s	0.7		4.9				2.6	4.7			23.1	23.1
Green Ratio (*g/C*)	0.23		0.39				0.62	0.66			0.44	0.44
Capacity (*c*), veh/h	726		564				450	2250			823	816
Volume-to-Capacity Ratio (*X*)	0.041		0.189				0.245	0.184			0.663	0.663
Back of Queue (*Q*), ft/ln (95 th percentile)	13.8		80.1				42.7	72.2			385.9	377.4
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5		2.9				1.6	2.7			15.2	15.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.04		0.26				0.19	0.06			0.80	0.80
Uniform Delay (d_1), s/veh	29.9		20.1				11.8	6.7			22.1	22.1
Incremental Delay (d_2), s/veh	0.0		0.1				0.2	0.0			1.8	1.9
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	29.9		20.2				12.0	6.7			24.0	24.0
Level of Service (LOS)	C		C				B	A			C	C
Approach Delay, s/veh / LOS	22.3		C	0.0			7.8		A	24.0		C
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.15	B	0.67	A	2.10	B
Bicycle LOS Score / LOS		F			0.92	A	1.38	A

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	CESO			Duration, h	0.250
Analyst	DMB	Analysis Date	12/16/2022	Area Type	Other
Jurisdiction	City of Huber Heights	Time Period	PM Peak	PHF	0.94
Urban Street	Executive Boulevard	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Brandt Pike & Executive…	File Name	01_PM.xus		
Project Description	2022 Existing Year				

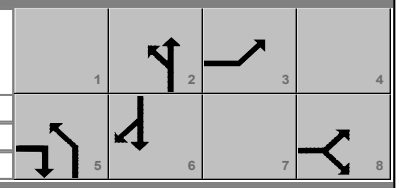


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	160		199				184	1026			709	62

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	44.0	23.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.5	0.0	0.0	0.0
Red	2.3	1.9	2.3	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		28.8			21.8	71.2		49.4
Change Period, ($Y+R_c$), s		5.8			5.8	5.4		5.4
Max Allow Headway (*MAH*), s		3.8			3.6	3.5		3.5
Queue Clearance Time (g_s), s		11.5			6.7	17.1		18.0
Green Extension Time (g_e), s		0.9			0.3	7.3		7.2
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		0.01			0.01	0.07		0.08

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	170		212				196	1091			416	404
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1716		1572				1781	1781			1870	1817
Queue Service Time (g_s), s	4.0		9.5				4.7	15.1			16.0	16.0
Cycle Queue Clearance Time (g_c), s	4.0		9.5				4.7	15.1			16.0	16.0
Green Ratio (*g/C*)	0.23		0.39				0.62	0.66			0.44	0.44
Capacity (*c*), veh/h	789		613				544	2343			823	799
Volume-to-Capacity Ratio (*X*)	0.216		0.345				0.360	0.466			0.505	0.506
Back of Queue (*Q*), ft/ln (95 th percentile)	75.9		157.8				76.4	223			279.4	268.9
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0		6.2				3.0	8.8			11.0	10.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.24		0.51				0.33	0.17			0.58	0.57
Uniform Delay (d_1), s/veh	31.2		21.5				10.4	8.4			20.2	20.2
Incremental Delay (d_2), s/veh	0.1		0.2				0.3	0.1			0.4	0.4
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	31.3		21.7				10.7	8.5			20.5	20.6
Level of Service (LOS)	C		C				B	A			C	C
Approach Delay, s/veh / LOS	26.0		C	0.0			8.9		A	20.5		C
Intersection Delay, s/veh / LOS	15.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.15	B	0.67	A	2.10	B
Bicycle LOS Score / LOS		F			1.55	B	1.16	A

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HCS Two-Way Stop-Control Report

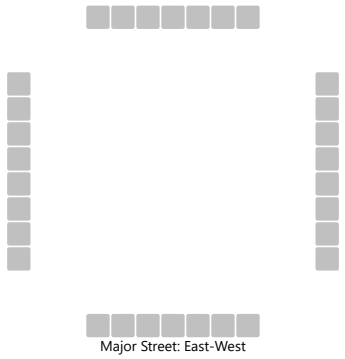
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	12/19/2022
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Existing Traffic Scenario

Site Information

Intersection	Executive Boulevard & Lehman Lane
Jurisdiction	City of Huber Heights
East/West Street	Executive Boulevard
North/South Street	Lehman Lane
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	3	92				110	7						27		12
Percent Heavy Vehicles (%)	3	16												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.42												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.36												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4												34		15
Capacity, c (veh/h)		1337												698		971
v/c Ratio		0.00												0.05		0.02
95% Queue Length, Q_{95} (veh)		0.0												0.2		0.0
Control Delay (s/veh)		7.7												10.4		8.8
Level of Service (LOS)		A												B		A
Approach Delay (s/veh)	0.2												9.9			
Approach LOS	A												A			

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HCS Two-Way Stop-Control Report

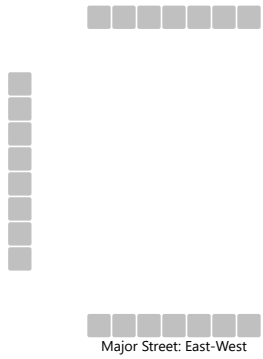
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	12/19/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Existing Traffic Scenario

Site Information

Intersection	Executive Boulevard & Lehman Lane
Jurisdiction	City of Huber Heights
East/West Street	Executive Boulevard
North/South Street	Lehman Lane
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	20	349				231	15						10		8
Percent Heavy Vehicles (%)	3	16												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.42												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.36												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21												11		8
Capacity, c (veh/h)		1207												387		893
v/c Ratio		0.02												0.03		0.01
95% Queue Length, Q_{95} (veh)		0.1												0.1		0.0
Control Delay (s/veh)		8.0												14.6		9.1
Level of Service (LOS)		A												B		A
Approach Delay (s/veh)	0.4												12.1			
Approach LOS	A												B			

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APPENDIX D
GROWTH RATE DOCUMENTATION

OHIO DEPARTMENT OF TRANSPORTATION

MS2

Transportation Data Management System

Volume Count Report

LOCATION INFO	
Location ID	16357
Type	SPOT
Fnct'l Class	4
Located On	BRANDT PIKE
Direction	2-WAY
County	MONTGOMERY
Community	HUBER HEIGHTS
MPO ID	
HPMS ID	
Agency	ODOT

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 6/6/2019
End Date	Fri 6/7/2019
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	
Station	XC32861
Study	
Speed Limit	
Description	
Sensor Type	ATR Class
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	38	29	32	28	127
1:00-2:00	21	22	17	23	83
2:00-3:00	12	15	8	9	44
3:00-4:00	9	11	14	10	44
4:00-5:00	17	20	33	49	119
5:00-6:00	51	64	93	106	314
6:00-7:00	149	157	263	233	802
7:00-8:00	265	283	383	342	1,273
8:00-9:00	290	277	265	287	1,119
9:00-10:00	247	269	243	277	1,036
10:00-11:00	254	260	271	273	1,058
11:00-12:00	323	301	325	320	1,269
12:00-13:00	331	316	320	317	1,284
13:00-14:00	288	324	343	305	1,260
14:00-15:00	342	307	345	326	1,320
15:00-16:00	328	394	390	439	1,551
16:00-17:00	459	471	488	530	1,948
17:00-18:00	523	532	478	487	2,020
18:00-19:00	458	402	375	347	1,582
19:00-20:00	309	333	340	283	1,265
20:00-21:00	330	263	261	270	1,124
21:00-22:00	225	194	194	160	773
22:00-23:00	136	109	110	86	441
23:00-24:00	77	76	69	56	278
Total					22,134
AADT					20,098
AM Peak					07:15-08:15 1,298
PM Peak					16:30-17:30 2,073

OHIO DEPARTMENT OF TRANSPORTATION

MS2

Transportation Data Management System

Volume Count Report

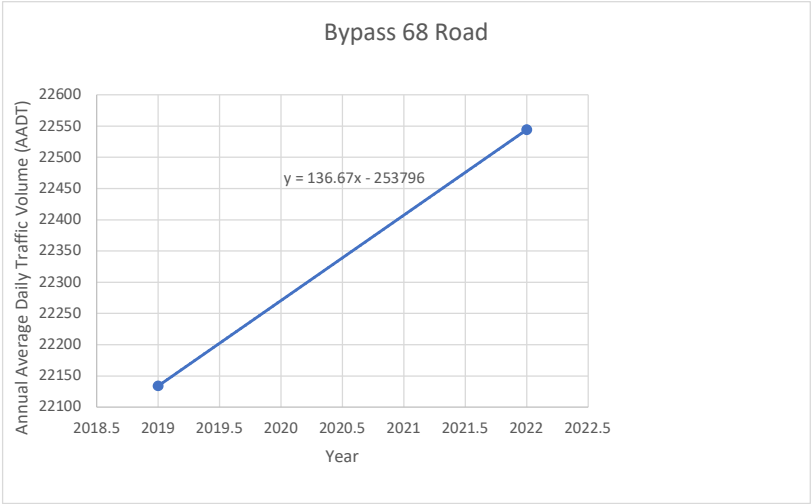
LOCATION INFO	
Location ID	16357
Type	SPOT
Fnct'l Class	4
Located On	BRANDT PIKE
Direction	2-WAY
County	MONTGOMERY
Community	HUBER HEIGHTS
MPO ID	
HPMS ID	
Agency	ODOT

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Tue 5/24/2022
End Date	Wed 5/25/2022
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	ATR Class
Source	
Latitude,Longitude	

INTERVAL:15-MIN

Time	15-min Interval 1st	2nd	3rd	4th	Hourly Count
0:00-1:00	33	39	30	27	129
1:00-2:00	25	16	20	15	76
2:00-3:00	11	10	11	14	46
3:00-4:00	9	17	9	21	56
4:00-5:00	14	28	27	39	108
5:00-6:00	54	64	91	143	352
6:00-7:00	148	187	244	287	866
7:00-8:00	298	333	374	367	1,372
8:00-9:00	336	294	325	297	1,252
9:00-10:00	248	261	283	240	1,032
10:00-11:00	272	264	267	288	1,091
11:00-12:00	291	309	321	309	1,230
12:00-13:00	338	283	348	284	1,253
13:00-14:00	315	342	290	359	1,306
14:00-15:00	309	360	307	385	1,361
15:00-16:00	407	421	428	412	1,668
16:00-17:00	437	505	524	548	2,014
17:00-18:00	542	536	455	491	2,024
18:00-19:00	436	413	392	382	1,623
19:00-20:00	336	308	277	268	1,189
20:00-21:00	267	275	262	245	1,049
21:00-22:00	224	185	212	153	774
22:00-23:00	140	118	96	69	423
23:00-24:00	64	64	62	60	250
Total					22,544
AADT					20,087
AM Peak					07:15-08:15 1,410
PM Peak					16:30-17:30 2,150

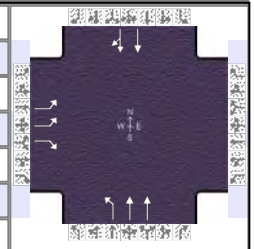
Brandt Pike				
Location ID: 16357				
Year	AADT	Years	Difference	
			(Total)	(Per Year)
		-	-	-
2019	22134	2019	22134	11
2022	22544	3	410	137
Slope of Line	136.67			
Growth Rate	0.61%			
1 Year Factor	1.0061			



APPENDIX E
2023 NO-BUILD TRAFFIC SCENARIO
CAPACITY ANALYSIS SUMMARY SHEETS

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	CESO			Duration, h	0.250
Analyst	DMB	Analysis Date	12/16/2022	Area Type	Other
Jurisdiction	City of Huber Heights	Time Period	AM Peak	PHF	0.87
Urban Street	Executive Boulevard	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Brandt Pike & Executive…	File Name	01_AM.xus		
Project Description	2023 No-Build				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	26		94				97	364			934	21

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	16.0	44.0	23.0	0.0	0.0	0.0	5	6	7	8		
Yellow	3.5	3.5	3.5	0.0	0.0	0.0						
Red	2.3	1.9	2.3	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		28.8			21.8	71.2		49.4
Change Period, ($Y+R_c$), s		5.8			5.8	5.4		5.4
Max Allow Headway (*MAH*), s		3.8			3.6	3.5		3.5
Queue Clearance Time (g_s), s		6.9			4.6	6.8		25.4
Green Extension Time (g_e), s		0.3			0.2	5.1		4.7
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.09

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	30		108				111	418			551	547
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1579		1447				1711	1710			1870	1856
Queue Service Time (g_s), s	0.7		4.9				2.6	4.8			23.4	23.4
Cycle Queue Clearance Time (g_c), s	0.7		4.9				2.6	4.8			23.4	23.4
Green Ratio (*g/C*)	0.23		0.39				0.62	0.66			0.44	0.44
Capacity (*c*), veh/h	726		564				447	2250			823	816
Volume-to-Capacity Ratio (*X*)	0.041		0.191				0.249	0.186			0.670	0.670
Back of Queue (*Q*), ft/ln (95 th percentile)	13.8		81.2				43.2	73.1			391	382.4
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5		2.9				1.6	2.8			15.4	15.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.04		0.26				0.19	0.06			0.81	0.81
Uniform Delay (d_1), s/veh	29.9		20.1				11.9	6.7			22.2	22.2
Incremental Delay (d_2), s/veh	0.0		0.1				0.2	0.0			1.9	2.0
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	29.9		20.2				12.1	6.7			24.2	24.2
Level of Service (LOS)	C		C				B	A			C	C
Approach Delay, s/veh / LOS	22.3		C	0.0			7.8		A	24.2		C
Intersection Delay, s/veh / LOS	19.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.15	B	0.67	A	2.10	B
Bicycle LOS Score / LOS		F			0.92	A	1.39	A

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HCS Two-Way Stop-Control Report

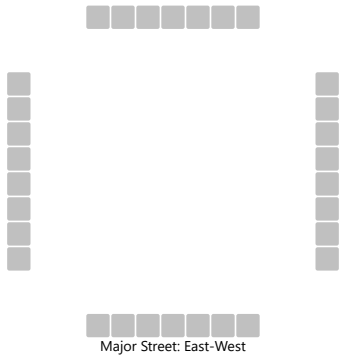
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	12/19/2022
Analysis Year	2023
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	2023 No-Build Traffic Scenario

Site Information

Intersection	Executive Boulevard & Lehman Lane
Jurisdiction	City of Huber Heights
East/West Street	Executive Boulevard
North/South Street	Lehman Lane
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	3	93				111	7						27		12
Percent Heavy Vehicles (%)	3	16												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.42												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.36												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4												34		15
Capacity, c (veh/h)		1335												695		970
v/c Ratio		0.00												0.05		0.02
95% Queue Length, Q_{95} (veh)		0.0												0.2		0.0
Control Delay (s/veh)		7.7												10.4		8.8
Level of Service (LOS)		A												B		A
Approach Delay (s/veh)	0.2												9.9			
Approach LOS	A												A			

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HCS Two-Way Stop-Control Report

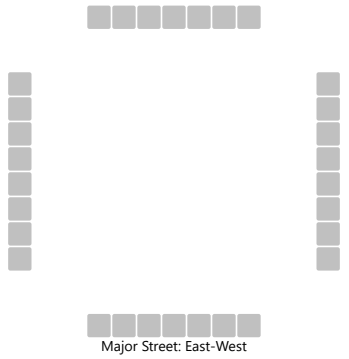
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	12/19/2022
Analysis Year	2023
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	2023 No-Build Traffic Scenario

Site Information

Intersection	Executive Boulevard & Lehman Lane
Jurisdiction	City of Huber Heights
East/West Street	Executive Boulevard
North/South Street	Lehman Lane
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	20	353				233	15						10		8
Percent Heavy Vehicles (%)	3	16												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.42												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.36												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21												11		8
Capacity, c (veh/h)		1205												383		892
v/c Ratio		0.02												0.03		0.01
95% Queue Length, Q_{95} (veh)		0.1												0.1		0.0
Control Delay (s/veh)		8.0												14.7		9.1
Level of Service (LOS)		A												B		A
Approach Delay (s/veh)	0.4												12.2			
Approach LOS	A												B			

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APPENDIX F
ITE TRIP GENERATION RESOURCES AND CALCULATIONS

Convenience Store/Gas Station - GFA (5.5-10k)
(945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

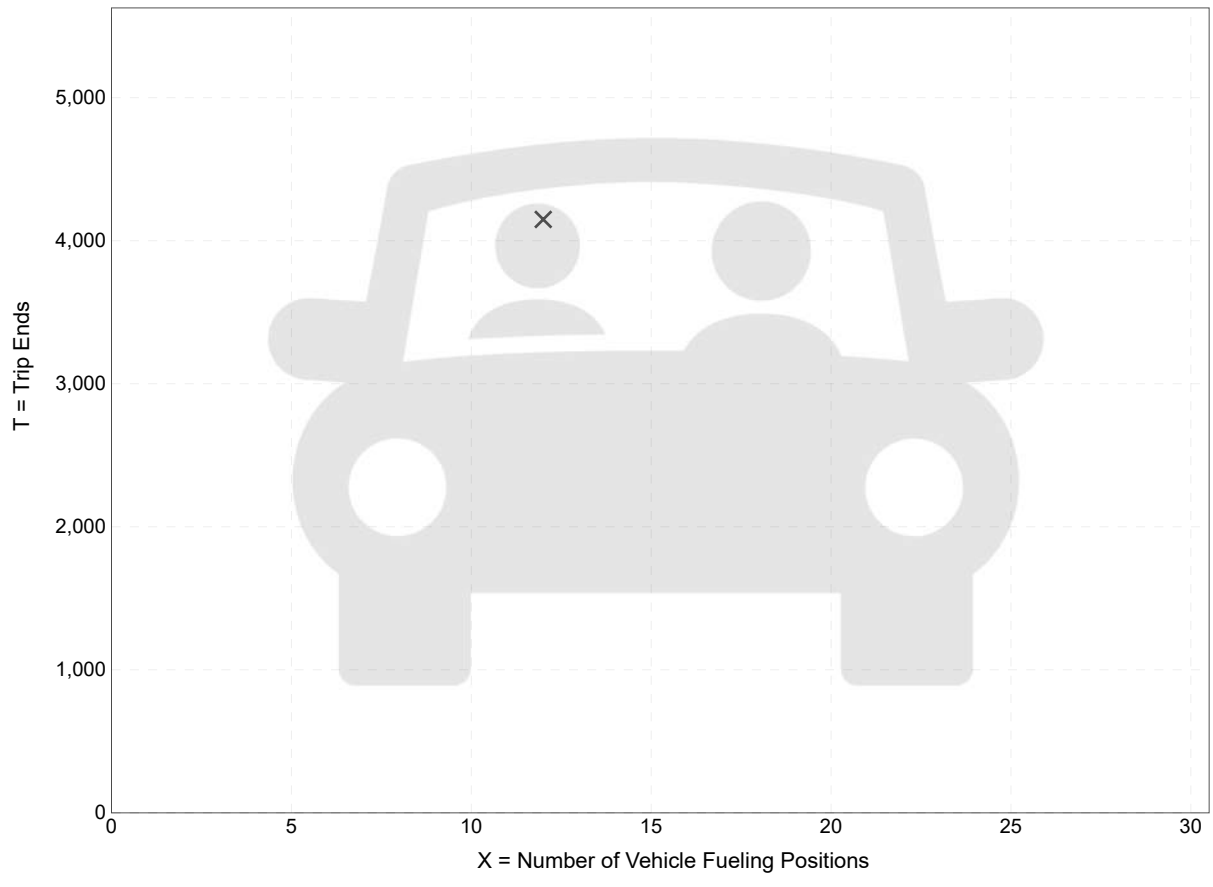
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Vehicle Fueling Positions: 12
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
345.75	345.75 - 345.75	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

Trip Gen Manual, 11.1 Ed ● Institute of Transportation Engineers

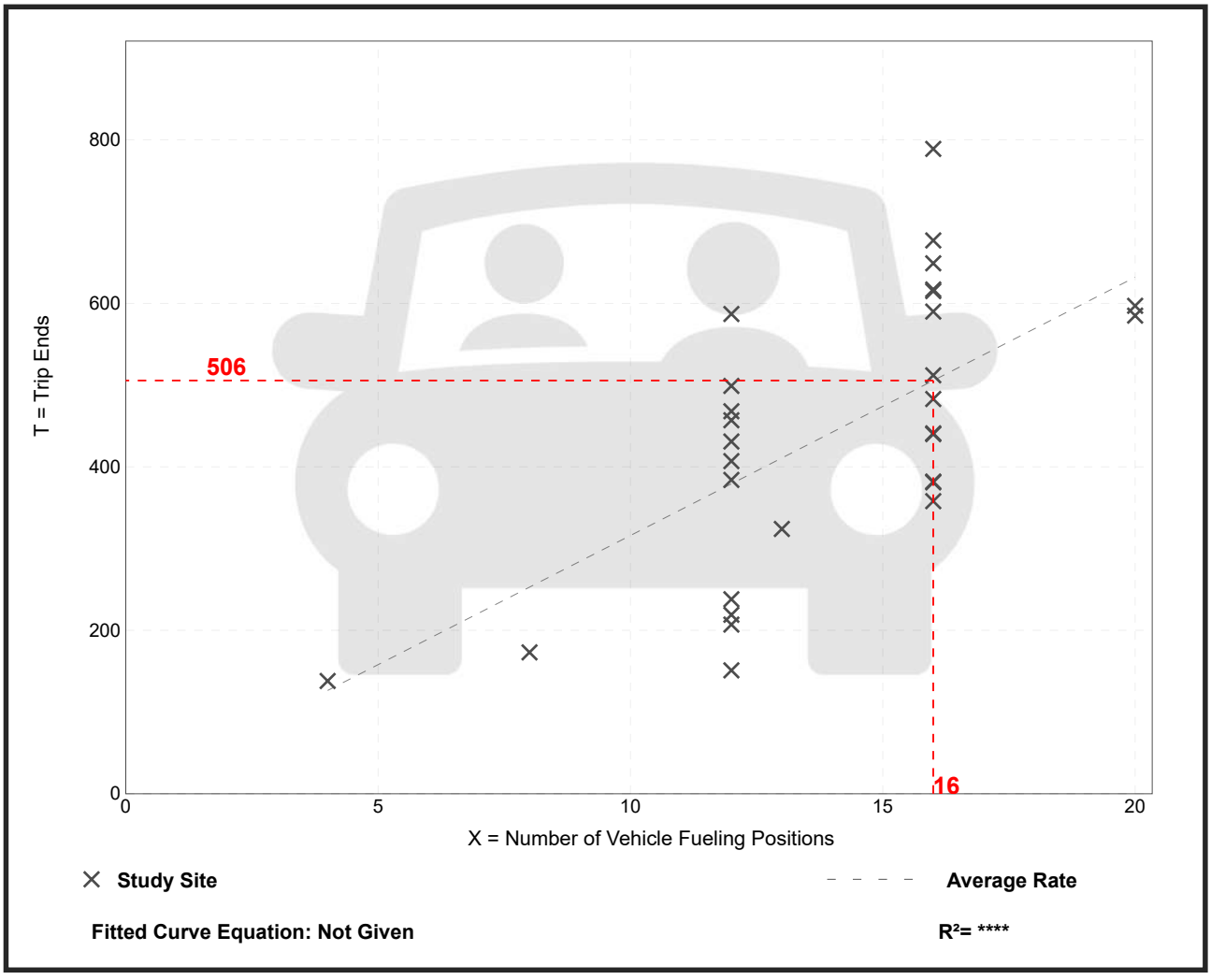
Convenience Store/Gas Station - GFA (5.5-10k)
(945)

Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 29
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
31.60	12.58 - 49.31	9.10

Data Plot and Equation



Trip Gen Manual, 11.1 Ed ● Institute of Transportation Engineers

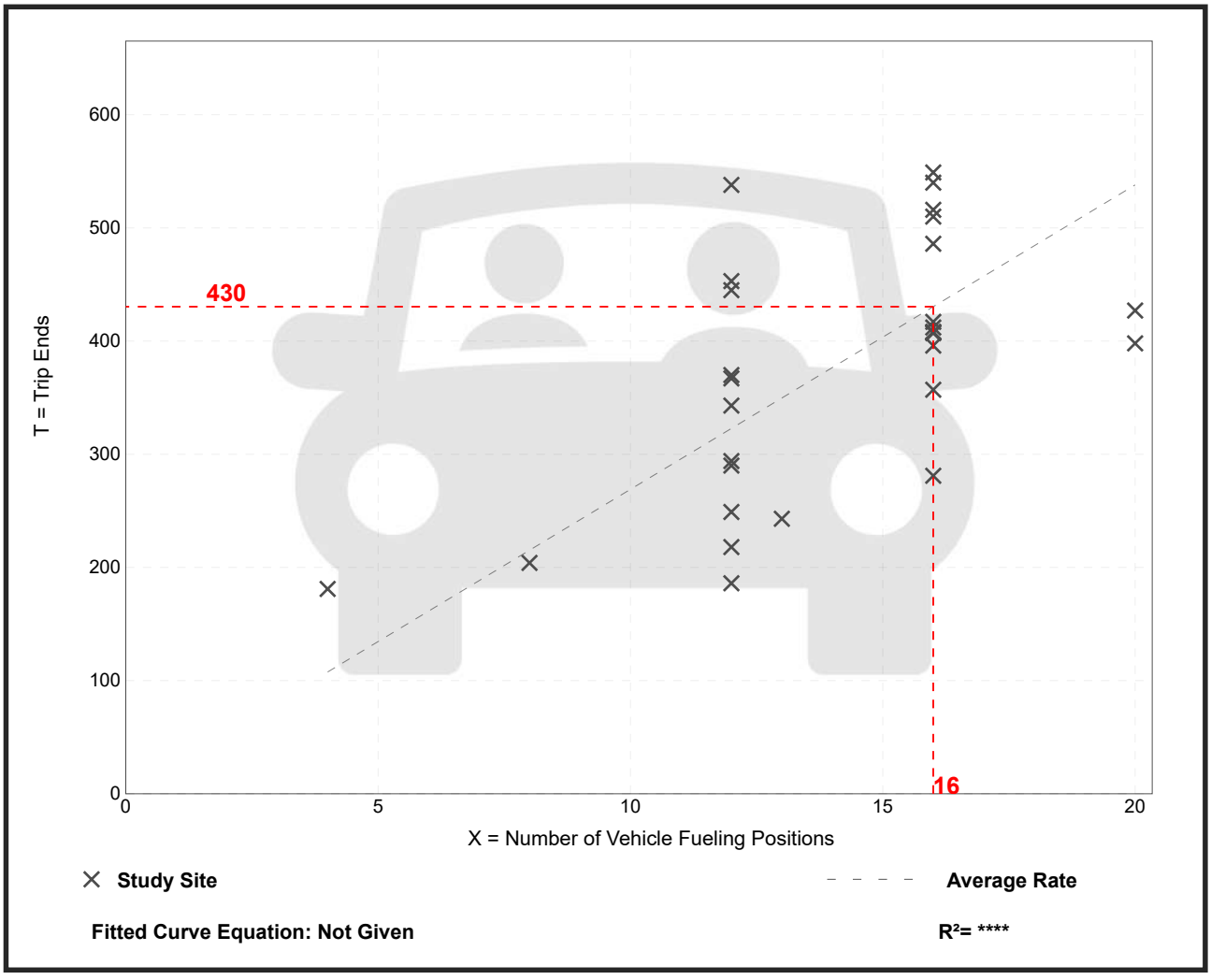
Convenience Store/Gas Station - GFA (5.5-10k)
(945)

Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 29
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
26.90	15.50 - 45.25	6.87

Data Plot and Equation



Trip Gen Manual, 11.1 Ed ● Institute of Transportation Engineers

175 Montrose West Avenue, Suite 400
Akron, OH 44321
(330) 665-0660
www.cesoinc.com

December 14, 2022

Traffic Impact Study – Proposed Sheetz Development

Huber Heights, OH

CESO Trip Generation Calculations – 2023 and 2033 Build Traffic Scenarios:

ITE 945 – Gasoline/Service Station with Convenience Market

For Weekday → 50% Enter/50% Exit

345.75 x 16 Passenger Car Fueling Positions = 5,532 Trips

5,532 Trips x 0.50 (50%) = 2,766 Trips Enter/2,766 Trips Exit

For AM Peak Hour → 50% Enter/50% Exit

31.60 x 16 Passenger Car Fueling Positions = 505.6 ≈ 506 Trips

Pass-by Trips = 378 Trips x 0.76 (76%) = 384.56 ≈ 384 Trips

Pass-by Trips = 384 Trips x 0.50 (50%) = 192 Trips Enter/192 Trips Exit

Primary Trips = 506 - 384 = 122 Trips

Primary Trips = 122 x 0.50 = 61 Trips Enter/61 Trips Exit

For PM Peak Hour → 50% Enter/50% Exit

26.90 x 16 Passenger Car Fueling Positions = 430.4 ≈ 430 Trips

Pass-by Trips = 430 Trips x 0.75 (75%) = 322.5 ≈ 322 Trips

Pass-by Trips = 322 Trips x 0.50 (50%) = 161 Trips Enter/161 Trips Exit

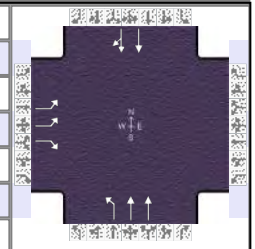
Primary Trips = 430 – 322 = 108 Trips

Primary Trips = 108 x 0.50 (50%) = 54 Trips Enter/54 Trips Exit

APPENDIX G
2023 BUILD TRAFFIC SCENARIO
CAPACITY ANALYSIS SUMMARY SHEETS

HCS Signalized Intersection Results Summary

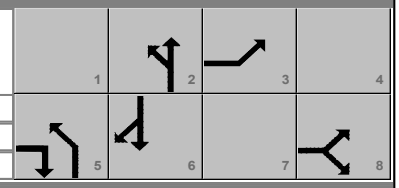
General Information				Intersection Information	
Agency	CESO			Duration, h	0.250
Analyst	DMB	Analysis Date	12/16/2022	Area Type	Other
Jurisdiction	City of Huber Heights	Time Period	AM Peak	PHF	0.87
Urban Street	Executive Boulevard	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Brandt Pike & Executive…	File Name	01_AM.xus		
Project Description	2023 Build				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	62		157				122	307			923	68

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.0	44.0	23.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.5	0.0	0.0	0.0
Red	2.3	1.9	2.3	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		28.8			21.8	71.2		49.4
Change Period, ($Y+R_c$), s		5.8			5.8	5.4		5.4
Max Allow Headway (*MAH*), s		3.8			3.6	3.5		3.5
Queue Clearance Time (g_s), s		10.7			5.4	5.9		27.0
Green Extension Time (g_e), s		0.6			0.2	5.1		4.5
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.12

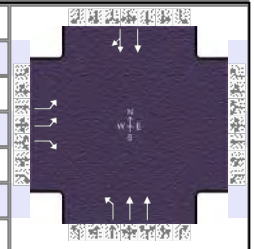
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	71		180				140	353			576	563
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1579		1447				1711	1710			1870	1825
Queue Service Time (g_s), s	1.8		8.7				3.4	3.9			24.9	25.0
Cycle Queue Clearance Time (g_c), s	1.8		8.7				3.4	3.9			24.9	25.0
Green Ratio (*g/C*)	0.23		0.39				0.62	0.66			0.44	0.44
Capacity (*c*), veh/h	726		564				436	2250			823	803
Volume-to-Capacity Ratio (*X*)	0.098		0.320				0.322	0.157			0.700	0.701
Back of Queue (*Q*), ft/ln (95 th percentile)	33.3		143.3				55.5	60.2			415.3	401.2
Back of Queue (*Q*), veh/ln (95 th percentile)	1.2		5.2				2.1	2.3			16.4	16.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.11		0.46				0.24	0.05			0.87	0.85
Uniform Delay (d_1), s/veh	30.3		21.3				13.0	6.5			22.7	22.7
Incremental Delay (d_2), s/veh	0.0		0.2				0.3	0.0			2.5	2.6
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	30.4		21.5				13.3	6.5			25.2	25.2
Level of Service (LOS)	C		C				B	A			C	C
Approach Delay, s/veh / LOS	24.0		C	0.0			8.5		A	25.2		C
Intersection Delay, s/veh / LOS	20.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.15	B	0.67	A	2.10	B
Bicycle LOS Score / LOS		F			0.89	A	1.43	A

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	CESO			Duration, h	0.250
Analyst	DMB	Analysis Date	12/16/2022	Area Type	Other
Jurisdiction	City of Huber Heights	Time Period	PM Peak	PHF	0.94
Urban Street	Executive Boulevard	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Brandt Pike & Executive…	File Name	01_PM.xus		
Project Description	2023 Build				

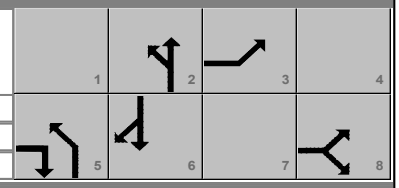


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	181		289				218	956			708	90

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	44.0	23.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.5	0.0	0.0	0.0
Red	2.3	1.9	2.3	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		28.8			21.8	71.2		49.4
Change Period, ($Y+R_c$), s		5.8			5.8	5.4		5.4
Max Allow Headway (*MAH*), s		3.8			3.6	3.5		3.5
Queue Clearance Time (g_s), s		16.8			7.7	15.7		18.9
Green Extension Time (g_e), s		0.9			0.4	7.1		6.9
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		0.33			0.03	0.06		0.08

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	193		307				232	1017			433	416
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1716		1572				1781	1781			1870	1796
Queue Service Time (g_s), s	4.6		14.8				5.7	13.7			16.8	16.9
Cycle Queue Clearance Time (g_c), s	4.6		14.8				5.7	13.7			16.8	16.9
Green Ratio (*g/C*)	0.23		0.39				0.62	0.66			0.44	0.44
Capacity (*c*), veh/h	789		613				533	2343			823	790
Volume-to-Capacity Ratio (*X*)	0.244		0.501				0.435	0.434			0.526	0.526
Back of Queue (*Q*), ft/ln (95 th percentile)	86.5		234.7				92.9	205.9			291.7	278.6
Back of Queue (*Q*), veh/ln (95 th percentile)	3.4		9.2				3.7	8.1			11.5	11.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.28		0.76				0.40	0.16			0.61	0.59
Uniform Delay (d_1), s/veh	31.4		23.1				11.1	8.2			20.4	20.4
Incremental Delay (d_2), s/veh	0.1		0.5				0.4	0.1			0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	31.5		23.6				11.5	8.3			20.9	20.9
Level of Service (LOS)	C		C				B	A			C	C
Approach Delay, s/veh / LOS	26.7		C	0.0			8.9		A	20.9		C
Intersection Delay, s/veh / LOS	16.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.15	B	0.67	A	2.10	B
Bicycle LOS Score / LOS		F			1.52	B	1.19	A

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HCS Two-Way Stop-Control Report

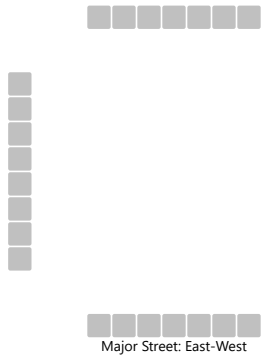
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	12/19/2022
Analysis Year	2023
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	2023 Build Traffic Scenario

Site Information

Intersection	Executive Boulevard & Lehman Lane
Jurisdiction	City of Huber Heights
East/West Street	Executive Boulevard
North/South Street	Lehman Lane
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	2	0		0	1	0		1	1	0
Configuration		L		TR		L	T	TR			LTR			L		TR
Volume (veh/h)	0	3	83	14		72	111	7		4	1	119		27	1	12
Percent Heavy Vehicles (%)	3	16				7				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.2		7.5	6.5	6.9
Critical Headway (sec)		4.42				4.24				7.56	6.56	6.26		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.36				2.27				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				90					155			34		16
Capacity, c (veh/h)		1335				1428					904			343		896
v/c Ratio		0.00				0.06					0.17			0.10		0.02
95% Queue Length, Q_{95} (veh)		0.0				0.2					0.6			0.3		0.1
Control Delay (s/veh)		7.7				7.7					9.8			16.6		9.1
Level of Service (LOS)		A				A					A			C		A
Approach Delay (s/veh)	0.2				2.9				9.8				14.2			
Approach LOS	A				A				A				B			

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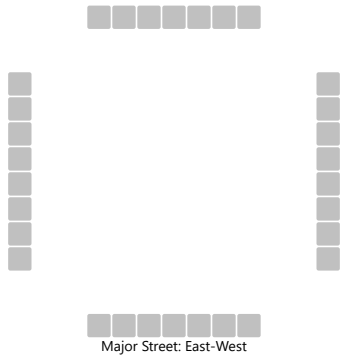
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	12/19/2022
Analysis Year	2023
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	2023 Build Traffic Scenario

Site Information

Intersection	Executive Boulevard & Lehman Lane
Jurisdiction	City of Huber Heights
East/West Street	Executive Boulevard
North/South Street	Lehman Lane
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	2	0		0	1	0		1	1	0
Configuration		L		TR		L	T	TR			LTR			L		TR
Volume (veh/h)	0	20	337	24		59	233	15		8	1	131		10	1	8
Percent Heavy Vehicles (%)	3	16				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.2		7.5	6.5	6.9
Critical Headway (sec)		4.42				4.16				7.56	6.56	6.26		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.36				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		21				62					147			11		9
Capacity, c (veh/h)		1205				1168					627			184		727
v/c Ratio		0.02				0.05					0.24			0.06		0.01
95% Queue Length, Q_{95} (veh)		0.1				0.2					0.9			0.2		0.0
Control Delay (s/veh)		8.0				8.3					12.5			25.7		10.0
Level of Service (LOS)		A				A					B			D		B
Approach Delay (s/veh)	0.4				1.6				12.5				18.3			
Approach LOS	A				A				B				C			

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HCS Two-Way Stop-Control Report

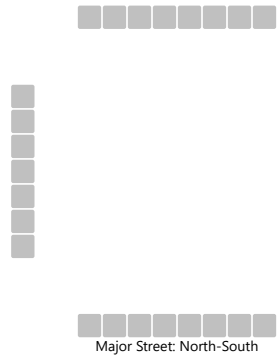
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	12/19/2022
Analysis Year	2023
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	2023 Build Traffic Scenario

Site Information

Intersection	Brandt Pike & Site Access #3
Jurisdiction	City of Huber Heights
East/West Street	Site Access #3
North/South Street	Brandt Pike
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration				R						LT	T				T	TR
Volume (veh/h)				129						52	425				909	104
Percent Heavy Vehicles (%)				3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				140						57						
Capacity, c (veh/h)				476						624						
v/c Ratio				0.29						0.09						
95% Queue Length, Q_{95} (veh)				1.2						0.3						
Control Delay (s/veh)				15.7						11.3	0.9					
Level of Service (LOS)				C						B	A					
Approach Delay (s/veh)		15.7								2.1						
Approach LOS		C								A						

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HCS Two-Way Stop-Control Report

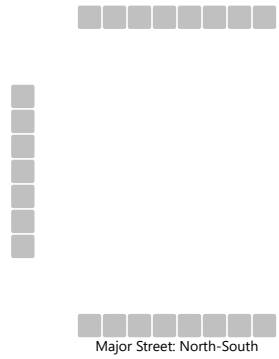
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	12/19/2022
Analysis Year	2023
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	2023 Build Traffic Scenario

Site Information

Intersection	Brandt Pike & Site Access #3
Jurisdiction	City of Huber Heights
East/West Street	Site Access #3
North/South Street	Brandt Pike
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration				R						LT	T				T	TR
Volume (veh/h)				75						74	1162				859	49
Percent Heavy Vehicles (%)				3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

Delay, Queue Length, and Level of Service

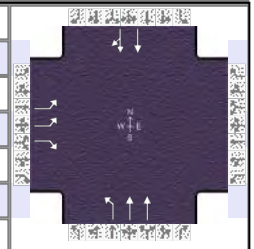
Flow Rate, v (veh/h)				82						80						
Capacity, c (veh/h)				519						690						
v/c Ratio				0.16						0.12						
95% Queue Length, Q_{95} (veh)				0.6						0.4						
Control Delay (s/veh)				13.2						10.9	1.7					
Level of Service (LOS)				B						B	A					
Approach Delay (s/veh)		13.2								2.3						
Approach LOS		B								A						

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APPENDIX H
2033 NO-BUILD TRAFFIC SCENARIO
CAPACITY ANALYSIS SUMMARY SHEETS

HCS Signalized Intersection Results Summary

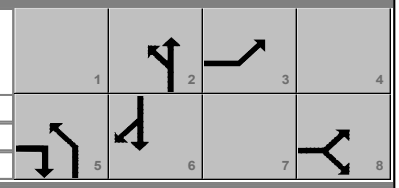
General Information				Intersection Information	
Agency	CESO			Duration, h	0.250
Analyst	DMB	Analysis Date	12/16/2022	Area Type	Other
Jurisdiction	City of Huber Heights	Time Period	AM Peak	PHF	0.87
Urban Street	Executive Boulevard	Analysis Year	2033	Analysis Period	1> 7:00
Intersection	Brandt Pike & Executive…	File Name	01_AM.xus		
Project Description	2033 No-Build				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	28		104				107	401			1027	23

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.0	44.0	23.0	0.0	0.0	0.0	
Yellow	3.5	3.5	3.5	0.0	0.0	0.0	
Red	2.3	1.9	2.3	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		28.8			21.8	71.2		49.4
Change Period, ($Y+R_c$), s		5.8			5.8	5.4		5.4
Max Allow Headway (*MAH*), s		3.8			3.6	3.5		3.5
Queue Clearance Time (g_s), s		7.5			4.9	7.3		28.8
Green Extension Time (g_e), s		0.3			0.2	5.9		5.0
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		0.00			0.00	0.01		0.21

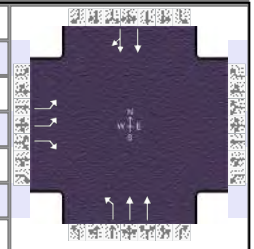
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	32		120				123	461			606	601
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1579		1447				1711	1710			1870	1856
Queue Service Time (g_s), s	0.8		5.5				2.9	5.3			26.8	26.8
Cycle Queue Clearance Time (g_c), s	0.8		5.5				2.9	5.3			26.8	26.8
Green Ratio (*g/C*)	0.23		0.39				0.62	0.66			0.44	0.44
Capacity (*c*), veh/h	726		564				422	2250			823	817
Volume-to-Capacity Ratio (*X*)	0.044		0.212				0.291	0.205			0.736	0.736
Back of Queue (*Q*), ft/ln (95 th percentile)	14.8		90.5				48.2	81.4			445.7	436.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5		3.3				1.8	3.1			17.5	17.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.05		0.29				0.21	0.06			0.93	0.92
Uniform Delay (d_1), s/veh	30.0		20.3				13.5	6.8			23.2	23.2
Incremental Delay (d_2), s/veh	0.0		0.1				0.3	0.0			3.3	3.3
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	30.0		20.4				13.8	6.8			26.5	26.5
Level of Service (LOS)	C		C				B	A			C	C
Approach Delay, s/veh / LOS	22.4		C	0.0			8.3		A	26.5		C
Intersection Delay, s/veh / LOS	20.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.15	B	0.67	A	2.10	B
Bicycle LOS Score / LOS		F			0.97	A	1.48	A

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	CESO			Duration, h	0.250
Analyst	DMB	Analysis Date	12/16/2022	Area Type	Other
Jurisdiction	City of Huber Heights	Time Period	PM Peak	PHF	0.94
Urban Street	Executive Boulevard	Analysis Year	2033	Analysis Period	1> 7:00
Intersection	Brandt Pike & Executive…	File Name	01_PM.xus		
Project Description	2033 No-Build				

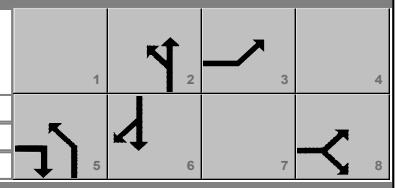


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	170		211				196	1087			752	66

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	44.0	23.0	0.0	0.0	0.0						
Yellow	3.5	3.5	3.5	0.0	0.0	0.0						
Red	2.3	1.9	2.3	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		28.8			21.8	71.2		49.4
Change Period, ($Y+R_c$), s		5.8			5.8	5.4		5.4
Max Allow Headway (*MAH*), s		3.8			3.6	3.5		3.5
Queue Clearance Time (g_s), s		12.2			7.0	18.4		19.3
Green Extension Time (g_e), s		1.0			0.3	7.8		7.8
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		0.02			0.01	0.11		0.12

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	181		224				209	1156			441	429
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1716		1572				1781	1781			1870	1817
Queue Service Time (g_s), s	4.3		10.2				5.0	16.4			17.3	17.3
Cycle Queue Clearance Time (g_c), s	4.3		10.2				5.0	16.4			17.3	17.3
Green Ratio (*g/C*)	0.23		0.39				0.62	0.66			0.44	0.44
Capacity (*c*), veh/h	789		613				527	2343			823	799
Volume-to-Capacity Ratio (*X*)	0.229		0.366				0.396	0.494			0.536	0.536
Back of Queue (*Q*), ft/ln (95 th percentile)	80.9		168.8				82.4	238.5			298.4	287
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2		6.6				3.2	9.4			11.7	11.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.26		0.54				0.36	0.18			0.62	0.61
Uniform Delay (d_1), s/veh	31.3		21.7				11.0	8.7			20.5	20.5
Incremental Delay (d_2), s/veh	0.1		0.3				0.4	0.1			0.6	0.6
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	31.4		22.0				11.3	8.8			21.1	21.1
Level of Service (LOS)	C		C				B	A			C	C
Approach Delay, s/veh / LOS	26.2		C	0.0			9.2		A	21.1		C
Intersection Delay, s/veh / LOS	15.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.15	B	0.67	A	2.10	B
Bicycle LOS Score / LOS		F			1.61	B	1.21	A

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HCS Two-Way Stop-Control Report

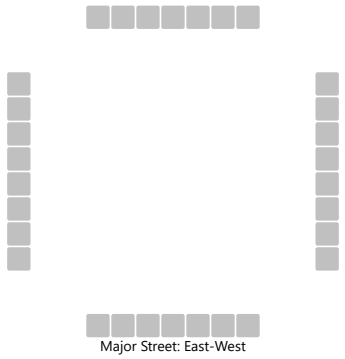
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	12/19/2022
Analysis Year	2033
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	2033 No-Build Traffic Scenario

Site Information

Intersection	Executive Boulevard & Lehman Lane
Jurisdiction	City of Huber Heights
East/West Street	Executive Boulevard
North/South Street	Lehman Lane
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	3	102				122	8						30		13
Percent Heavy Vehicles (%)	3	16												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.42												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.36												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4												38		16
Capacity, c (veh/h)		1317												670		959
v/c Ratio		0.00												0.06		0.02
95% Queue Length, Q_{95} (veh)		0.0												0.2		0.1
Control Delay (s/veh)		7.7												10.7		8.8
Level of Service (LOS)		A												B		A
Approach Delay (s/veh)	0.2												10.1			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

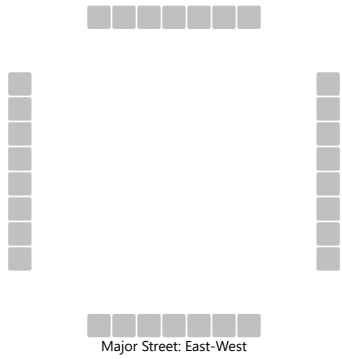
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	12/19/2022
Analysis Year	2033
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	2033 No-Build Traffic Scenario

Site Information

Intersection	Executive Boulevard & Lehman Lane
Jurisdiction	City of Huber Heights
East/West Street	Executive Boulevard
North/South Street	Lehman Lane
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	21	370				246	16						11		8
Percent Heavy Vehicles (%)	3	16												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.42												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.36												3.53		3.33

Delay, Queue Length, and Level of Service

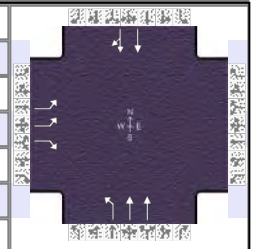
Flow Rate, v (veh/h)		22												12		8
Capacity, c (veh/h)		1189												364		882
v/c Ratio		0.02												0.03		0.01
95% Queue Length, Q_{95} (veh)		0.1												0.1		0.0
Control Delay (s/veh)		8.1												15.2		9.1
Level of Service (LOS)		A												C		A
Approach Delay (s/veh)	0.4												12.7			
Approach LOS	A												B			

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APPENDIX I
2033 DESIGN YEAR TRAFFIC SCENARIO
CAPACITY ANALYSIS SUMMARY SHEETS

HCS Signalized Intersection Results Summary

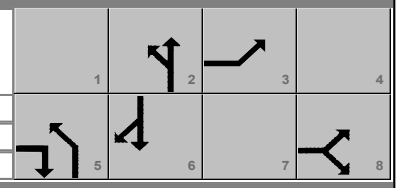
General Information				Intersection Information	
Agency	CESO			Duration, h	0.250
Analyst	DMB	Analysis Date	12/16/2022	Area Type	Other
Jurisdiction	City of Huber Heights	Time Period	AM Peak	PHF	0.87
Urban Street	Executive Boulevard	Analysis Year	2033	Analysis Period	1> 7:00
Intersection	Brandt Pike & Executive…	File Name	01_AM.xus		
Project Description	2033 Design Year				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	64		167				132	344			1016	70

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.0	44.0	23.0	0.0	0.0	0.0						
Yellow	3.5	3.5	3.5	0.0	0.0	0.0						
Red	2.3	1.9	2.3	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		28.8			21.8	71.2		49.4
Change Period, ($Y+R_c$), s		5.8			5.8	5.4		5.4
Max Allow Headway (*MAH*), s		3.8			3.6	3.5		3.5
Queue Clearance Time (g_s), s		11.3			5.7	6.5		30.6
Green Extension Time (g_e), s		0.6			0.2	5.9		4.7
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		0.00			0.00	0.01		0.26

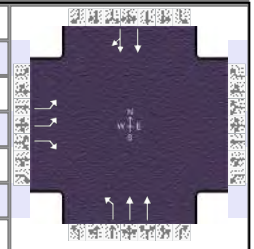
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	74		192				152	395			631	617
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1579		1447				1711	1710			1870	1827
Queue Service Time (g_s), s	1.8		9.3				3.7	4.5			28.5	28.6
Cycle Queue Clearance Time (g_c), s	1.8		9.3				3.7	4.5			28.5	28.6
Green Ratio (*g/C*)	0.23		0.39				0.62	0.66			0.44	0.44
Capacity (*c*), veh/h	726		564				412	2250			823	804
Volume-to-Capacity Ratio (*X*)	0.101		0.340				0.369	0.176			0.767	0.768
Back of Queue (*Q*), ft/ln (95 th percentile)	34.4		154.1				62.3	68.5			473.7	459.4
Back of Queue (*Q*), veh/ln (95 th percentile)	1.2		5.6				2.4	2.6			18.7	18.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.11		0.50				0.27	0.05			0.99	0.97
Uniform Delay (d_1), s/veh	30.4		21.5				15.2	6.6			23.7	23.7
Incremental Delay (d_2), s/veh	0.0		0.3				0.4	0.0			4.2	4.3
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	30.4		21.7				15.6	6.6			27.9	28.0
Level of Service (LOS)	C		C				B	A			C	C
Approach Delay, s/veh / LOS	24.1		C	0.0			9.1		A	27.9		C
Intersection Delay, s/veh / LOS	22.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.15	B	0.67	A	2.10	B
Bicycle LOS Score / LOS		F			0.94	A	1.52	B

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	CESO			Duration, h	0.250
Analyst	DMB	Analysis Date	12/16/2022	Area Type	Other
Jurisdiction	City of Huber Heights	Time Period	PM Peak	PHF	0.94
Urban Street	Executive Boulevard	Analysis Year	2033	Analysis Period	1> 7:00
Intersection	Brandt Pike & Executive…	File Name	01_PM.xus		
Project Description	2033 Design Year				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	189		299				228	1007			744	93

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	16.0	44.0	23.0	0.0	0.0	0.0	5	6	7	8		
Yellow	3.5	3.5	3.5	0.0	0.0	0.0						
Red	2.3	1.9	2.3	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		28.8			21.8	71.2		49.4
Change Period, ($Y+R_c$), s		5.8			5.8	5.4		5.4
Max Allow Headway (*MAH*), s		3.8			3.6	3.5		3.5
Queue Clearance Time (g_s), s		17.5			8.0	16.7		20.0
Green Extension Time (g_e), s		0.9			0.4	7.6		7.3
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		0.45			0.04	0.08		0.11

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				5	2			6	16
Adjusted Flow Rate (*v*), veh/h	201		318				243	1071			454	436
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1716		1572				1781	1781			1870	1797
Queue Service Time (g_s), s	4.8		15.5				6.0	14.7			17.9	18.0
Cycle Queue Clearance Time (g_c), s	4.8		15.5				6.0	14.7			17.9	18.0
Green Ratio (*g/C*)	0.23		0.39				0.62	0.66			0.44	0.44
Capacity (*c*), veh/h	789		613				520	2343			823	791
Volume-to-Capacity Ratio (*X*)	0.255		0.519				0.467	0.457			0.552	0.552
Back of Queue (*Q*), ft/ln (95 th percentile)	90.5		243.3				98.4	218.2			308.1	293.8
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5		9.5				3.9	8.6			12.1	11.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.29		0.78				0.43	0.17			0.64	0.62
Uniform Delay (d_1), s/veh	31.5		23.3				11.6	8.4			20.7	20.7
Incremental Delay (d_2), s/veh	0.1		0.6				0.5	0.1			0.7	0.7
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	31.6		23.9				12.1	8.5			21.4	21.4
Level of Service (LOS)	C		C				B	A			C	C
Approach Delay, s/veh / LOS	26.9	C		0.0			9.1	A		21.4	C	
Intersection Delay, s/veh / LOS	16.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.15	B	0.67	A	2.10	B
Bicycle LOS Score / LOS		F			1.57	B	1.22	A

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HCS Two-Way Stop-Control Report

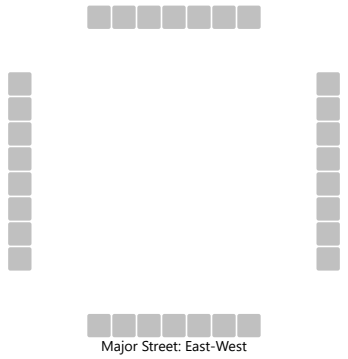
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	12/19/2022
Analysis Year	2033
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	2033 Design Year Traffic Scenario

Site Information

Intersection	Executive Boulevard & Lehman Lane
Jurisdiction	City of Huber Heights
East/West Street	Executive Boulevard
North/South Street	Lehman Lane
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	2	0		0	1	0		1	1	0
Configuration		L		TR		L	T	TR			LTR			L		TR
Volume (veh/h)	0	3	92	14		72	122	8		4	1	119		30	1	13
Percent Heavy Vehicles (%)	3	16				7				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.2		7.5	6.5	6.9
Critical Headway (sec)		4.42				4.24				7.56	6.56	6.26		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.36				2.27				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				90					155			38		18
Capacity, c (veh/h)		1317				1414					890			328		888
v/c Ratio		0.00				0.06					0.17			0.11		0.02
95% Queue Length, Q_{95} (veh)		0.0				0.2					0.6			0.4		0.1
Control Delay (s/veh)		7.7				7.7					9.9			17.4		9.1
Level of Service (LOS)		A				A					A			C		A
Approach Delay (s/veh)	0.2				2.8				9.9				14.8			
Approach LOS	A				A				A				B			

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HCS Two-Way Stop-Control Report

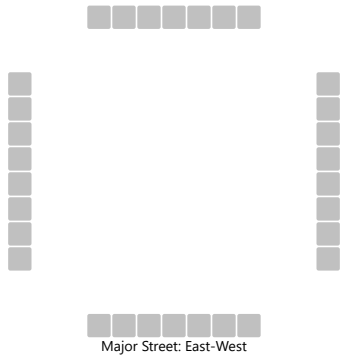
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	12/19/2022
Analysis Year	2033
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	2033 Design Year Traffic Scenario

Site Information

Intersection	Executive Boulevard & Lehman Lane
Jurisdiction	City of Huber Heights
East/West Street	Executive Boulevard
North/South Street	Lehman Lane
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	2	0		0	1	0		1	1	0
Configuration		L		TR		L	T	TR			LTR			L		TR
Volume (veh/h)	0	21	354	24		59	246	16		8	1	131		11	1	8
Percent Heavy Vehicles (%)	3	16				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.2		7.5	6.5	6.9
Critical Headway (sec)		4.42				4.16				7.56	6.56	6.26		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.36				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				62					147			12		9
Capacity, c (veh/h)		1189				1150					610			172		711
v/c Ratio		0.02				0.05					0.24			0.07		0.01
95% Queue Length, Q_{95} (veh)		0.1				0.2					0.9			0.2		0.0
Control Delay (s/veh)		8.1				8.3					12.8			27.4		10.1
Level of Service (LOS)		A				A					B			D		B
Approach Delay (s/veh)	0.4				1.5				12.8				19.6			
Approach LOS	A				A				B				C			

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HCS Two-Way Stop-Control Report

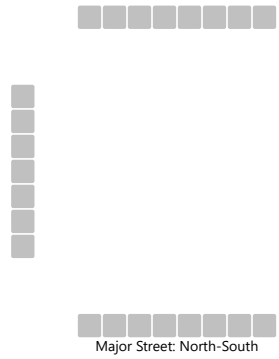
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	12/19/2022
Analysis Year	2033
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	2033 Design Year Traffic Scenario

Site Information

Intersection	Brandt Pike & Site Access #3
Jurisdiction	City of Huber Heights
East/West Street	Site Access #3
North/South Street	Brandt Pike
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration				R						LT	T				T	TR
Volume (veh/h)				129						52	476				1022	104
Percent Heavy Vehicles (%)				3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				140						57						
Capacity, c (veh/h)				434						560						
v/c Ratio				0.32						0.10						
95% Queue Length, Q_{95} (veh)				1.4						0.3						
Control Delay (s/veh)				17.2						12.2	1.2					
Level of Service (LOS)				C						B	A					
Approach Delay (s/veh)		17.2								2.3						
Approach LOS		C								A						

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HCS Two-Way Stop-Control Report

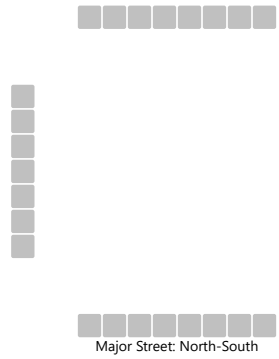
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	12/19/2022
Analysis Year	2033
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	2033 Design Year Traffic Scenario

Site Information

Intersection	Brandt Pike & Site Access #3
Jurisdiction	City of Huber Heights
East/West Street	Site Access #3
North/South Street	Brandt Pike
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration				R						LT	T				T	TR
Volume (veh/h)				75						74	1235				914	49
Percent Heavy Vehicles (%)				3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

Delay, Queue Length, and Level of Service

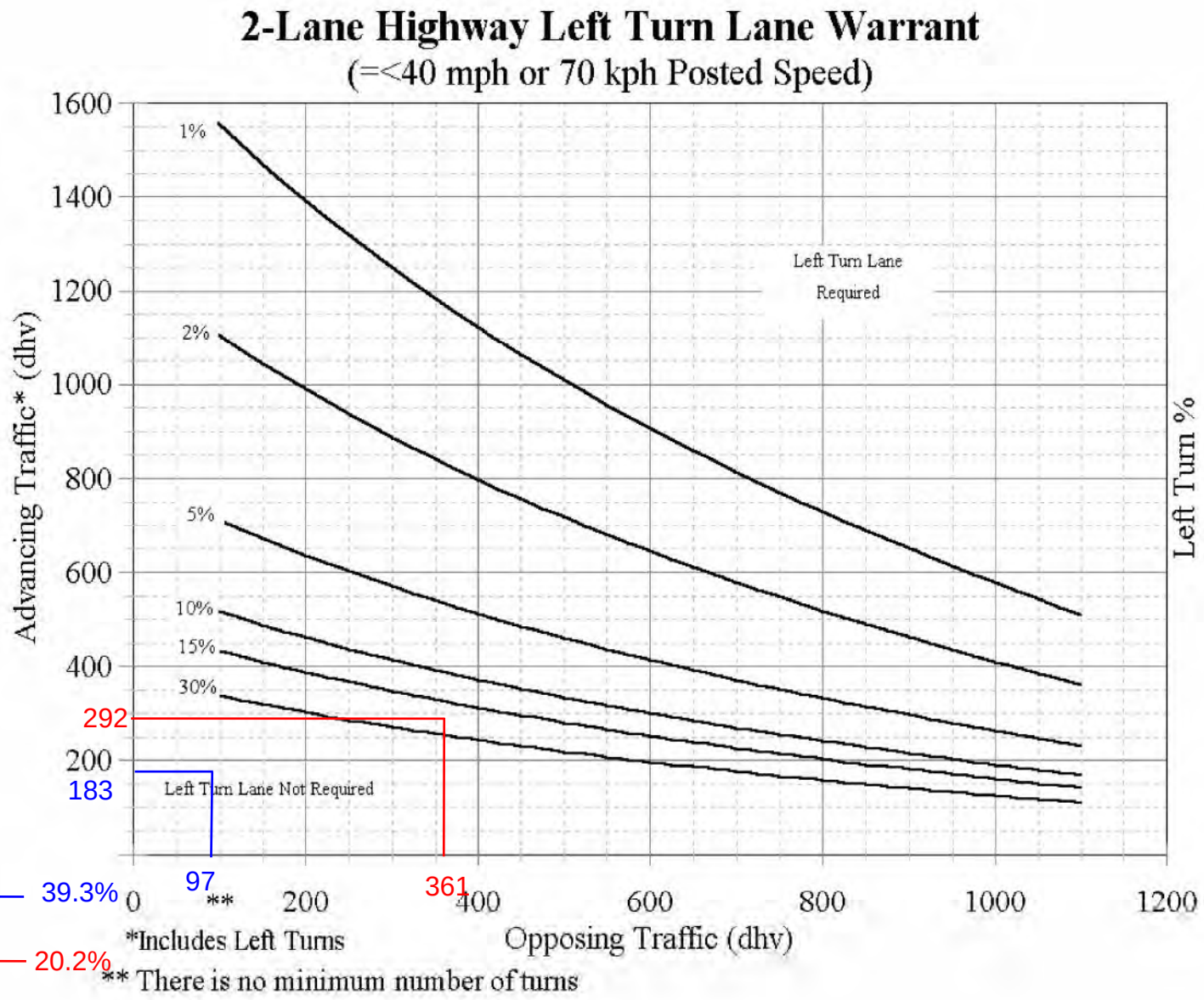
Flow Rate, v (veh/h)				82						80						
Capacity, c (veh/h)				496						654						
v/c Ratio				0.16						0.12						
95% Queue Length, Q_{95} (veh)				0.6						0.4						
Control Delay (s/veh)				13.7						11.3	2.0					
Level of Service (LOS)				B						B	A					
Approach Delay (s/veh)		13.7								2.5						
Approach LOS		B								A						

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APPENDIX J
ODOT TURN LANE RESOURCES

2023 Build Traffic Scenario

Executive Blvd & Site Access #1 - WBL



AM — 39.3%

PM — 20.2%

October 2004

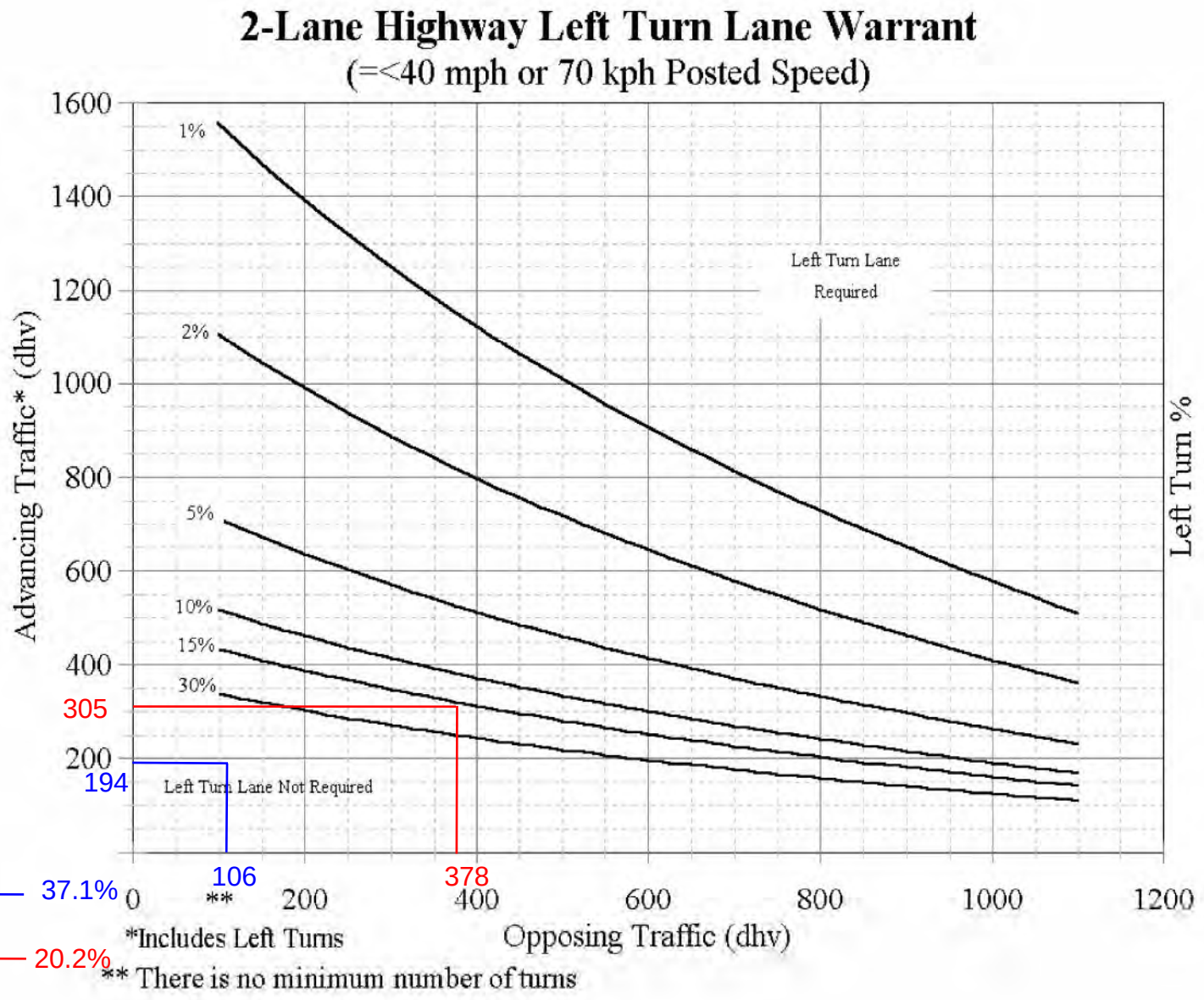
2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

401-5a

REFERENCE SECTION 401.6.1

2033 Design Traffic Scenario

Executive Blvd & Site Access #1 - WBL



AM — 37.1%

PM — 20.2%

October 2004

2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

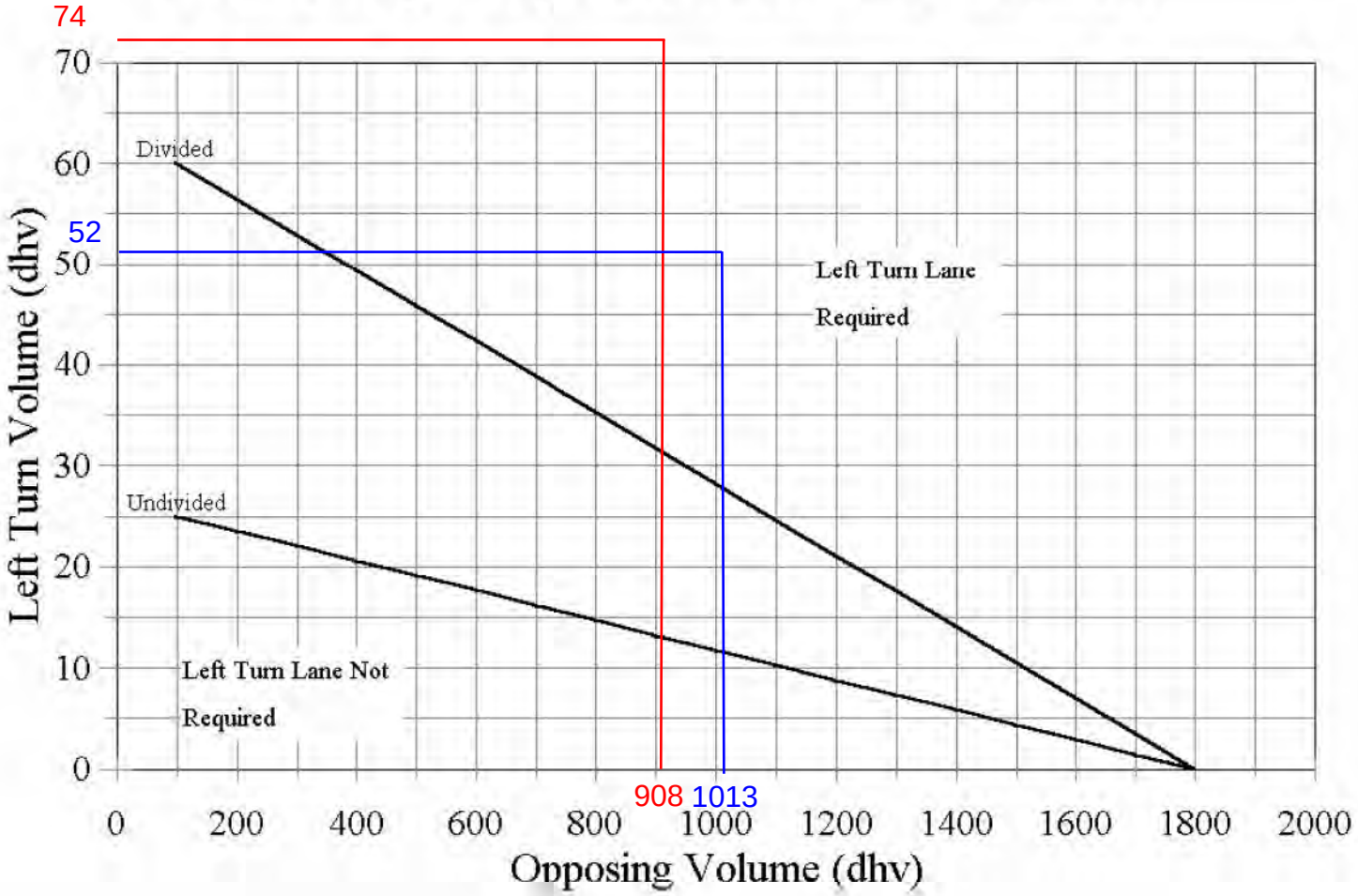
401-5a

REFERENCE SECTION 401.6.1

2023 Build Traffic Scenario

Brandt Pike & Site Access #3 - NBL

4-Lane Highway Left Turn Lane Warrant



AM

PM

October 2004

4-LANE LEFT TURN LANE WARRANT

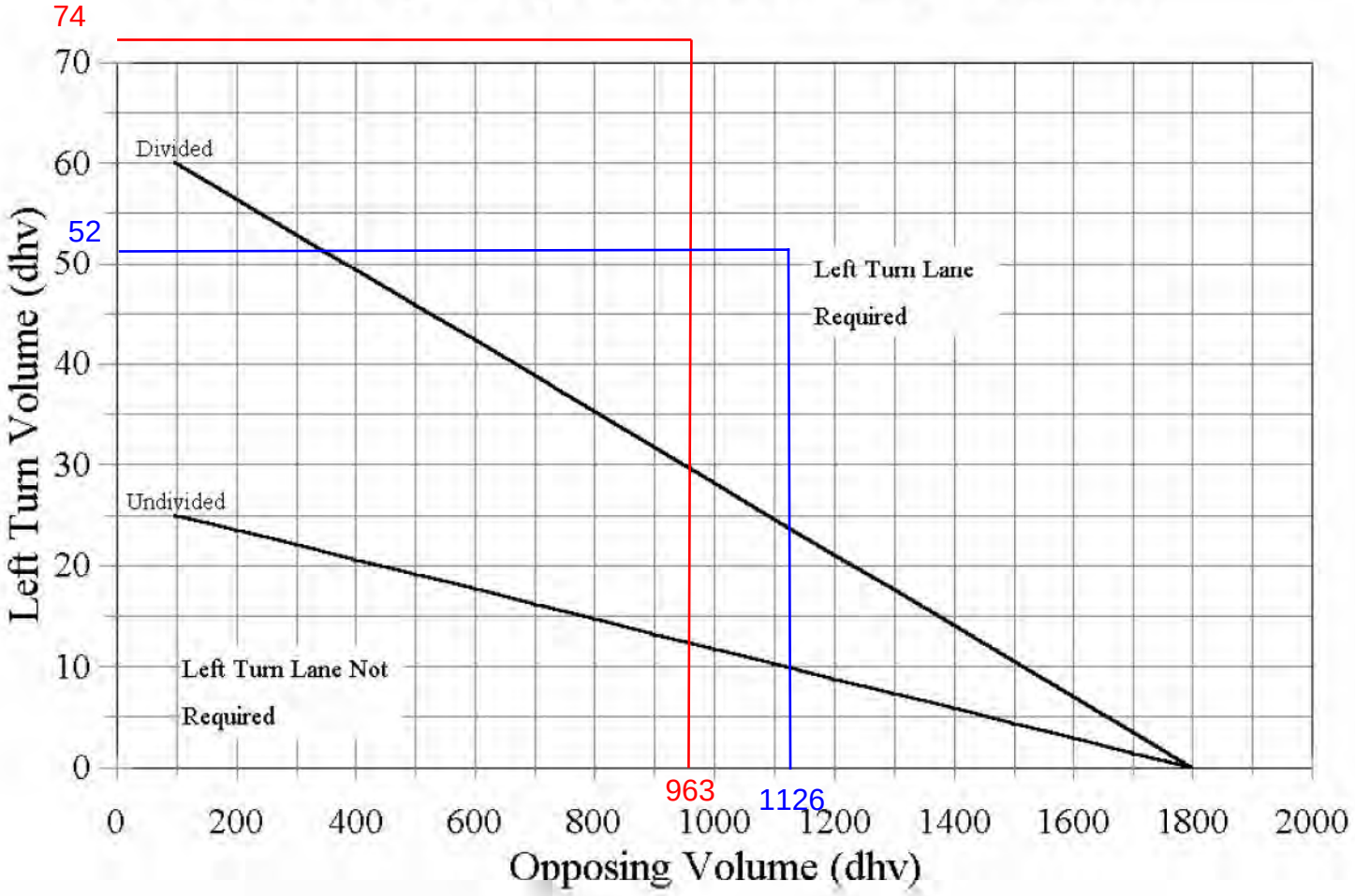
401-5c

REFERENCE SECTION 401.6.1

2033 Design Traffic Scenario

Brandt Pike & Site Access #3 - NBL

4-Lane Highway Left Turn Lane Warrant



AM

PM

October 2004

4-LANE LEFT TURN LANE WARRANT

401-5c

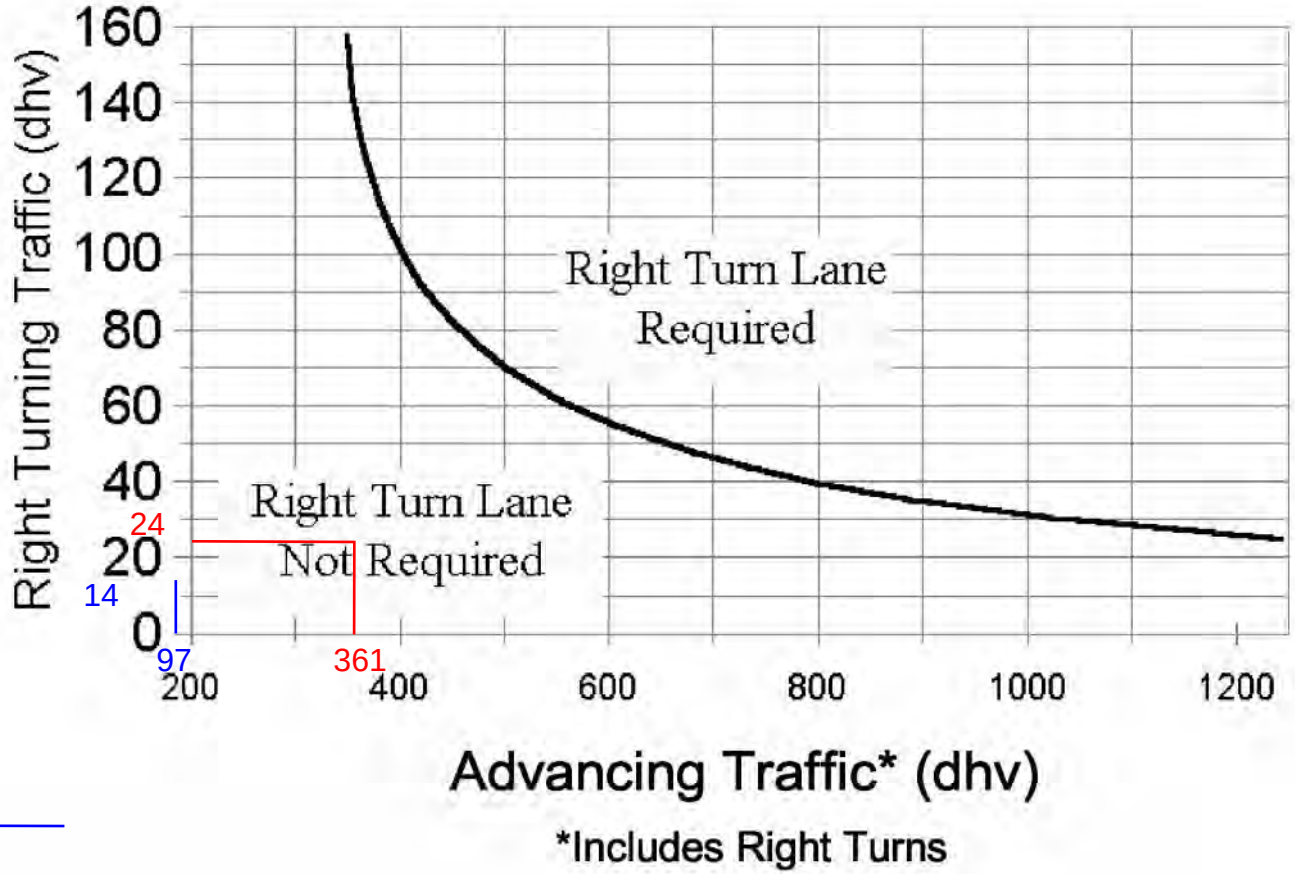
REFERENCE SECTION 401.6.1

2023 Build Traffic Scenario

Executive Blvd & Lehman Ln/Site Access #1 - EBR

2-Lane Highway Right Turn Lane Warrant

=< 40 mph or 70 kph Posted Speed



AM

PM

October 2004

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

401-6a

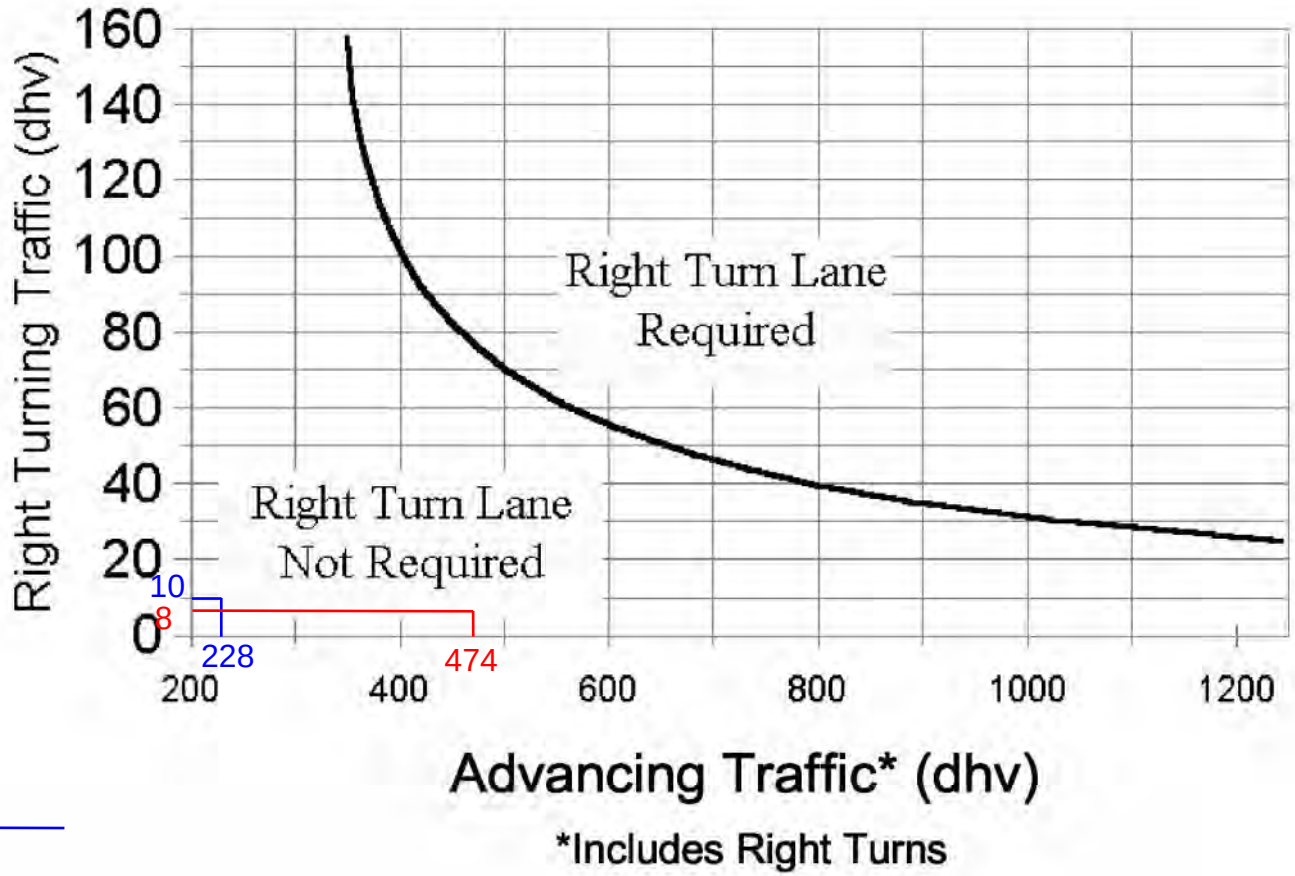
REFERENCE SECTION 401.6.3

2023 Build Traffic Scenario

Executive Blvd & Site Access #2 - EBR

2-Lane Highway Right Turn Lane Warrant

=< 40 mph or 70 kph Posted Speed



AM

PM

October 2004

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

401-6a

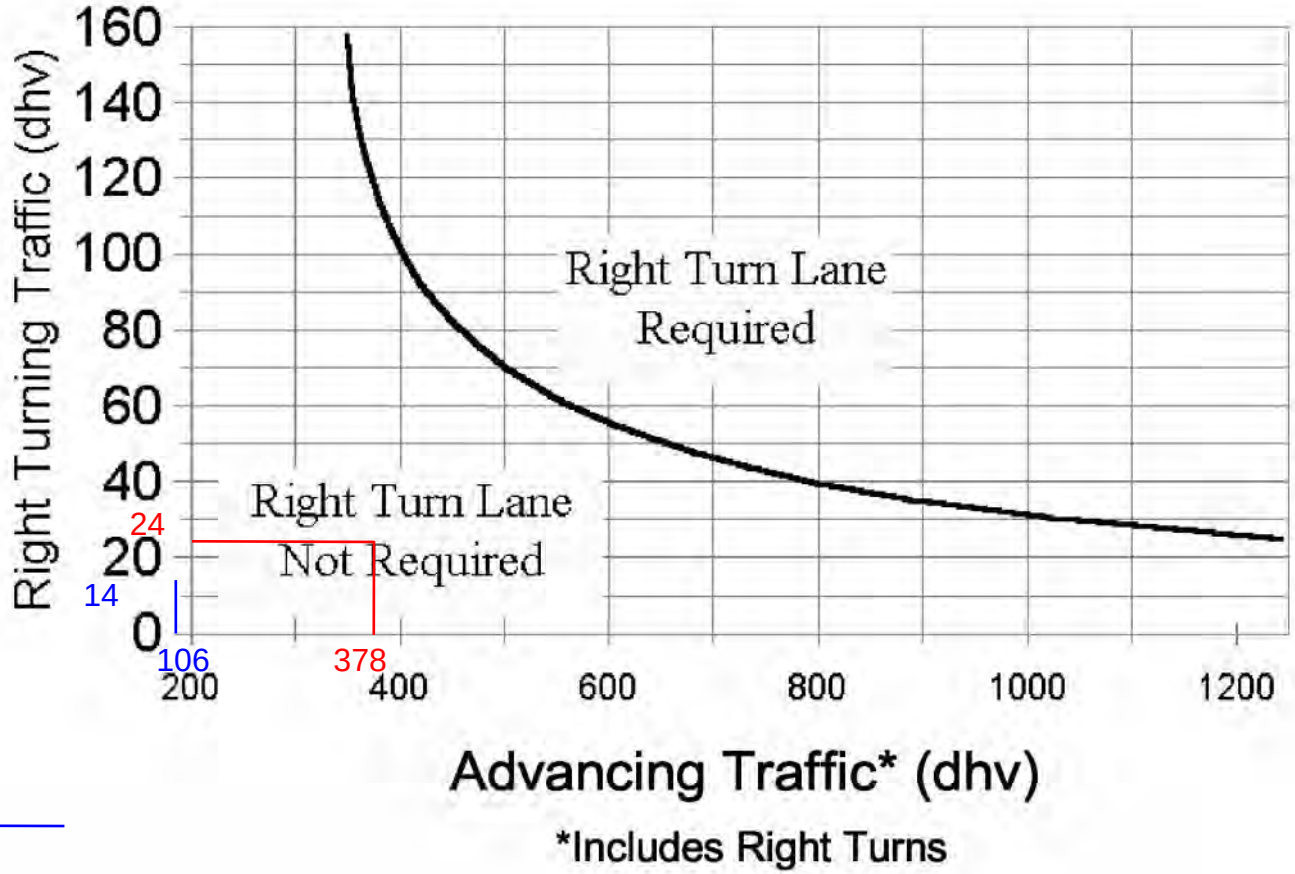
REFERENCE SECTION 401.6.3

2033 Design Traffic Scenario

Executive Blvd & Lehman Ln/Site Access #1 - EBR

2-Lane Highway Right Turn Lane Warrant

=< 40 mph or 70 kph Posted Speed



*Includes Right Turns

AM

PM

October 2004

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

401-6a

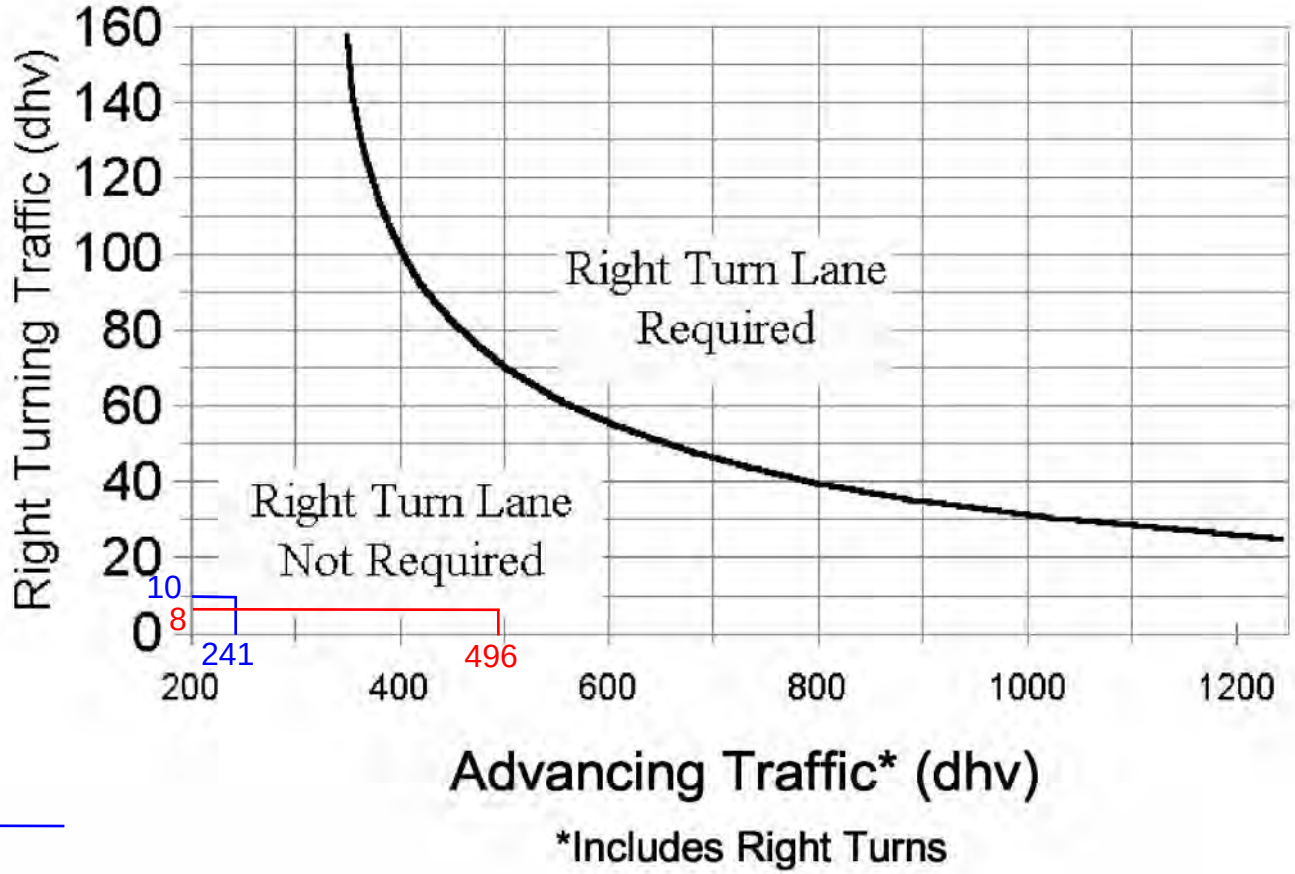
REFERENCE SECTION 401.6.3

2033 Design Traffic Scenario

Executive Blvd & Site Access #2 - EBR

2-Lane Highway Right Turn Lane Warrant

=< 40 mph or 70 kph Posted Speed



AM

PM

October 2004

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

401-6a

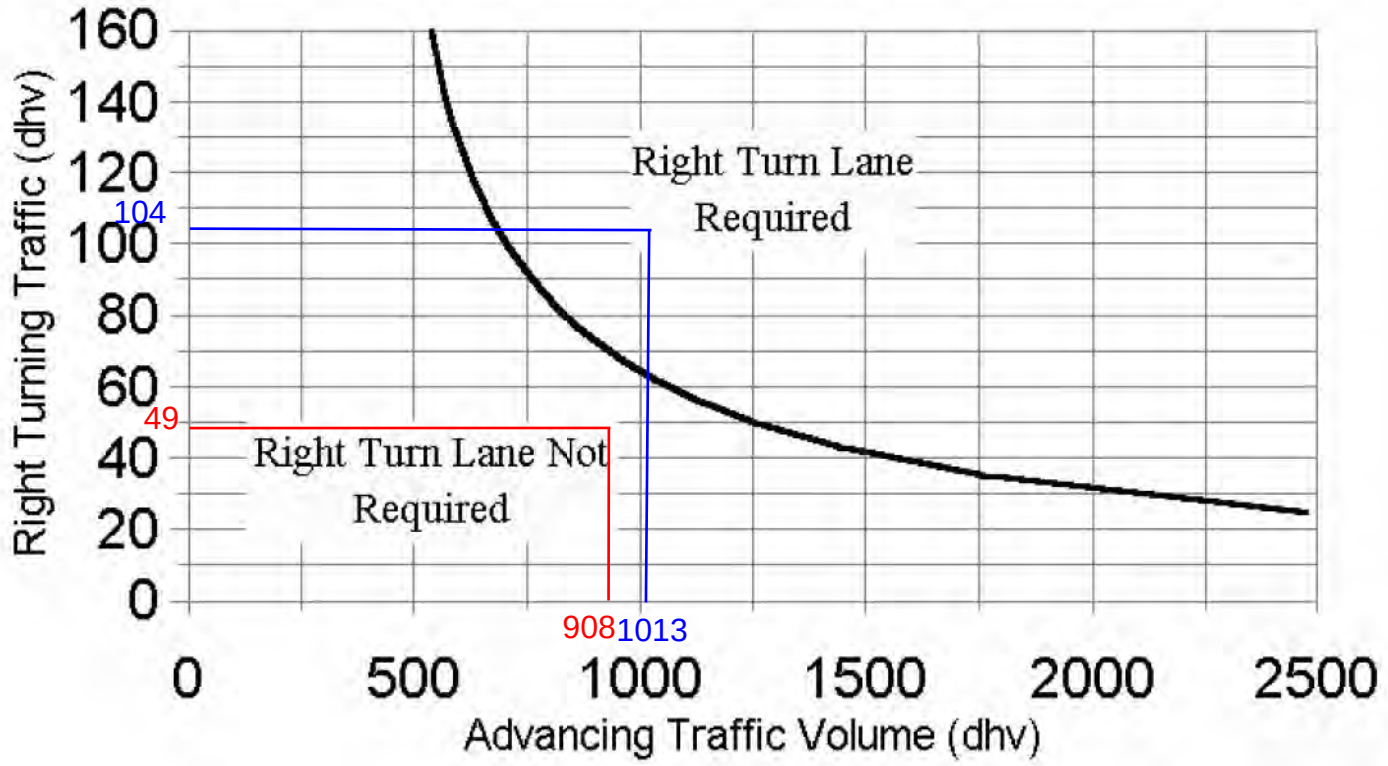
REFERENCE SECTION 401.6.3

2023 Build Traffic Scenario

Brandt Pike & Site Access #3 - SBR

4 Lane Highway Right Turn Lane Warrant

(=<40 mph or 70 kph Posted Speed)



AM

PM

October 2004

4-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

401-6c

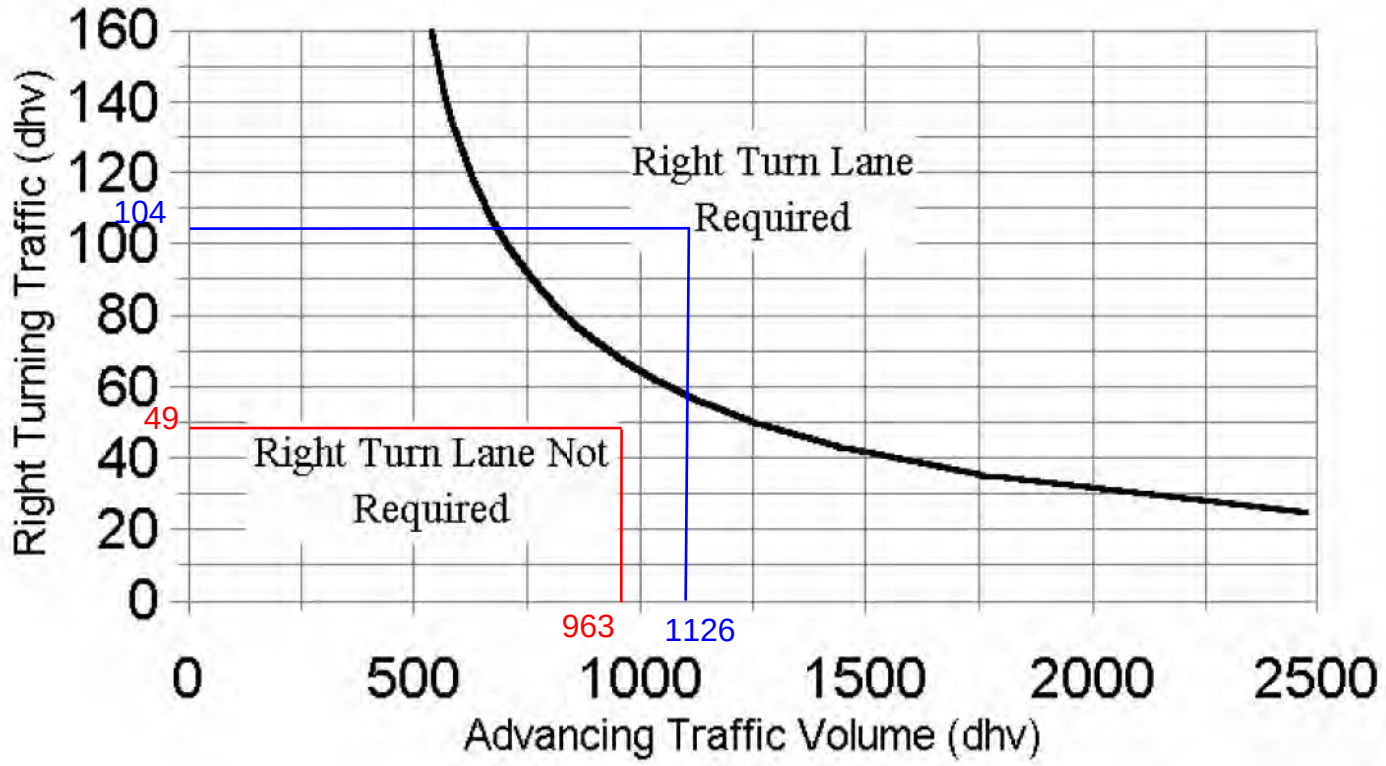
REFERENCE SECTION 401.6.3

2033 Design Traffic Scenario

Brandt Pike & Site Access #3 - SBR

4 Lane Highway Right Turn Lane Warrant

(=<40 mph or 70 kph Posted Speed)



AM

PM

October 2004

4-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

401-6c

REFERENCE SECTION 401.6.3

BASIS FOR COMPUTING LENGTH OF TURN LANES

401-9

REFERENCE SECTIONS
401.6.1 & 401.6.3

Type of Traffic Control	Design Speed		
	30-35	40-65	
	Turn Demand Volume		
	All	Low*	High
Signalized	A	** B or C	** B or C
Unsignalized Stopped Crossroad	A	A	A
Unsignalized Through Road	A	B	** B or C

* Low is considered 10% or less of approach traffic volume

** Whichever is greater

CONDITION A	STORAGE ONLY
Length = 50' (diverging taper) + Storage Length (Figure 401-10)	

CONDITION B	HIGH SPEED DECELERATION ONLY
Design Speed	Length (including 50' Diverging Taper)
40	125
45	175
50	225
55	285
60	345
65	405

CONDITION C	MODERATE SPEED DECELERATION AND STORAGE
Design Speed	Length (including 50' Diverging Taper)
40	115 + Storage Length (Figure 401-10)
45	125 "
50	145 "
55	165 "
60	185 "
65	205 "

For explanation, see Turn Lane Design Example

STORAGE LENGTH AT INTERSECTIONS

401-10

REFERENCE SECTIONS
401.6.1 & 401.6.3

* AVERAGE NO. OF VEHICLES/CYCLE	REQUIRED LENGTH (FT.)
1	50
2	100
3	150
4	175
5	200
6	250
7	275
8	325
9	350
10	375
11	400
12	450
13	475
14	500
15	525
16	550

* AVERAGE NO. OF VEHICLES/CYCLE	REQUIRED LENGTH (FT.)
17	600
18	625
19	650
20	675
21	725
22	750
23	775
24	800
25	825
30	975
35	1125
40	1250
45	1400
50	1550
55	1700
60	1850

$$\text{* AVERAGE VEHICLES PER CYCLE} = \frac{\text{DHV (TURNING LANE)}}{\text{CYCLES/HOUR}}$$

IF CYCLES ARE UNKNOWN ASSUME:

UNSIGNALIZED OR 2 PHASE = 60 CYCLES/HOUR
3 PHASE = 40 CYCLES/HOUR
4 PHASE = 30 CYCLES/HOUR



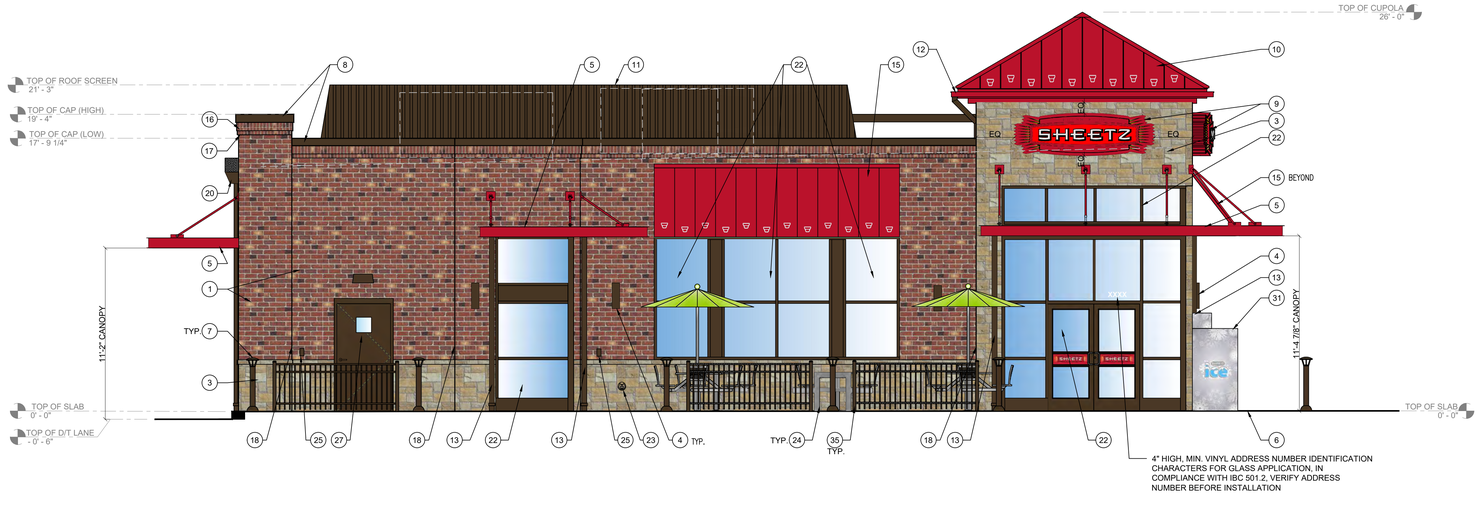
1 FRONT ELEVATION
1/4" = 1'-0"

TYPICAL EXTERIOR ELEVATION NOTES:

- ALL LIGHTS SHOWN ABOVE AND/OR BELOW DOORS OR WINDOWS ARE TO BE CENTERED ON THE DOOR OR WINDOW UNLESS NOTED OTHERWISE.
- FIXTURES/EQUIPMENT BETWEEN TWO DOORS OR WINDOWS ARE TO BE CENTERED EQUALLY.
- EXTERIOR SEALANT FOR STONE SHALL COMPLY WITH SECTION 07 9005 JOINT SEALANTS, GENERAL BUILDING FASCADE WEATHER SEALANT AND SHALL MATCH THE COLOR OF THE STORE.

EXTERIOR ELEVATION KEYNOTES:

1. BRICK VENEER (0/S 680 MOD BY CONTINENTAL BRICK CO.)
2. CAST STONE SILL (COLOR = CRAB ORCHARD)
3. ANCHORED CAST STONE MASONRY VENEER (COLOR = CRAB ORCHARD)
4. EXTERIOR LIGHT FIXTURE, SEE ELEC DWGS
5. ARCHITECTURAL CANOPY (COLOR = REGAL RED, PREMIUM TWO-COAT KYNAR FINISH)
6. BRICK PAVER WALKWAY
7. LIGHTED BOLLARD
8. METAL COPING (COLOR = DARK BRONZE)
9. WALL MOUNTED BUILDING SIGN, INTERNALLY ILLUMINATED. SEE SHEET A200.
10. STANDING SEAM METAL ROOF (COLOR = BRITE RED)
11. ROOF EQUIPMENT SCREEN (COLOR = DARK BRONZE)
12. GUTTER (COLOR = RED)
13. DOWNSPOUT (COLOR = DARK BRONZE)
14. DRIVE-THRU WINDOW (IF APPLICABLE)
15. METAL STANDING SEAM SHED STYLE AWNING AND FRAME ASSEMBLY (ROOF COLOR = BRITE RED, FRAME COLOR = DARK BRONZE)
16. BRICK SOLDIER COURSE (0/S 680 MOD BY CONTINENTAL BRICK CO.)
17. BRICK ROWLOCK COURSE (0/S 680 MOD BY CONTINENTAL BRICK CO.)
18. CONTROL JOINT SEE MASONRY SPECS FOR COLOR
19. STEEL ROOF LADDER AND CRANKY POST (COLOR = DARK BRONZE)
20. STANDARD THROUGH WALL SCUPPER W/ CONDUCTOR HEAD & DOWNSPOUT (COLOR = DARK BRONZE)
21. OVERFLOW SCUPPER
22. ALUMINUM STOREFRONT SYSTEM
23. EXTERIOR HOSE BIB
24. OUTDOOR FURNITURE
25. ELECTRICAL RECEPTACLE (REFER TO ELECTRICAL DRAWINGS)
26. ELECTRICAL EQUIPMENT (REFER TO ELECTRICAL DRAWINGS)
27. HM DOOR AND FRAME (COLOR = DARK BRONZE)
28. EMERGENCY WATER CONNECTION
29. SEAMLESS ALUM. PANEL SYSTEM W/ EXPOSED FASTENERS - COLOR: DARK BRONZE
30. PROPANE LOCKER
31. ICE MERCHANDISER
32. RTI FILLPORT
33. STEEL BOLLARD (COLOR = DARK BRONZE)
34. CO2 FILLPORT
35. DECORATIVE ALUMINUM FENCE



2 LEFT ELEVATION
1/4" = 1'-0"



OUTLINE AREA = 21.65 SQ.FT.
BOX AREA = 25.94 SQ.FT.
TYPICAL OF THREE

A WALL MOUNTED "SHEETZ" BUILDING SIGN
1/2" = 1'-0"



BUILDING MOUNTED CHANNEL LETTER SIGN
BOX AREA = 12.63 SQ. FT.
TYPICAL OF ONE

B WALL MOUNTED "24/7 DRIVE THRU" BUILDING SIGN
1/2" = 1'-0"

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 STORE

HUBER HEIGHTS

Int. of Executive Blvd.
and Brandt Pike
Huber Heights, OH

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

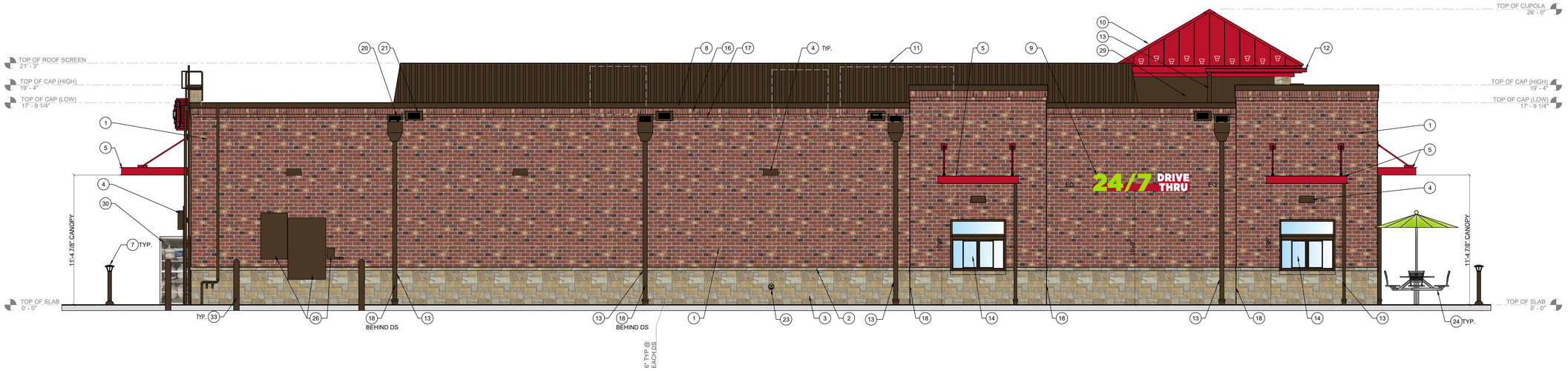
MARK	DATE	DESCRIPTION

ISSUE:	12.16.2022
SITE ID NO:	214417
AUTHOR BY:	RJK
REVIEW BY:	NMV
VERSION:	6139_v1.3

EXTERIOR ELEVATIONS

A200

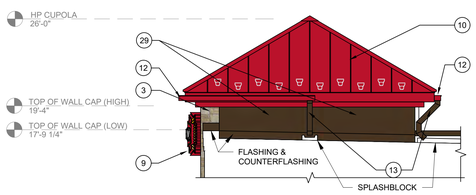
PRELIMINARY ELEVATIONS



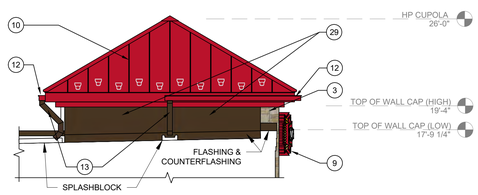
3 REAR ELEVATION
1/4" = 1'-0"



4 RIGHT ELEVATION
1/4" = 1'-0"



5 CUPOLA FROM ROOF
1/4" = 1'-0"



6 CUPOLA FROM ROOF
1/4" = 1'-0"

TYPICAL EXTERIOR ELEVATION NOTES:

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KEYPLAN

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EXTERIOR ELEVATIONS

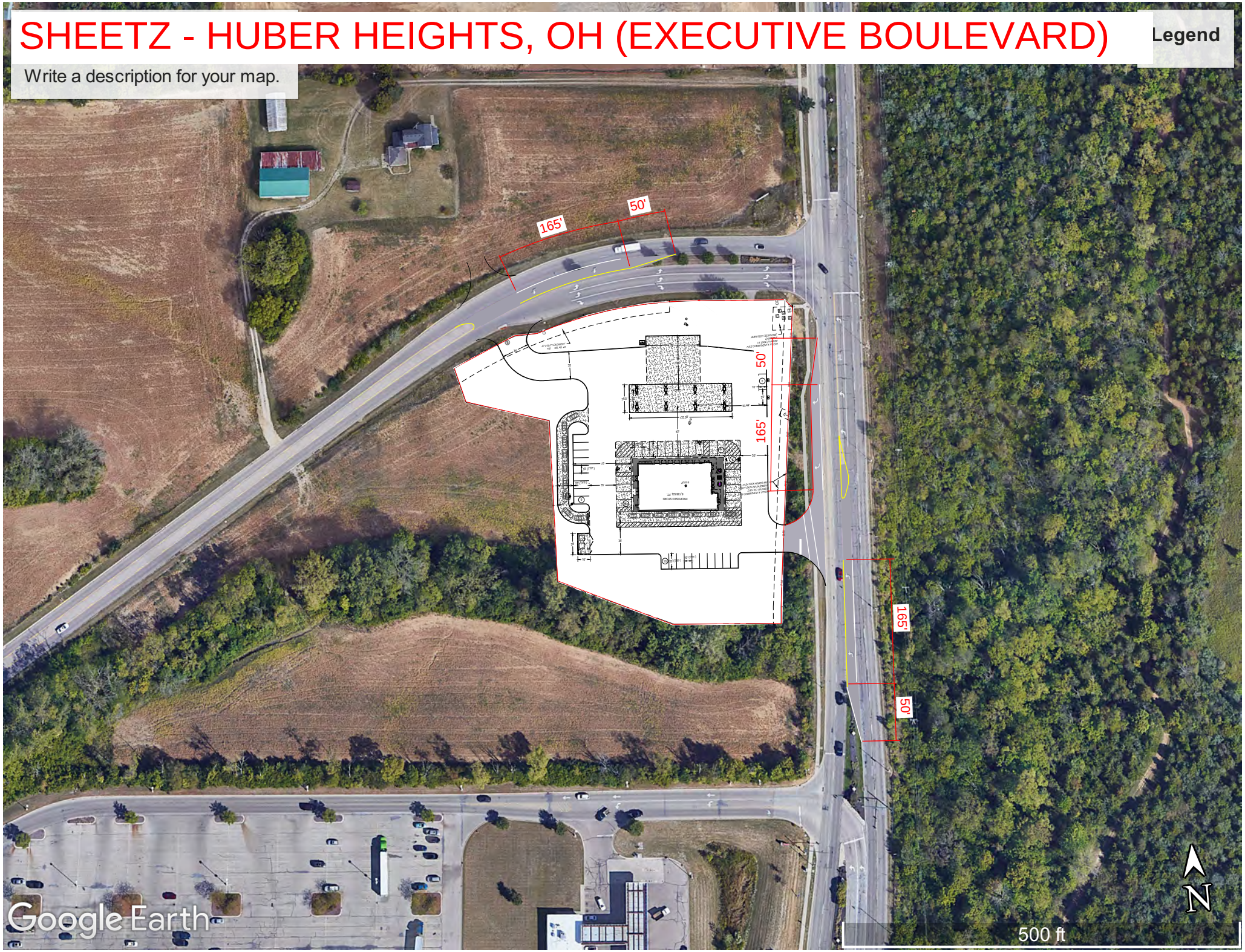
A201

PRELIMINARY ELEVATIONS

SHEETZ - HUBER HEIGHTS, OH (EXECUTIVE BOULEVARD)

Write a description for your map.

Legend



Stormwater Management Report
Basic Development Plan Stage

Sheetz (Executive Blvd)

Huber Heights, OH

Date Prepared: 2023-02-15

Revised:

On behalf of:

Skilken Gold

Real Estate Development

Contact:

Josh Long
Josh.long@cesoinc.com
567-208-9233

CESO
2800 Corporate Exchange
Drive, Suite 400
Columbus, OH 43231

Engineer of Record:

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Introduction 1
Existing Conditions 1
Proposed Conditions 2
Stormwater Quality 2
Summary 3

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A. Hydrographs

B. Stormwater Quality Calculations

C. Drainage Area Maps
C1. Existing Conditions Drainage Area Map
C2. Proposed Conditions Drainage Area Map
C3. Tributary Drainage Area Map (To be provided with detailed development plan submittal)

D. Stormwater Pipe Calculations (To be provided with detailed development plan submittal)

E. USDA NRCS Web Soil Survey

Introduction

This report covers the methodology and calculations used in the design of the stormwater management system for the proposed development anticipated for Sheetz at the southwest corner of Brandt Pike & Executive Boulevard.

The stormwater management system is designed in accordance with the City of Huber Heights Code (Chapter 922B – Post Construction Stormwater Runoff), the Ohio EPA (Permit Number OHC000005). The regulations have requirements for stormwater quantity and quality. Additionally, the stormwater basin has been designed in accordance with the Montgomery County Stormwater Management Program.

- The stormwater quality requirements can be met by permanent pool in a basin treating the water quality volume. In addition, the outlet structure will be designed to meet the drawdown time regulated by the Ohio EPA regulations.

- The stormwater quantity requirements can be satisfied by ensuring the post-developed peak flows are at or below the pre-developed peak flow for all storms up to the Critical Storms. All less frequent storms shall be at or below their pre-developed flow.

Storm routings for this project were performed using HydroCAD. Time of Concentration was determined by using the TR-55 method, within HydroCAD.

The onsite soils were obtained from USDA NRCS Web Soil Survey and can be found in **Appendix E.**

The storm pipe network was designed using Hydraflow Stormsewers Extension for Autodesk Civil 3D. City of Huber Heights Code (Chapter 922B – Post Construction Stormwater Runoff) requires that the pipes be sized using 5-year design storm. Refer to **Appendix D** for the Storm Pipe Calculations and **Appendix C3** for the associated Tributary Drainage area Map.

Existing Conditions

The site is 2.89 acres of undeveloped land. There are remains of a demolished building and gravel path within the disturbed area. The current drainage pattern flows north to south tributary to ditch south of the site. Bordering the site to the north and east are public roads with stormwater systems associated to the drainage. The public road storm system is tributary to the same ditch as the proposed development site.

The existing runoff consists of one (1) major existing drainage areas as listed below:

- EDA-1 - This drainage area drains to the south, towards the ditch on the south side

The Soil Survey indicates this site to have mainly Miamian silt loam (MIB), hydric group C. The report utilities a curve number of 74 for pervious grass areas (>75% cover grass cover) and 98 for impervious areas.

Peak runoff rates from the existing conditions of the site are listed in the following table:

Existing Conditions Peak Runoff Rates							
Drainage Area	**1-year Storm**	**2-year Storm**	**5-year Storm**	**10-year Storm**	**25-year Storm**	**50-year Storm**	**100-year Storm**
EDA-1	1.66 CFS	2.62 CFS	4.09 CFS	5.33 CFS	7.07 CFS	8.52 CFS	10.02 CFS

The Existing Conditions Drainage Area Map can be found in **Appendix C1**.

Proposed Conditions

The proposed development of the site will consist of the construction of a 6,138 SF building, a paved parking area, paved drive aisles, associated site improvements and a stormwater management system. The stormwater management system consists of an above-ground Stormwater Management Basin. The outflow from the stormwater management system will be routed through the outlet structure and directed to the ditch south of the site.

Stormwater Quality

To satisfy the water quality requirements, a permanent pool will be established within the stormwater management basin that will treat the entire water quality volume.

Therefore, the stormwater quality requirements have been satisfied. Refer to **Appendix B** for Stormwater Quality Calculations.

Stormwater Quantity

The resulting proposed conditions peak runoff rates are listed in the following table:

Proposed Conditions Peak Runoff Rates							
Drainage Area	**1-year Storm**	**2-year Storm**	**5-year Storm**	**10-year Storm**	**25-year Storm**	**50-year Storm**	**100-year Storm**
DA-1	5.31 CFS	6.92 CFS	9.14 CFS	10.89 CFS	13.23 CFS	15.09 CFS	16.98 CFS

A summary of the conditions of each event are listed in the following table:

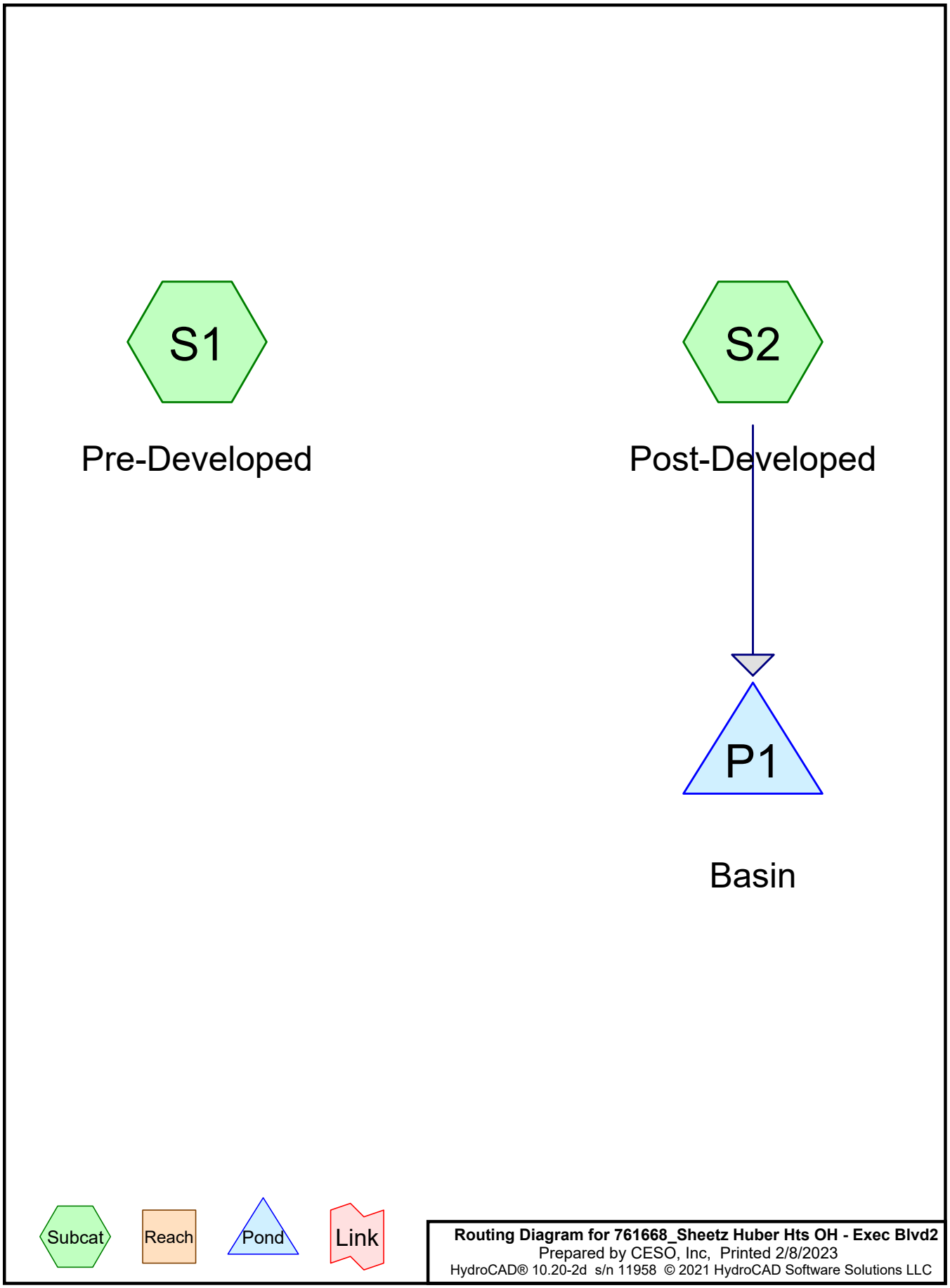
Runoff Reduction Summary					
Storm	**Existing (cubic feet per sec)**	**Allowable (cubic feet per sec)**	**Proposed (cubic feet per sec)**	**Storage used (in Cubic Feet) (above WQ Permanent Pool)**	**Water Surface Elevation (feet)**
1-year	1.66 cfs	1.66 cfs	0.12 cfs	10,033 cf	943.37
2-year	2.62 cfs	1.66 cfs	0.14 cfs	13,348 cf	943.49
5-year	4.09 cfs	1.66 cfs	0.33 cfs	16,988 cf	943.62
10-year	5.33 cfs	1.66 cfs	0.56 cfs	19,591 cf	943.71
*25-year	7.07 cfs	1.66 cfs	0.95 cfs	23,047 cf	943.83
50-year	8.52 cfs	8.52 cfs	1.22 cfs	25,972 cf	943.93
100-year	10.02 cfs	10.02 cfs	1.44 cfs	29,187 cf	944.04
Total Basin Storage above WQ Permanent Pool:				**128,973 Cubic Feet**	
Critical Storm Calculation					
1-year pre-developed runoff volume				5,577 CF	
1-year post-developed runoff volume				13,352 CF	
Calculation				(13,352 – 5,577)/5,577 = 139% Increase	
139% Increase = **25-year Critical Storm***					

Refer to **Appendix A** for the Hydrographs. The Proposed Conditions Drainage Area Map can be found in **Appendix C2**.

Summary

The proposed stormwater management system has been successfully designed to manage the increased runoff from associated improvements of the project. The stormwater management system has been designed in accordance with the appropriate regulations, as demonstrated in the previous tables and accompanying calculations.

APPENDIX A:
HYDROGRAPHS



Routing Diagram for 761668_Sheetz Huber Hts OH - Exec Blvd2
Prepared by CESO, Inc, Printed 2/8/2023
HydroCAD® 10.20-2d s/n 11958 © 2021 HydroCAD Software Solutions LLC

Rainfall Events Listing

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	1-Year	NOAA 24-hr	A	Default	24.00	1	2.29	2
2	2-Year	NOAA 24-hr	A	Default	24.00	1	2.74	2
3	5-Year	NOAA 24-hr	A	Default	24.00	1	3.35	2
4	10-Year	NOAA 24-hr	A	Default	24.00	1	3.83	2
5	25-Year	NOAA 24-hr	A	Default	24.00	1	4.47	2
6	50-Year	NOAA 24-hr	A	Default	24.00	1	4.98	2
7	100-Year	NOAA 24-hr	A	Default	24.00	1	5.50	2

Summary for Subcatchment S1: Pre-Developed

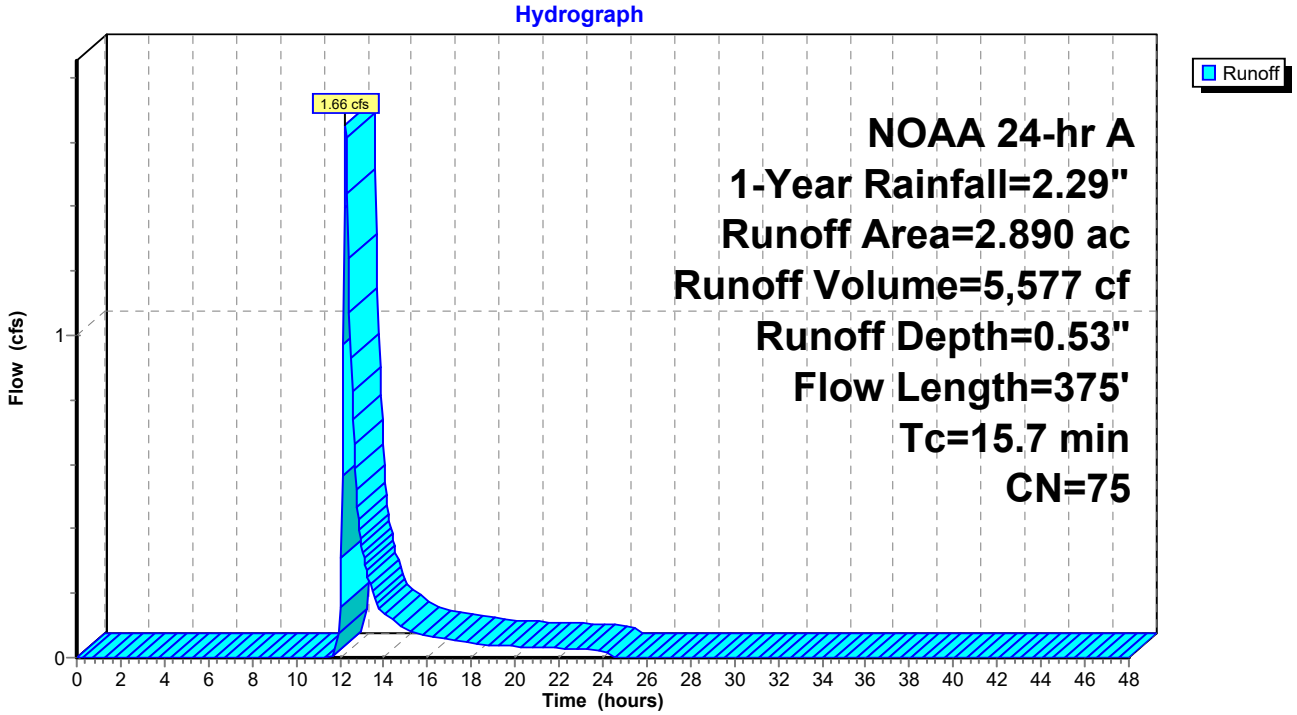
Runoff = 1.66 cfs @ 12.27 hrs, Volume= 5,577 cf, Depth= 0.53"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
NOAA 24-hr A 1-Year Rainfall=2.29"

Area (ac)	CN	Description
2.740	74	>75% Grass cover, Good, HSG C
0.150	98	Paved parking, HSG C
2.890	75	Weighted Average
2.740		94.81% Pervious Area
0.150		5.19% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.2	100	0.0140	0.14		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.74"
1.6	100	0.0230	1.06		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
1.9	175	0.0500	1.57		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
15.7	375	Total			

Subcatchment S1: Pre-Developed



Summary for Subcatchment S2: Post-Developed

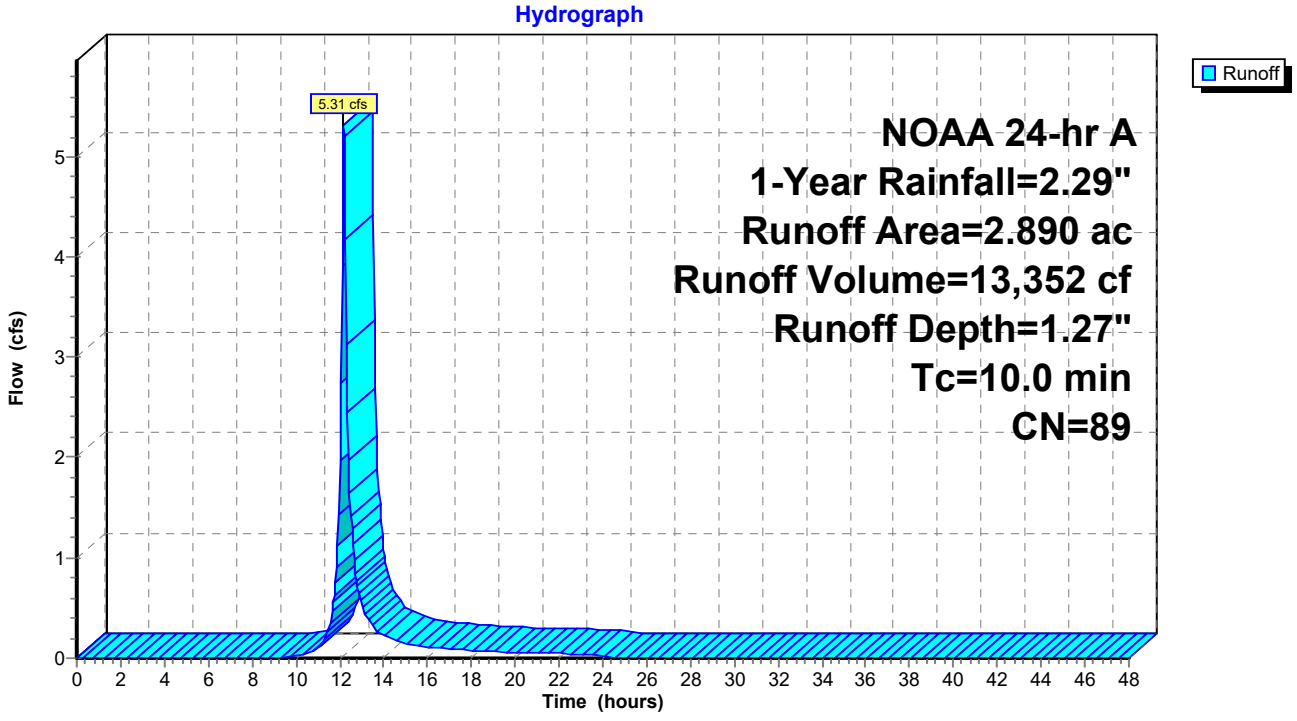
Runoff = 5.31 cfs @ 12.18 hrs, Volume= 13,352 cf, Depth= 1.27"
Routed to Pond P1 : Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
NOAA 24-hr A 1-Year Rainfall=2.29"

Area (ac)	CN	Description
1.030	74	>75% Grass cover, Good, HSG C
1.860	98	Paved parking, HSG C
2.890	89	Weighted Average
1.030		35.64% Pervious Area
1.860		64.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry, Minimum**

Subcatchment S2: Post-Developed



Summary for Pond P1: Basin

Inflow Area = 125,888 sf, 64.36% Impervious, Inflow Depth = 1.27" for 1-Year event
Inflow = 5.31 cfs @ 12.18 hrs, Volume= 13,352 cf
Outflow = 0.12 cfs @ 15.70 hrs, Volume= 10,058 cf, Atten= 98%, Lag= 211.0 min
Primary = 0.12 cfs @ 15.70 hrs, Volume= 10,058 cf

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 943.37' @ 15.70 hrs Surf.Area= 27,721 sf Storage= 10,033 cf

Plug-Flow detention time= 835.4 min calculated for 10,047 cf (75% of inflow)
Center-of-Mass det. time= 763.9 min (1,572.5 - 808.6)

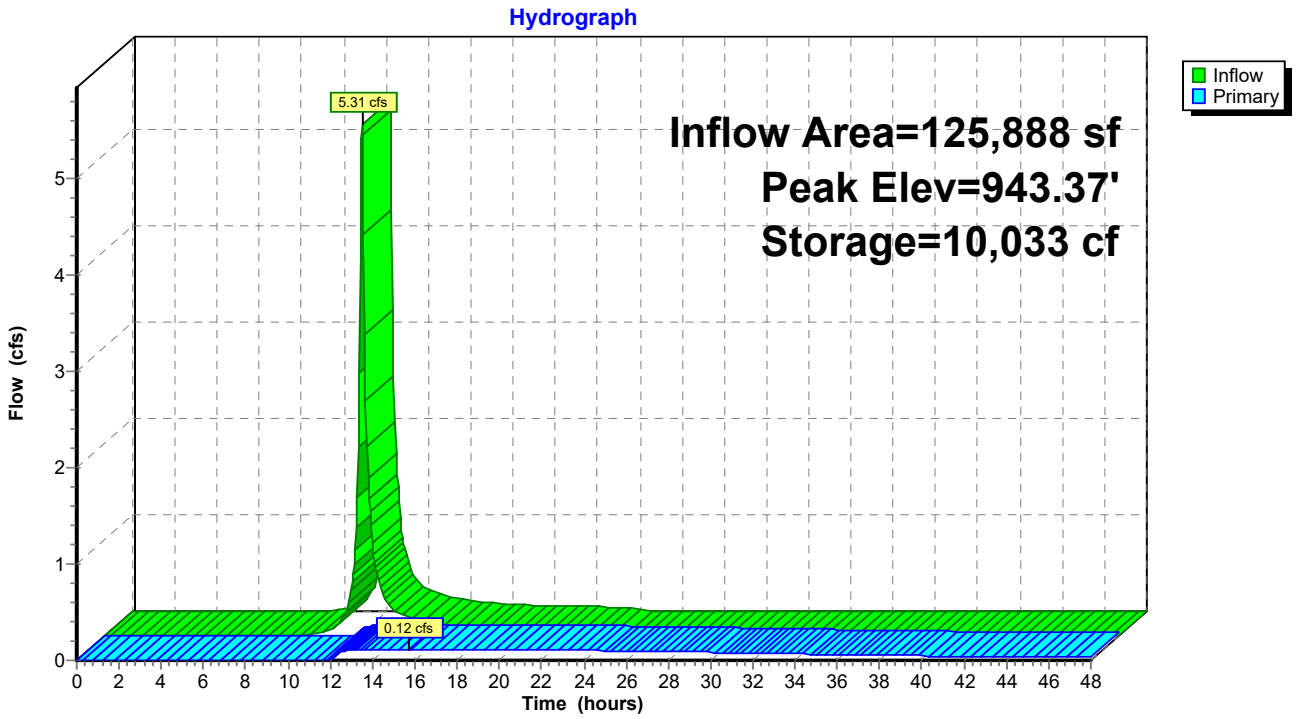
Volume	Invert	Avail.Storage	Storage Description
#1	943.00'	128,973 cf	**Storage Area (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
943.00	26,740	0	0
944.00	29,404	28,072	28,072
945.00	32,168	30,786	58,858
946.00	35,032	33,600	92,458
947.00	37,998	36,515	128,973

Device	Routing	Invert	Outlet Devices
#1	Primary	943.00'	**24.0" Round Culvert** L= 29.1' Ke= 0.500 Inlet / Outlet Invert= 943.00' / 942.50' S= 0.0172 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 3.14 sf
#2	Device 1	943.00'	**3.0" Vert. WQ Orifice** C= 0.600 Limited to weir flow at low heads
#3	Device 1	943.50'	**15.0" W x 4.0" H Vert. Window for quantity release** C= 0.600 Limited to weir flow at low heads
#4	Device 1	944.75'	**4.0' long x 0.5' breadth Weir wall** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32

Primary OutFlow Max=0.12 cfs @ 15.70 hrs HW=943.37' (Free Discharge)
└**1=Culvert** (Passes 0.12 cfs of 0.82 cfs potential flow)
  ├**2=WQ Orifice** (Orifice Controls 0.12 cfs @ 2.38 fps)
  ├**3=Window for quantity release** (Controls 0.00 cfs)
  └**4=Weir wall** (Controls 0.00 cfs)

Pond P1: Basin



Summary for Subcatchment S1: Pre-Developed

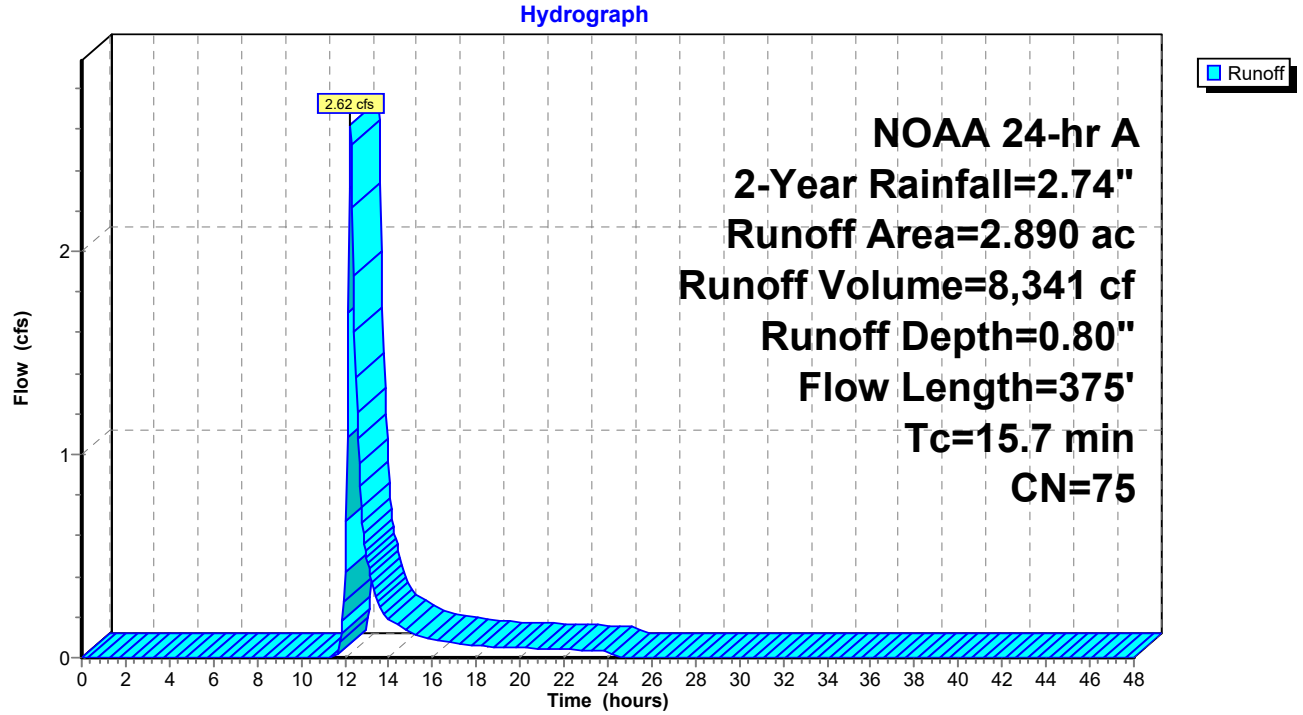
Runoff = 2.62 cfs @ 12.26 hrs, Volume= 8,341 cf, Depth= 0.80"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
NOAA 24-hr A 2-Year Rainfall=2.74"

Area (ac)	CN	Description
2.740	74	>75% Grass cover, Good, HSG C
0.150	98	Paved parking, HSG C
2.890	75	Weighted Average
2.740		94.81% Pervious Area
0.150		5.19% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.2	100	0.0140	0.14		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.74"
1.6	100	0.0230	1.06		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
1.9	175	0.0500	1.57		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
15.7	375	Total			

Subcatchment S1: Pre-Developed



Summary for Subcatchment S2: Post-Developed

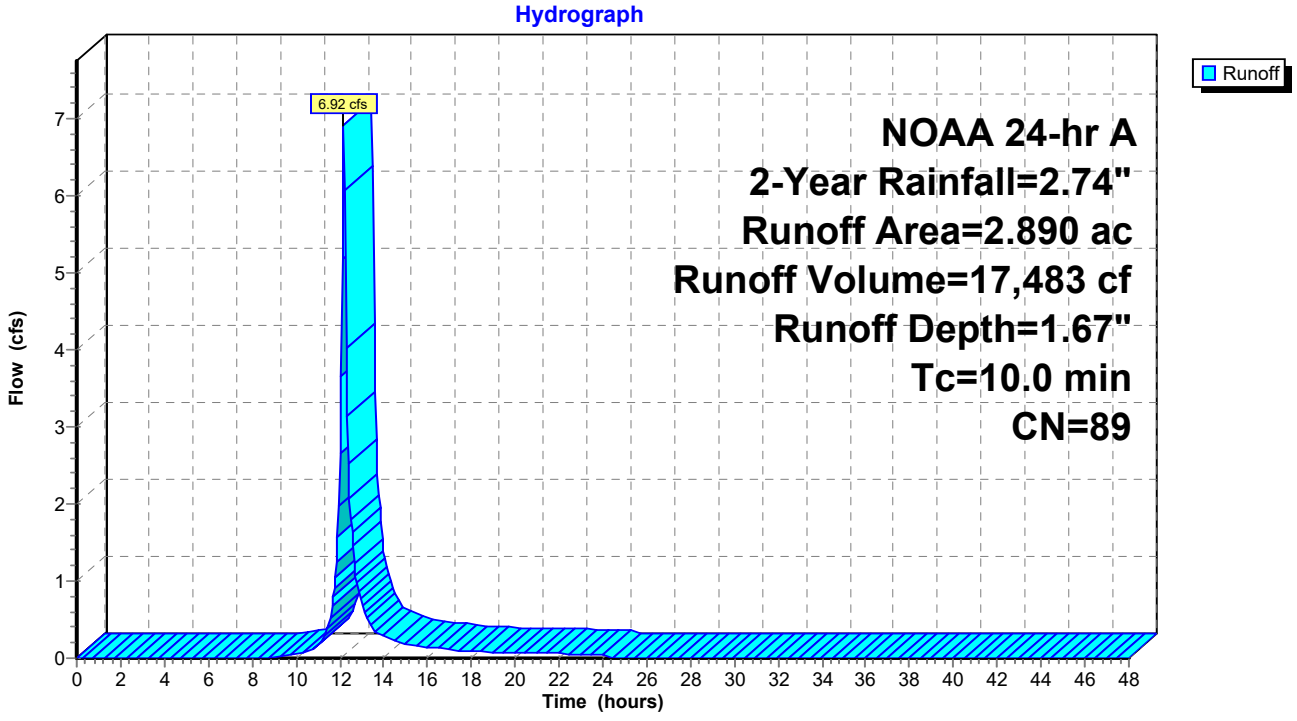
Runoff = 6.92 cfs @ 12.18 hrs, Volume= 17,483 cf, Depth= 1.67"
Routed to Pond P1 : Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
NOAA 24-hr A 2-Year Rainfall=2.74"

Area (ac)	CN	Description
1.030	74	>75% Grass cover, Good, HSG C
1.860	98	Paved parking, HSG C
2.890	89	Weighted Average
1.030		35.64% Pervious Area
1.860		64.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry, Minimum**

Subcatchment S2: Post-Developed



Summary for Pond P1: Basin

Inflow Area = 125,888 sf, 64.36% Impervious, Inflow Depth = 1.67" for 2-Year event
Inflow = 6.92 cfs @ 12.18 hrs, Volume= 17,483 cf
Outflow = 0.14 cfs @ 15.83 hrs, Volume= 13,273 cf, Atten= 98%, Lag= 219.1 min
Primary = 0.14 cfs @ 15.83 hrs, Volume= 13,273 cf

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 943.49' @ 15.83 hrs Surf.Area= 28,038 sf Storage= 13,348 cf

Plug-Flow detention time= 883.3 min calculated for 13,273 cf (76% of inflow)
Center-of-Mass det. time= 812.9 min (1,615.9 - 803.0)

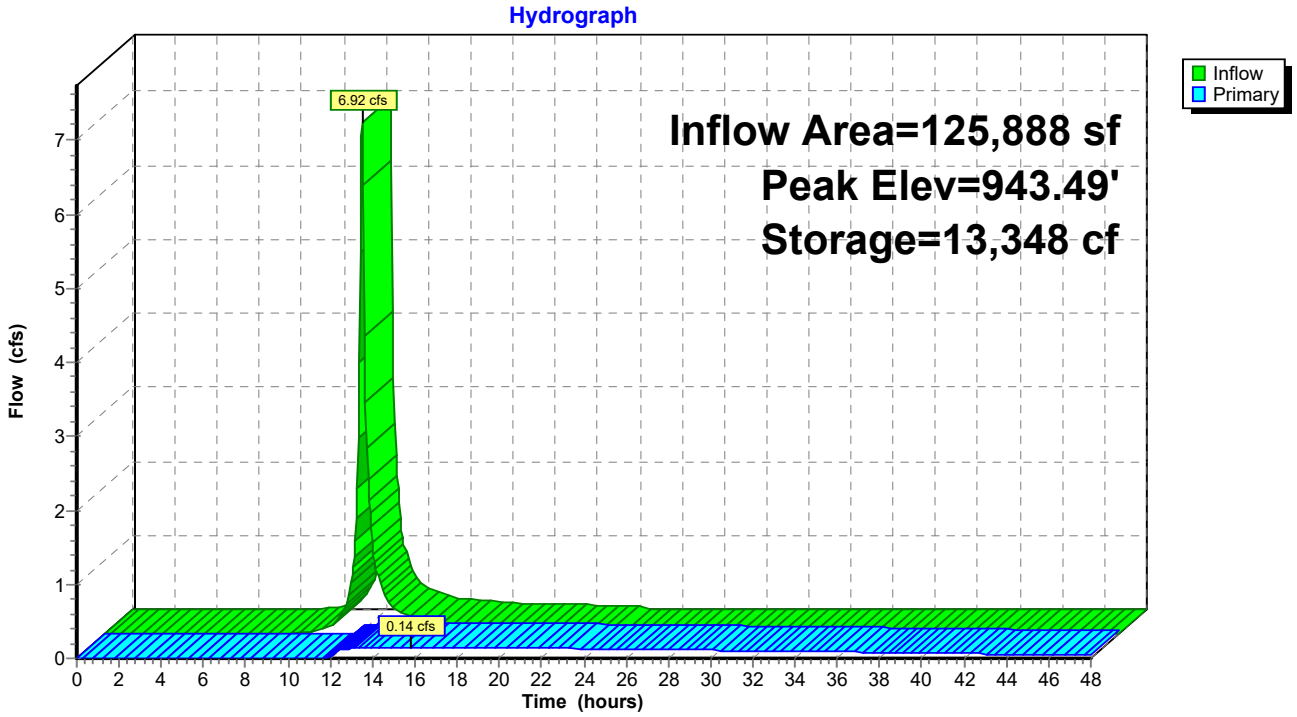
Volume	Invert	Avail.Storage	Storage Description
#1	943.00'	128,973 cf	**Storage Area (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
943.00	26,740	0	0
944.00	29,404	28,072	28,072
945.00	32,168	30,786	58,858
946.00	35,032	33,600	92,458
947.00	37,998	36,515	128,973

Device	Routing	Invert	Outlet Devices
#1	Primary	943.00'	**24.0" Round Culvert** L= 29.1' Ke= 0.500 Inlet / Outlet Invert= 943.00' / 942.50' S= 0.0172 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 3.14 sf
#2	Device 1	943.00'	**3.0" Vert. WQ Orifice** C= 0.600 Limited to weir flow at low heads
#3	Device 1	943.50'	**15.0" W x 4.0" H Vert. Window for quantity release** C= 0.600 Limited to weir flow at low heads
#4	Device 1	944.75'	**4.0' long x 0.5' breadth Weir wall** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32

Primary OutFlow Max=0.14 cfs @ 15.83 hrs HW=943.49' (Free Discharge)
└**1=Culvert** (Passes 0.14 cfs of 1.41 cfs potential flow)
  ├**2=WQ Orifice** (Orifice Controls 0.14 cfs @ 2.90 fps)
  ├**3=Window for quantity release** (Controls 0.00 cfs)
  └**4=Weir wall** (Controls 0.00 cfs)

Pond P1: Basin



Summary for Subcatchment S1: Pre-Developed

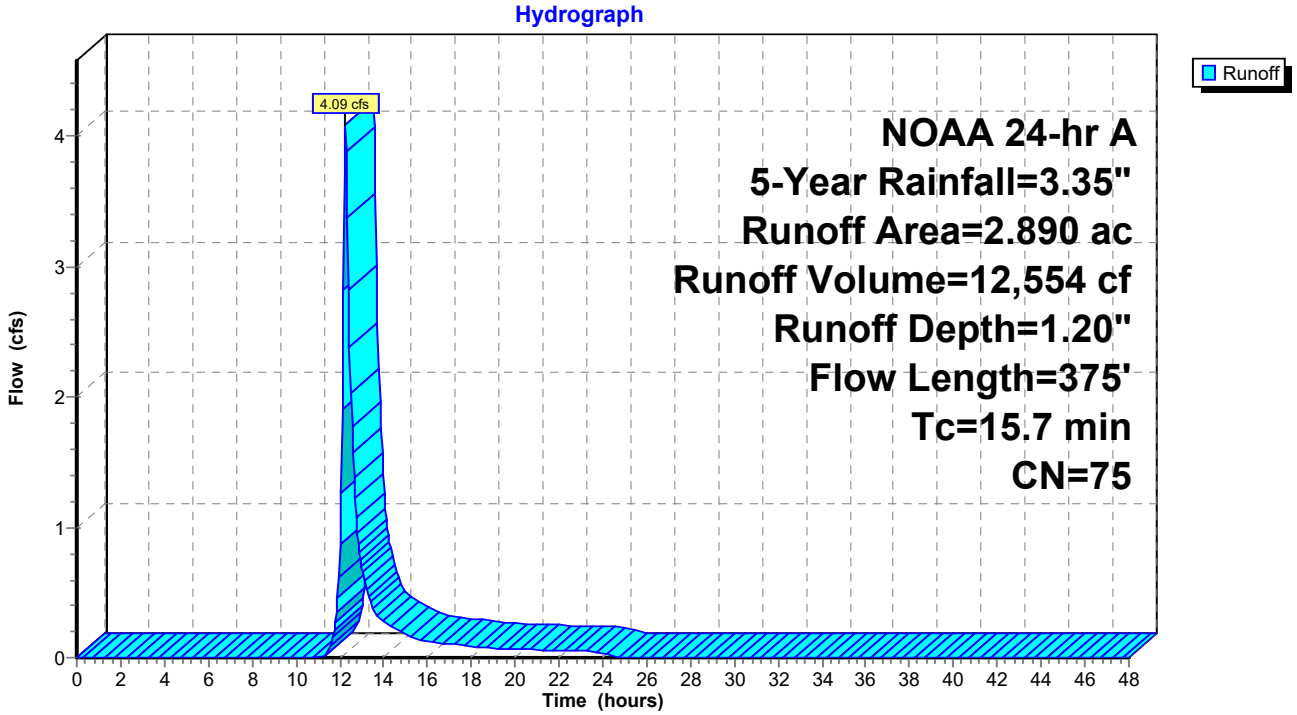
Runoff = 4.09 cfs @ 12.26 hrs, Volume= 12,554 cf, Depth= 1.20"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
NOAA 24-hr A 5-Year Rainfall=3.35"

Area (ac)	CN	Description
2.740	74	>75% Grass cover, Good, HSG C
0.150	98	Paved parking, HSG C
2.890	75	Weighted Average
2.740		94.81% Pervious Area
0.150		5.19% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.2	100	0.0140	0.14		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.74"
1.6	100	0.0230	1.06		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
1.9	175	0.0500	1.57		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
15.7	375	Total			

Subcatchment S1: Pre-Developed



Summary for Subcatchment S2: Post-Developed

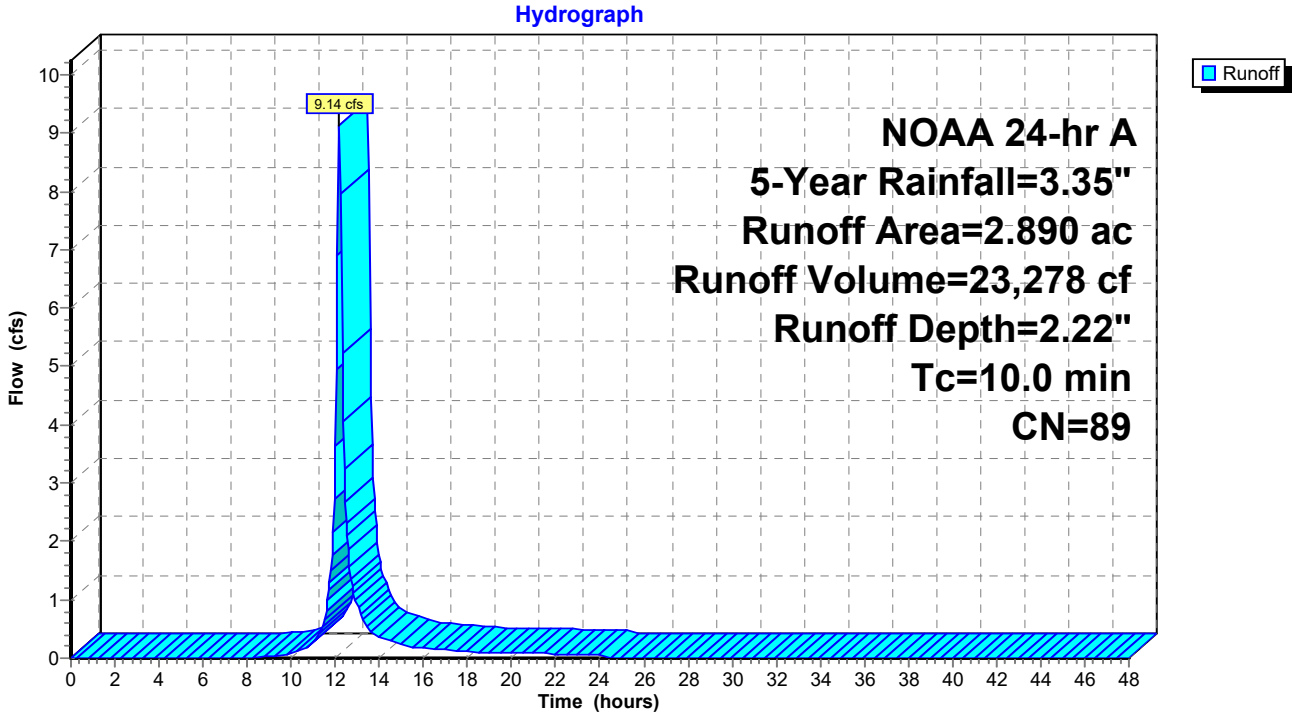
Runoff = 9.14 cfs @ 12.17 hrs, Volume= 23,278 cf, Depth= 2.22"
Routed to Pond P1 : Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
NOAA 24-hr A 5-Year Rainfall=3.35"

Area (ac)	CN	Description
1.030	74	>75% Grass cover, Good, HSG C
1.860	98	Paved parking, HSG C
2.890	89	Weighted Average
1.030		35.64% Pervious Area
1.860		64.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry, Minimum**

Subcatchment S2: Post-Developed



Summary for Pond P1: Basin

Inflow Area = 125,888 sf, 64.36% Impervious, Inflow Depth = 2.22" for 5-Year event
Inflow = 9.14 cfs @ 12.17 hrs, Volume= 23,278 cf
Outflow = 0.33 cfs @ 14.26 hrs, Volume= 18,350 cf, Atten= 96%, Lag= 125.1 min
Primary = 0.33 cfs @ 14.26 hrs, Volume= 18,350 cf

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 943.62' @ 14.26 hrs Surf.Area= 28,382 sf Storage= 16,988 cf

Plug-Flow detention time= 788.6 min calculated for 18,350 cf (79% of inflow)
Center-of-Mass det. time= 723.0 min (1,520.1 - 797.1)

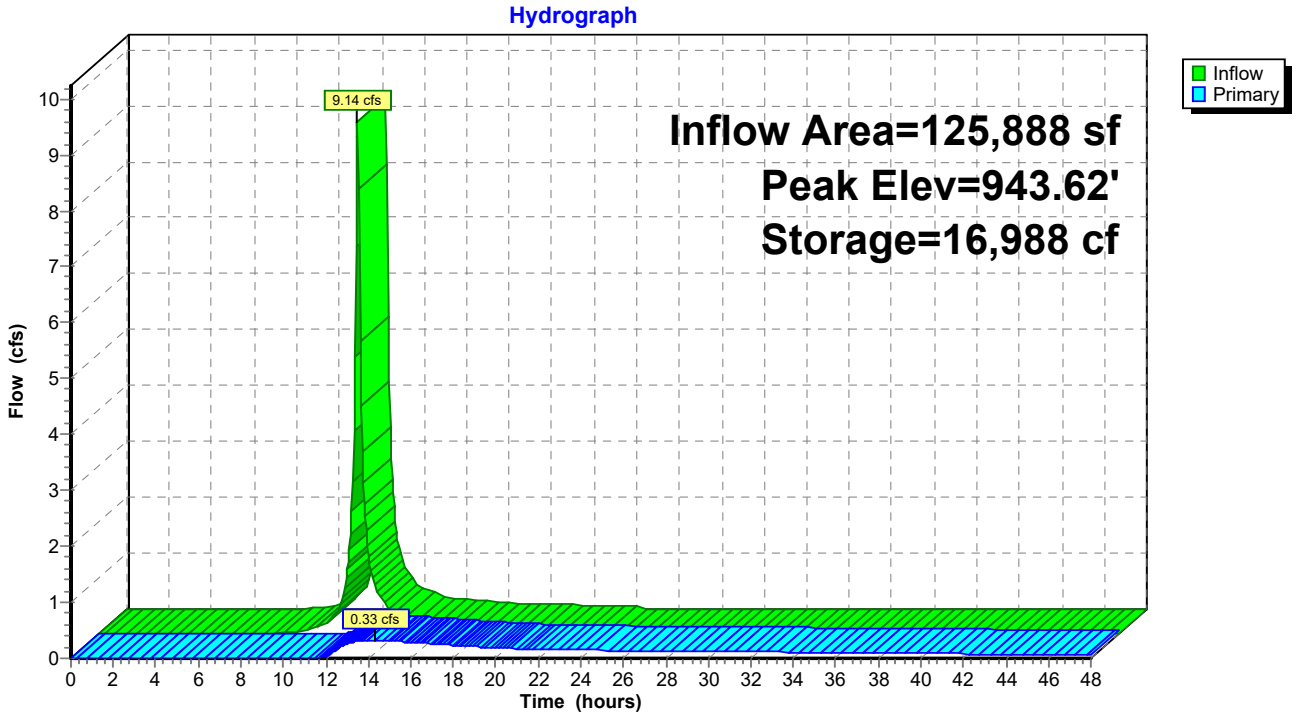
Volume	Invert	Avail.Storage	Storage Description
#1	943.00'	128,973 cf	**Storage Area (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
943.00	26,740	0	0
944.00	29,404	28,072	28,072
945.00	32,168	30,786	58,858
946.00	35,032	33,600	92,458
947.00	37,998	36,515	128,973

Device	Routing	Invert	Outlet Devices
#1	Primary	943.00'	**24.0" Round Culvert** L= 29.1' Ke= 0.500 Inlet / Outlet Invert= 943.00' / 942.50' S= 0.0172 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 3.14 sf
#2	Device 1	943.00'	**3.0" Vert. WQ Orifice** C= 0.600 Limited to weir flow at low heads
#3	Device 1	943.50'	**15.0" W x 4.0" H Vert. Window for quantity release** C= 0.600 Limited to weir flow at low heads
#4	Device 1	944.75'	**4.0' long x 0.5' breadth Weir wall** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32

Primary OutFlow Max=0.32 cfs @ 14.26 hrs HW=943.62' (Free Discharge)
└**1=Culvert** (Passes 0.32 cfs of 2.20 cfs potential flow)
  ├**2=WQ Orifice** (Orifice Controls 0.17 cfs @ 3.38 fps)
  ├**3=Window for quantity release** (Orifice Controls 0.16 cfs @ 1.10 fps)
  └**4=Weir wall** (Controls 0.00 cfs)

Pond P1: Basin



Summary for Subcatchment S1: Pre-Developed

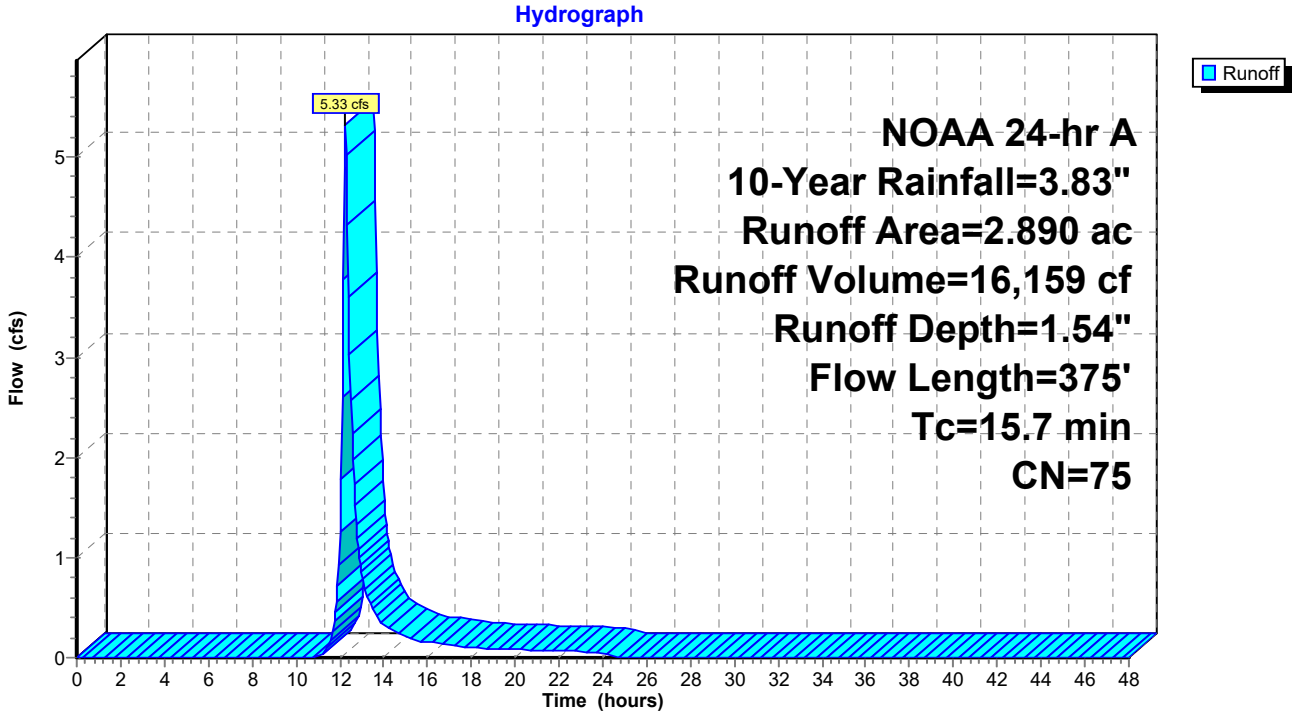
Runoff = 5.33 cfs @ 12.25 hrs, Volume= 16,159 cf, Depth= 1.54"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
NOAA 24-hr A 10-Year Rainfall=3.83"

Area (ac)	CN	Description
2.740	74	>75% Grass cover, Good, HSG C
0.150	98	Paved parking, HSG C
2.890	75	Weighted Average
2.740		94.81% Pervious Area
0.150		5.19% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.2	100	0.0140	0.14		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.74"
1.6	100	0.0230	1.06		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
1.9	175	0.0500	1.57		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
15.7	375	Total			

Subcatchment S1: Pre-Developed



Summary for Subcatchment S2: Post-Developed

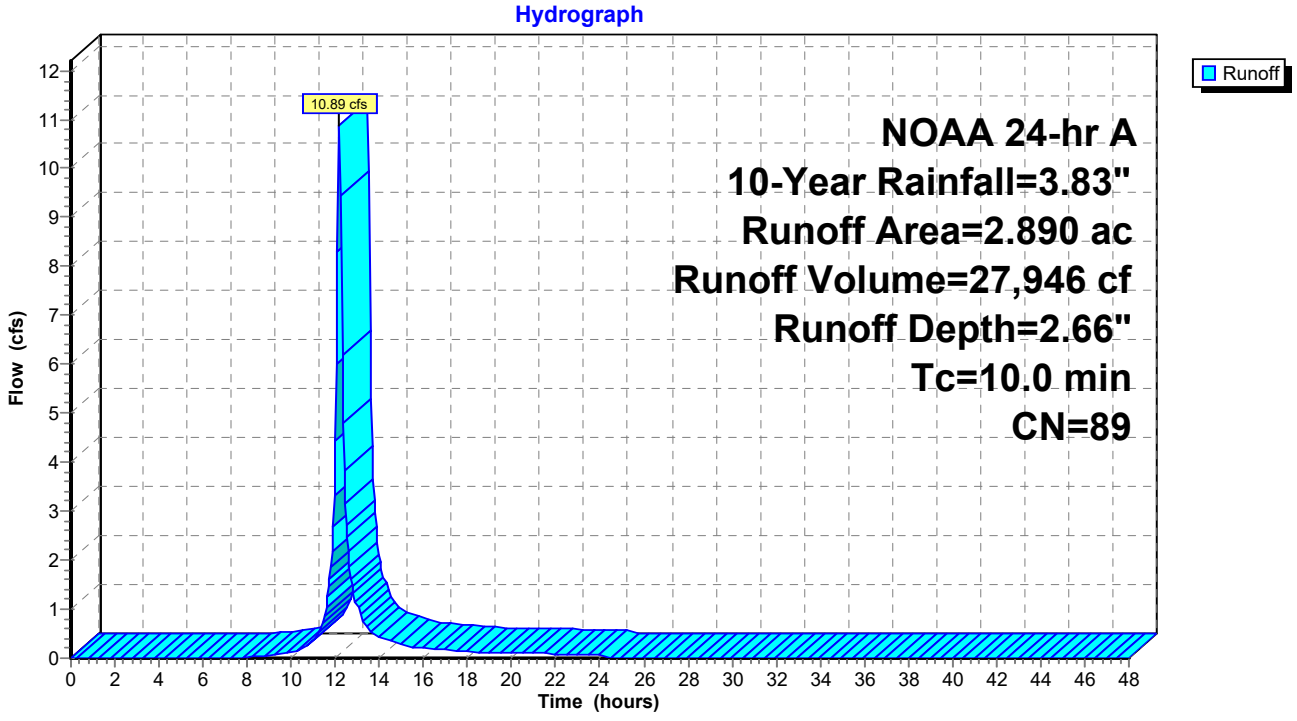
Runoff = 10.89 cfs @ 12.17 hrs, Volume= 27,946 cf, Depth= 2.66"
Routed to Pond P1 : Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
NOAA 24-hr A 10-Year Rainfall=3.83"

Area (ac)	CN	Description
1.030	74	>75% Grass cover, Good, HSG C
1.860	98	Paved parking, HSG C
2.890	89	Weighted Average
1.030		35.64% Pervious Area
1.860		64.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry, Minimum**

Subcatchment S2: Post-Developed



Summary for Pond P1: Basin

Inflow Area = 125,888 sf, 64.36% Impervious, Inflow Depth = 2.66" for 10-Year event
Inflow = 10.89 cfs @ 12.17 hrs, Volume= 27,946 cf
Outflow = 0.56 cfs @ 13.56 hrs, Volume= 22,805 cf, Atten= 95%, Lag= 83.0 min
Primary = 0.56 cfs @ 13.56 hrs, Volume= 22,805 cf

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 943.71' @ 13.56 hrs Surf.Area= 28,625 sf Storage= 19,591 cf

Plug-Flow detention time= 692.1 min calculated for 22,805 cf (82% of inflow)
Center-of-Mass det. time= 630.8 min (1,424.2 - 793.4)

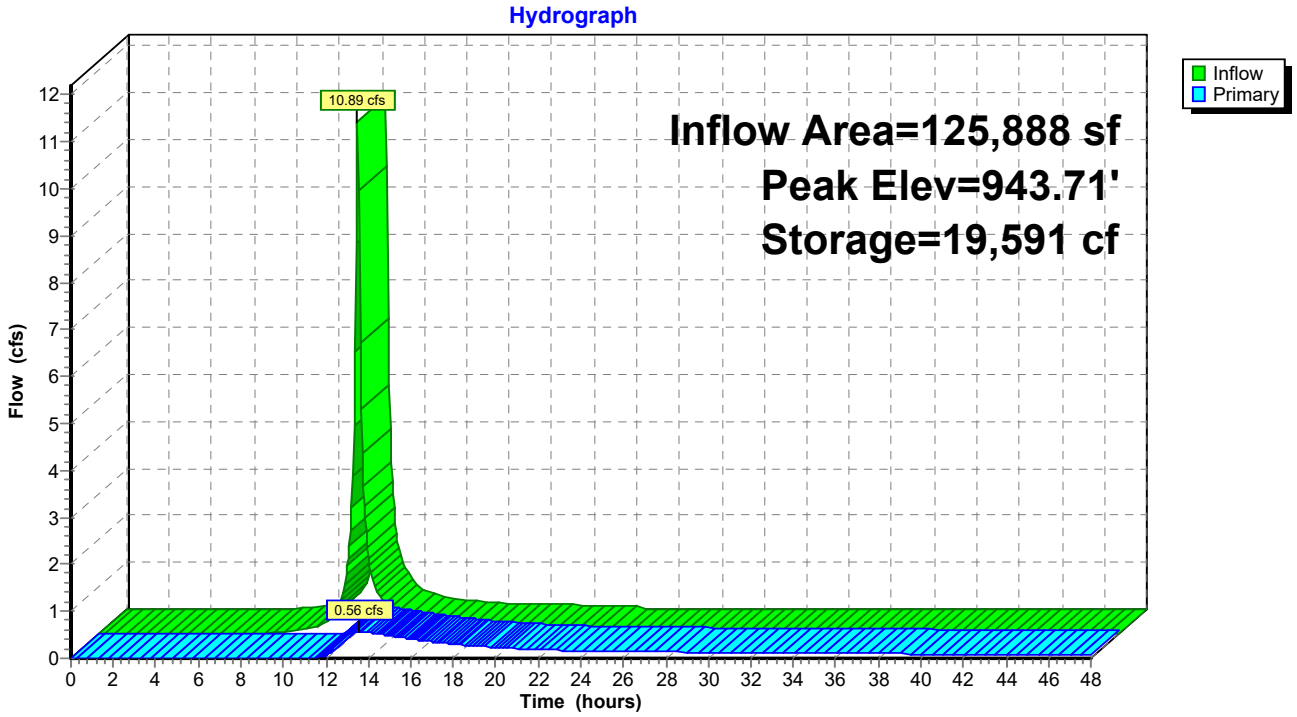
Volume	Invert	Avail.Storage	Storage Description
#1	943.00'	128,973 cf	**Storage Area (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
943.00	26,740	0	0
944.00	29,404	28,072	28,072
945.00	32,168	30,786	58,858
946.00	35,032	33,600	92,458
947.00	37,998	36,515	128,973

Device	Routing	Invert	Outlet Devices
#1	Primary	943.00'	**24.0" Round Culvert** L= 29.1' Ke= 0.500 Inlet / Outlet Invert= 943.00' / 942.50' S= 0.0172 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 3.14 sf
#2	Device 1	943.00'	**3.0" Vert. WQ Orifice** C= 0.600 Limited to weir flow at low heads
#3	Device 1	943.50'	**15.0" W x 4.0" H Vert. Window for quantity release** C= 0.600 Limited to weir flow at low heads
#4	Device 1	944.75'	**4.0' long x 0.5' breadth Weir wall** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32

Primary OutFlow Max=0.56 cfs @ 13.56 hrs HW=943.71' (Free Discharge)
└**1=Culvert** (Passes 0.56 cfs of 2.85 cfs potential flow)
  ├**2=WQ Orifice** (Orifice Controls 0.18 cfs @ 3.68 fps)
  ├**3=Window for quantity release** (Orifice Controls 0.38 cfs @ 1.46 fps)
  └**4=Weir wall** (Controls 0.00 cfs)

Pond P1: Basin



Summary for Subcatchment S1: Pre-Developed

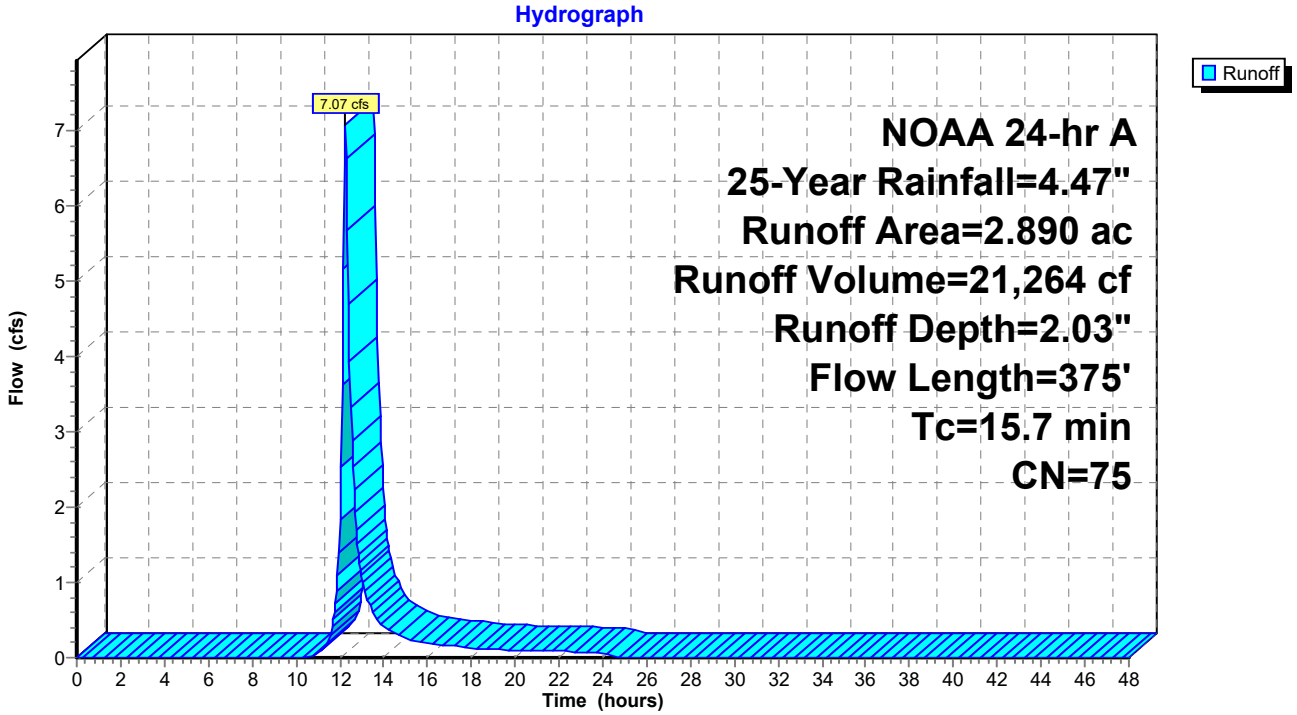
Runoff = 7.07 cfs @ 12.25 hrs, Volume= 21,264 cf, Depth= 2.03"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
NOAA 24-hr A 25-Year Rainfall=4.47"

Area (ac)	CN	Description
2.740	74	>75% Grass cover, Good, HSG C
0.150	98	Paved parking, HSG C
2.890	75	Weighted Average
2.740		94.81% Pervious Area
0.150		5.19% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.2	100	0.0140	0.14		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.74"
1.6	100	0.0230	1.06		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
1.9	175	0.0500	1.57		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
15.7	375	Total			

Subcatchment S1: Pre-Developed



Summary for Subcatchment S2: Post-Developed

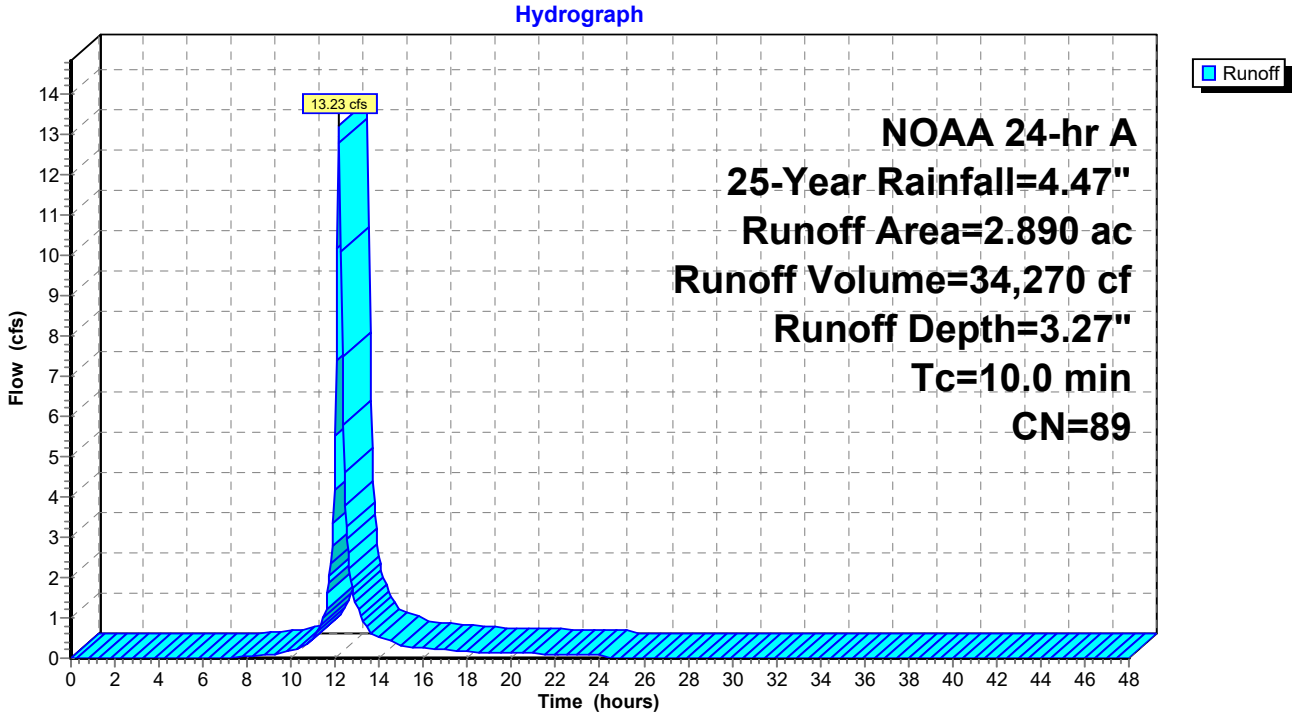
Runoff = 13.23 cfs @ 12.17 hrs, Volume= 34,270 cf, Depth= 3.27"
Routed to Pond P1 : Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
NOAA 24-hr A 25-Year Rainfall=4.47"

Area (ac)	CN	Description
1.030	74	>75% Grass cover, Good, HSG C
1.860	98	Paved parking, HSG C
2.890	89	Weighted Average
1.030		35.64% Pervious Area
1.860		64.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry, Minimum**

Subcatchment S2: Post-Developed



Summary for Pond P1: Basin

Inflow Area = 125,888 sf, 64.36% Impervious, Inflow Depth = 3.27" for 25-Year event
Inflow = 13.23 cfs @ 12.17 hrs, Volume= 34,270 cf
Outflow = 0.95 cfs @ 13.21 hrs, Volume= 28,946 cf, Atten= 93%, Lag= 62.5 min
Primary = 0.95 cfs @ 13.21 hrs, Volume= 28,946 cf

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 943.83' @ 13.21 hrs Surf.Area= 28,945 sf Storage= 23,047 cf

Plug-Flow detention time= 594.4 min calculated for 28,916 cf (84% of inflow)
Center-of-Mass det. time= 539.6 min (1,328.9 - 789.2)

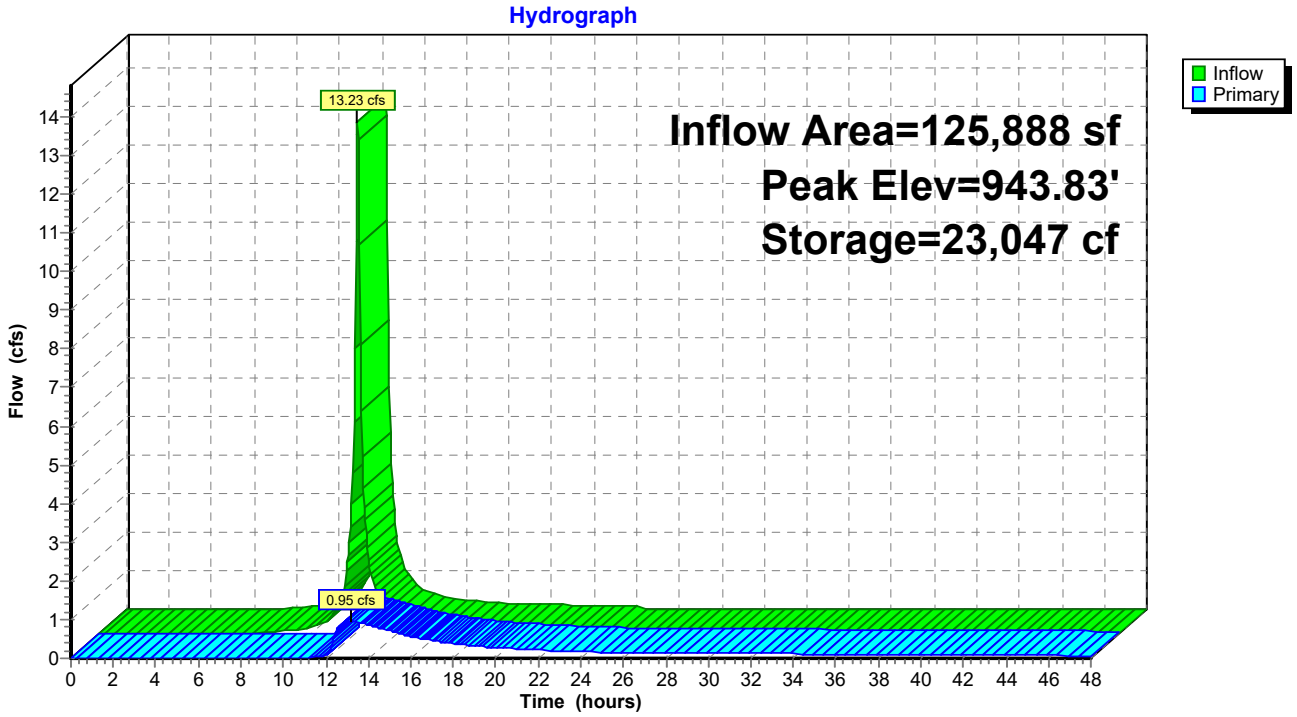
Volume	Invert	Avail.Storage	Storage Description
#1	943.00'	128,973 cf	**Storage Area (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
943.00	26,740	0	0
944.00	29,404	28,072	28,072
945.00	32,168	30,786	58,858
946.00	35,032	33,600	92,458
947.00	37,998	36,515	128,973

Device	Routing	Invert	Outlet Devices
#1	Primary	943.00'	**24.0" Round Culvert** L= 29.1' Ke= 0.500 Inlet / Outlet Invert= 943.00' / 942.50' S= 0.0172 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 3.14 sf
#2	Device 1	943.00'	**3.0" Vert. WQ Orifice** C= 0.600 Limited to weir flow at low heads
#3	Device 1	943.50'	**15.0" W x 4.0" H Vert. Window for quantity release** C= 0.600 Limited to weir flow at low heads
#4	Device 1	944.75'	**4.0' long x 0.5' breadth Weir wall** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32

Primary OutFlow Max=0.95 cfs @ 13.21 hrs HW=943.83' (Free Discharge)
└**1=Culvert** (Passes 0.95 cfs of 3.80 cfs potential flow)
  ├**2=WQ Orifice** (Orifice Controls 0.20 cfs @ 4.04 fps)
  ├**3=Window for quantity release** (Orifice Controls 0.75 cfs @ 1.84 fps)
  └**4=Weir wall** (Controls 0.00 cfs)

Pond P1: Basin



Summary for Subcatchment S1: Pre-Developed

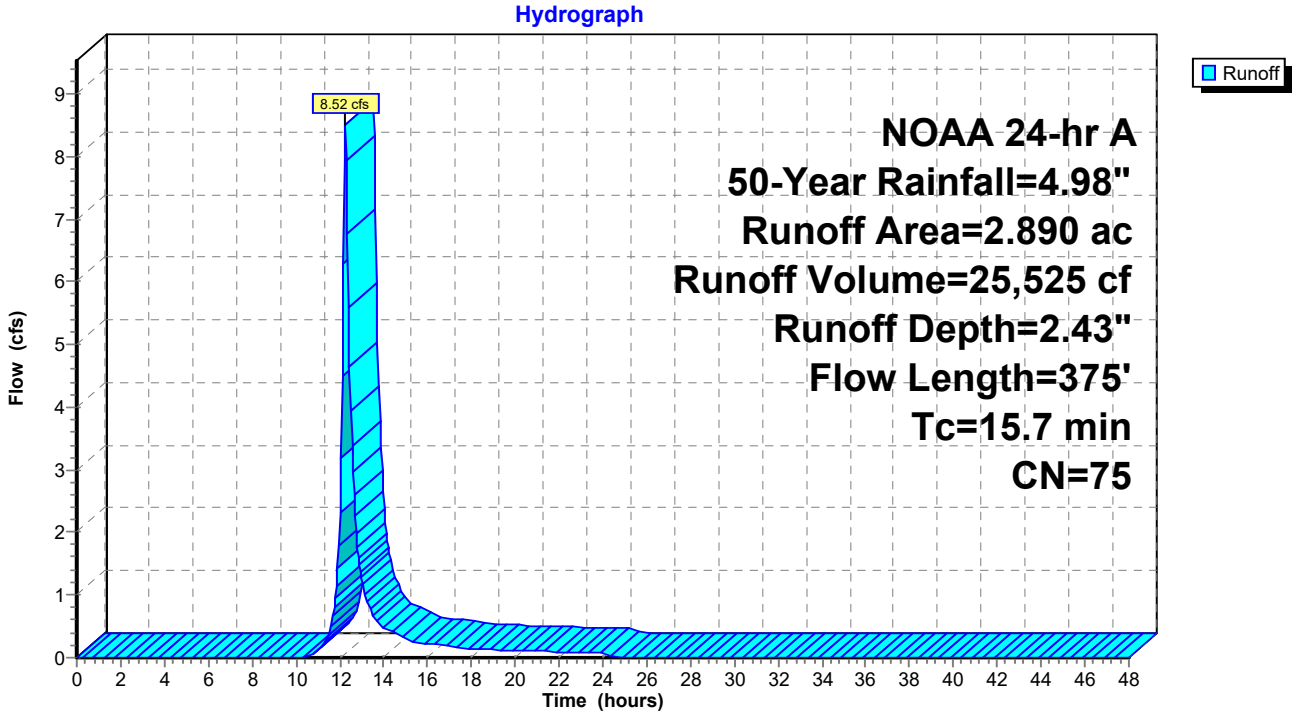
Runoff = 8.52 cfs @ 12.25 hrs, Volume= 25,525 cf, Depth= 2.43"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
NOAA 24-hr A 50-Year Rainfall=4.98"

Area (ac)	CN	Description
2.740	74	>75% Grass cover, Good, HSG C
0.150	98	Paved parking, HSG C
2.890	75	Weighted Average
2.740		94.81% Pervious Area
0.150		5.19% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.2	100	0.0140	0.14		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.74"
1.6	100	0.0230	1.06		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
1.9	175	0.0500	1.57		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
15.7	375	Total			

Subcatchment S1: Pre-Developed



Summary for Subcatchment S2: Post-Developed

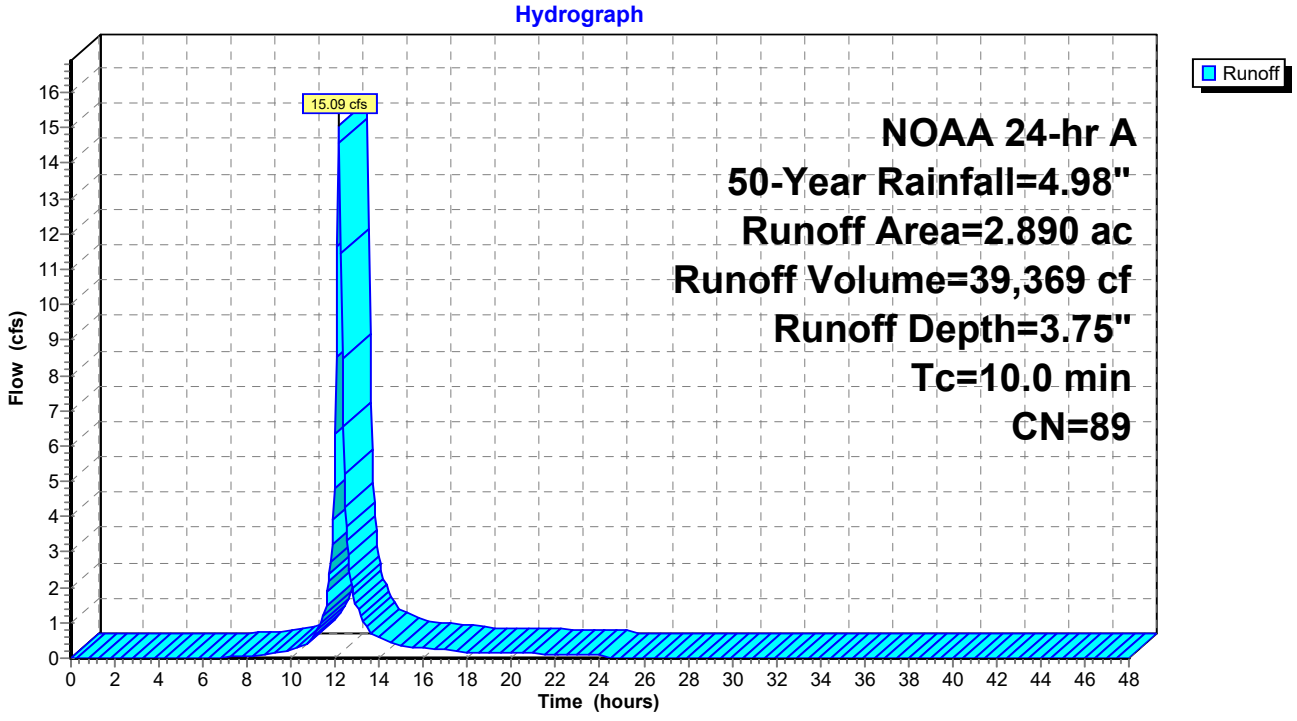
Runoff = 15.09 cfs @ 12.17 hrs, Volume= 39,369 cf, Depth= 3.75"
Routed to Pond P1 : Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
NOAA 24-hr A 50-Year Rainfall=4.98"

Area (ac)	CN	Description
1.030	74	>75% Grass cover, Good, HSG C
1.860	98	Paved parking, HSG C
2.890	89	Weighted Average
1.030		35.64% Pervious Area
1.860		64.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry, Minimum**

Subcatchment S2: Post-Developed



Summary for Pond P1: Basin

Inflow Area = 125,888 sf, 64.36% Impervious, Inflow Depth = 3.75" for 50-Year event
Inflow = 15.09 cfs @ 12.17 hrs, Volume= 39,369 cf
Outflow = 1.22 cfs @ 13.11 hrs, Volume= 33,929 cf, Atten= 92%, Lag= 56.5 min
Primary = 1.22 cfs @ 13.11 hrs, Volume= 33,929 cf

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 943.93' @ 13.11 hrs Surf.Area= 29,213 sf Storage= 25,972 cf

Plug-Flow detention time= 539.9 min calculated for 33,893 cf (86% of inflow)
Center-of-Mass det. time= 488.6 min (1,275.0 - 786.4)

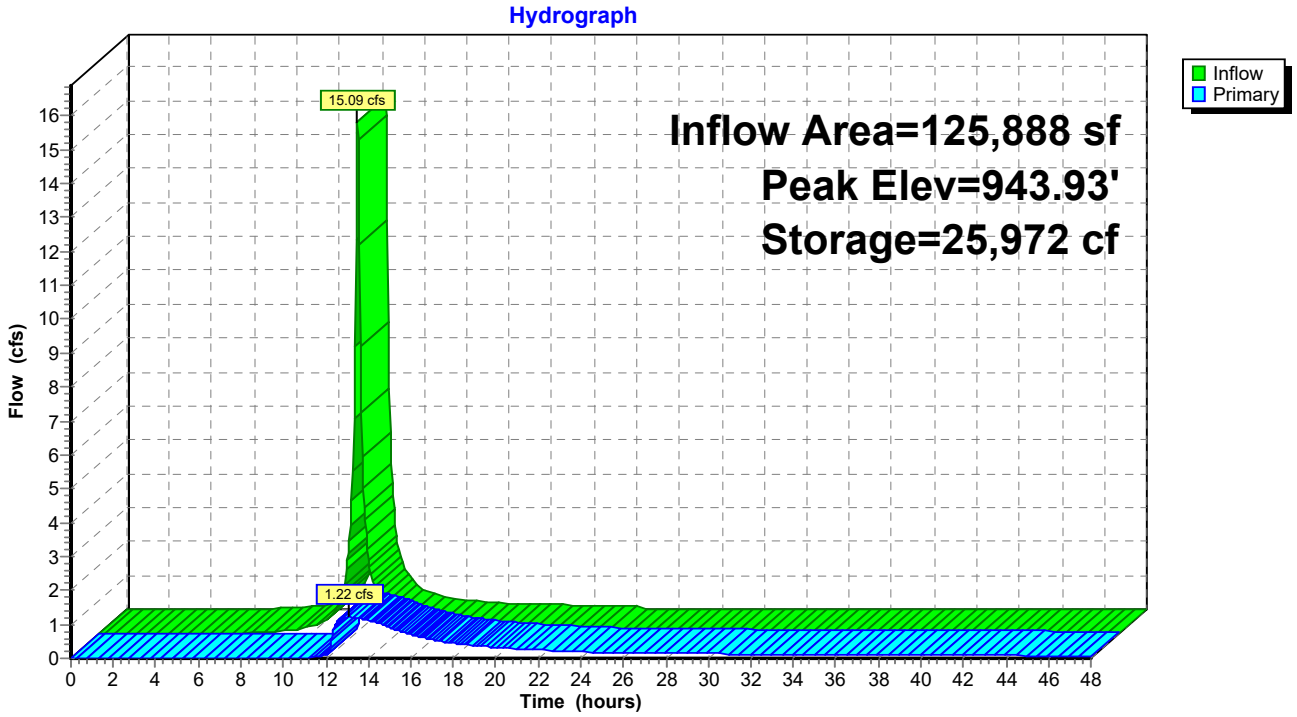
Volume	Invert	Avail.Storage	Storage Description
#1	943.00'	128,973 cf	**Storage Area (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
943.00	26,740	0	0
944.00	29,404	28,072	28,072
945.00	32,168	30,786	58,858
946.00	35,032	33,600	92,458
947.00	37,998	36,515	128,973

Device	Routing	Invert	Outlet Devices
#1	Primary	943.00'	**24.0" Round Culvert** L= 29.1' Ke= 0.500 Inlet / Outlet Invert= 943.00' / 942.50' S= 0.0172 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 3.14 sf
#2	Device 1	943.00'	**3.0" Vert. WQ Orifice** C= 0.600 Limited to weir flow at low heads
#3	Device 1	943.50'	**15.0" W x 4.0" H Vert. Window for quantity release** C= 0.600 Limited to weir flow at low heads
#4	Device 1	944.75'	**4.0' long x 0.5' breadth Weir wall** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32

Primary OutFlow Max=1.22 cfs @ 13.11 hrs HW=943.93' (Free Discharge)
└**1=Culvert** (Passes 1.22 cfs of 4.68 cfs potential flow)
  ├**2=WQ Orifice** (Orifice Controls 0.21 cfs @ 4.32 fps)
  ├**3=Window for quantity release** (Orifice Controls 1.01 cfs @ 2.42 fps)
  └**4=Weir wall** (Controls 0.00 cfs)

Pond P1: Basin



Summary for Subcatchment S1: Pre-Developed

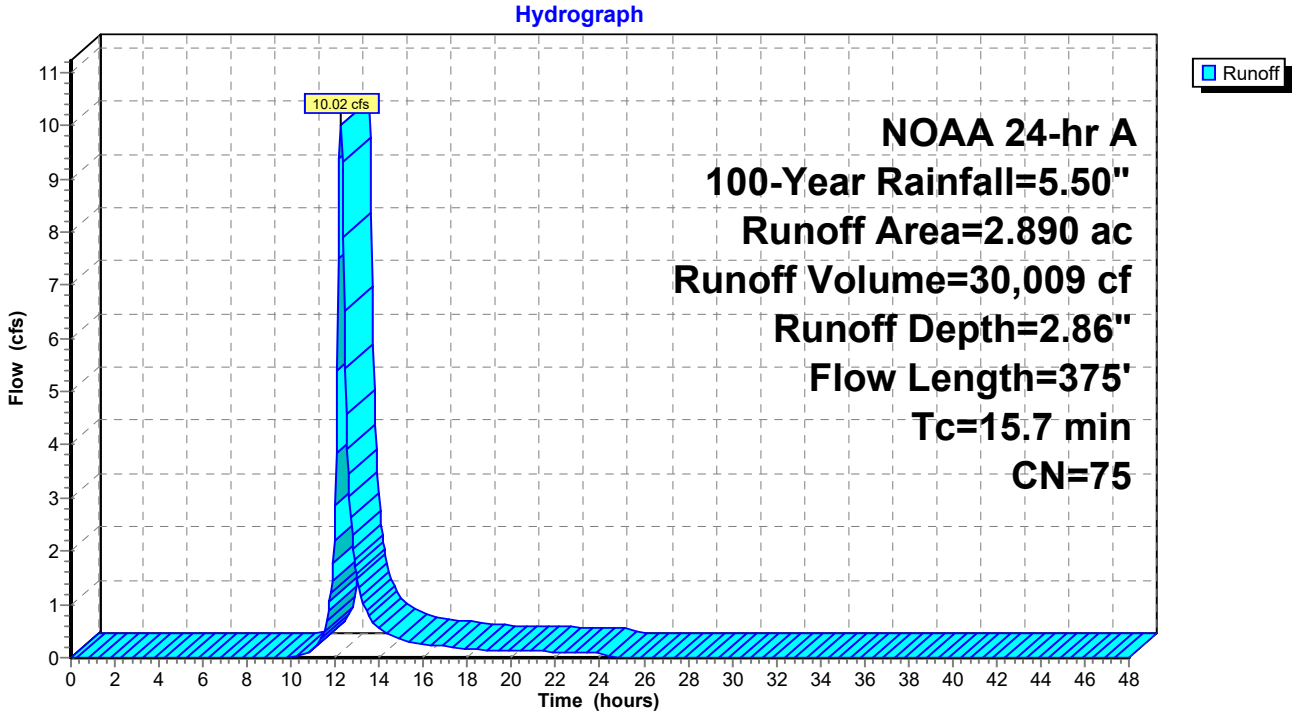
Runoff = 10.02 cfs @ 12.25 hrs, Volume= 30,009 cf, Depth= 2.86"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
NOAA 24-hr A 100-Year Rainfall=5.50"

Area (ac)	CN	Description
2.740	74	>75% Grass cover, Good, HSG C
0.150	98	Paved parking, HSG C
2.890	75	Weighted Average
2.740		94.81% Pervious Area
0.150		5.19% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.2	100	0.0140	0.14		**Sheet Flow, Sheet Flow** Grass: Short n= 0.150 P2= 2.74"
1.6	100	0.0230	1.06		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
1.9	175	0.0500	1.57		**Shallow Concentrated Flow, SCF** Short Grass Pasture Kv= 7.0 fps
15.7	375	Total			

Subcatchment S1: Pre-Developed



Summary for Subcatchment S2: Post-Developed

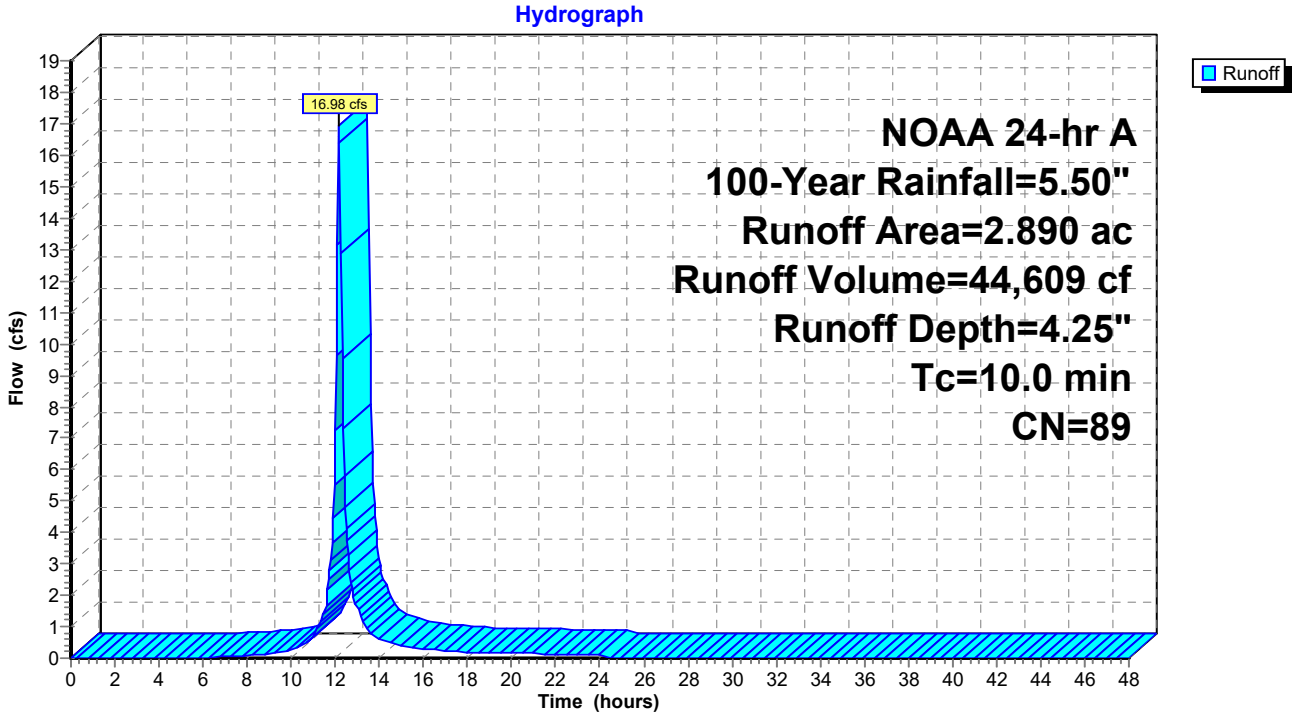
Runoff = 16.98 cfs @ 12.17 hrs, Volume= 44,609 cf, Depth= 4.25"
Routed to Pond P1 : Basin

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
NOAA 24-hr A 100-Year Rainfall=5.50"

Area (ac)	CN	Description
1.030	74	>75% Grass cover, Good, HSG C
1.860	98	Paved parking, HSG C
2.890	89	Weighted Average
1.030		35.64% Pervious Area
1.860		64.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					**Direct Entry, Minimum**

Subcatchment S2: Post-Developed



Summary for Pond P1: Basin

Inflow Area = 125,888 sf, 64.36% Impervious, Inflow Depth = 4.25" for 100-Year event
Inflow = 16.98 cfs @ 12.17 hrs, Volume= 44,609 cf
Outflow = 1.44 cfs @ 13.07 hrs, Volume= 39,061 cf, Atten= 92%, Lag= 54.2 min
Primary = 1.44 cfs @ 13.07 hrs, Volume= 39,061 cf

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 944.04' @ 13.07 hrs Surf.Area= 29,509 sf Storage= 29,187 cf

Plug-Flow detention time= 500.3 min calculated for 39,020 cf (87% of inflow)
Center-of-Mass det. time= 452.0 min (1,235.9 - 783.9)

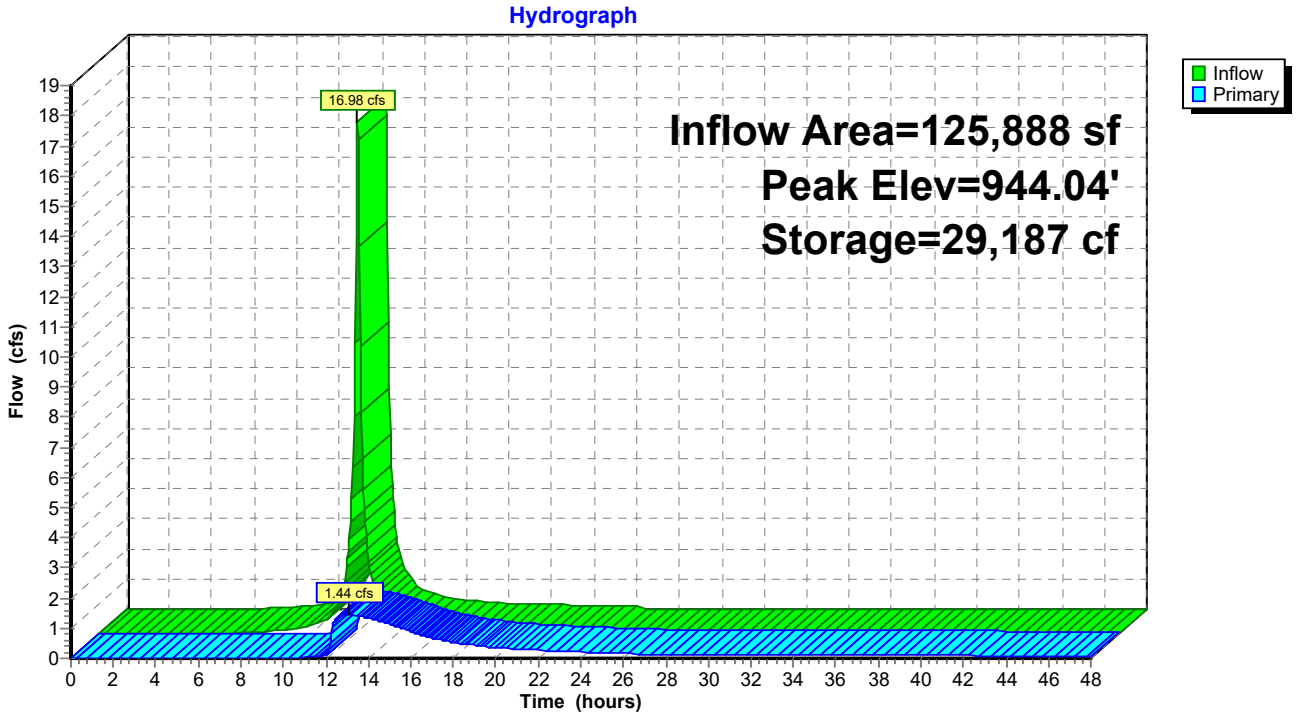
Volume	Invert	Avail.Storage	Storage Description
#1	943.00'	128,973 cf	**Storage Area (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
943.00	26,740	0	0
944.00	29,404	28,072	28,072
945.00	32,168	30,786	58,858
946.00	35,032	33,600	92,458
947.00	37,998	36,515	128,973

Device	Routing	Invert	Outlet Devices
#1	Primary	943.00'	**24.0" Round Culvert** L= 29.1' Ke= 0.500 Inlet / Outlet Invert= 943.00' / 942.50' S= 0.0172 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 3.14 sf
#2	Device 1	943.00'	**3.0" Vert. WQ Orifice** C= 0.600 Limited to weir flow at low heads
#3	Device 1	943.50'	**15.0" W x 4.0" H Vert. Window for quantity release** C= 0.600 Limited to weir flow at low heads
#4	Device 1	944.75'	**4.0' long x 0.5' breadth Weir wall** Head (feet) 0.20 0.40 0.60 0.80 1.00 Coef. (English) 2.80 2.92 3.08 3.30 3.32

Primary OutFlow Max=1.44 cfs @ 13.07 hrs HW=944.04' (Free Discharge)
└**1=Culvert** (Passes 1.44 cfs of 5.65 cfs potential flow)
  ├**2=WQ Orifice** (Orifice Controls 0.23 cfs @ 4.60 fps)
  ├**3=Window for quantity release** (Orifice Controls 1.21 cfs @ 2.91 fps)
  └**4=Weir wall** (Controls 0.00 cfs)

Pond P1: Basin



APPENDIX B:
STORMWATER QUALITY CALCULATIONS

Project and Watershed Information; WQv Calculation

version 3.2 2020-07-07

Project Details

Project Name:	Sheetz
Project Location:	SW corner @ Brandt Pike & Executive Blvd
	Huber Heights, OH 45424
Project Latitude:	
Project Longitude:	
NPDES Permit Applicant:	
Submitted by:	Josh Long, P.E.
Date:	2/15/2023

Subwatershed Details

Subwatershed ID/Label:

Subwatershed Drainage Area, A_{total} =	**2.89**	**acres**	**=**	**125,888**	**ft^2**
Subwatershed Impervious Area, A_{imp} =	**1.86**	**acres**	**=**	**81,022**	**ft^2**
Imperviousness fraction, i =	**0.64**		**=**	**64**	**%**
Volumetric Runoff Coefficient, Rv =	**0.63**				
Water Quality Volume, WQv =	**5,941**	**ft^3**	**=**	**0.136**	**ac-ft**

Wet Extended Detention Basin WQv Compliance Tool

version 3.2 2020-07-07

Project Summary

Project Name:					
Subwatershed ID/Label:					
Submitted by:					
Date:					
Subwatershed Drainage Area, A_{total} =	2.89	acres	=	125,888	ft2
Subwatershed Impervious Area, A_{imp} =	1.86	acres	=	81,022	ft2
Imperviousness fraction, i =	0.64			64	%
Water Quality Volume, WQv =	5,941	ft^3	=	0.14	ac-ft

Step 1 - Soil Suitability

Soil Series	Miamian Silt Loam (MIB)	HSG	C

Step 2 - Wet ED Basin Volume Requirements

Extended Detention Volume, EDv =	5941	ft^3
Minimum Sediment Storage Volume, $V_{sediment}$ =	1188	ft^3
Minimum Permanent Pool Volume, PPv =	7129	ft^3

Step 3 - Basin Stage-Storage Relationship

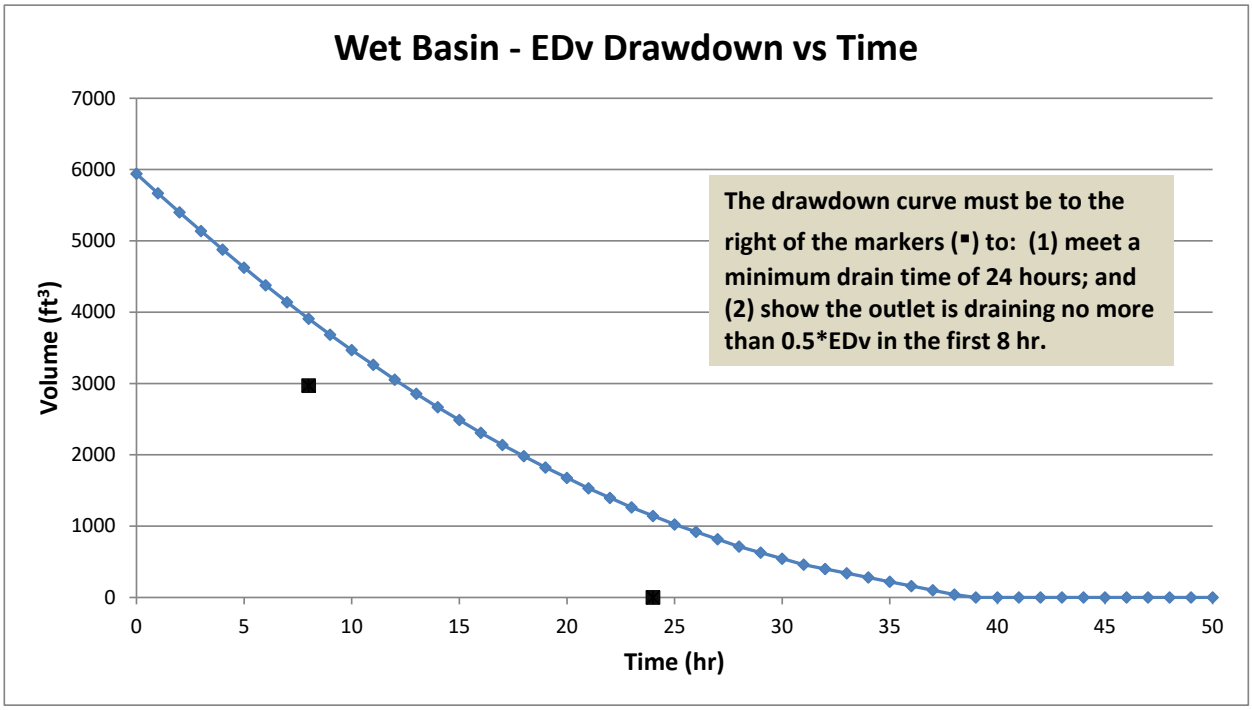
	Elevation ft	Area ft^2		Incremental Volume ft^3	Cumulative Volume ft^3
Bottom of Permanent Micropool =	939.88	19398			
	940.88	20546		19,969	19,969
	941.88	21726		21,133	41,103
	942.88	22936		22,328	63,431
	943.00	26740		2,978	66,408
	944.00	29404		28,061	94,470
	945.00	32168		30,776	125,246
	946.00	35032		33,590	158,835
	947.00	37998		36,505	195,340

Step 4 - Outlet Elevations and Storage Volumes

WQ Orifice Invert Elevation =	943.00				
Elevation of Top of EDv =	943.22				
Secondary Outlet Invert Elevation =	943.50				OKAY
WQ Treatment Volume Provided, $V_{treatment}$ =	13,698	ft^3			
Treatment Vol Provided Relative to EDv, $V_{treatment}/EDv$ =	2.31		=	231%	OKAY
Permanent Pool Volume Provided, PPv =	66,408	ft^3			
Ratio PPv Provided to PPv Required =	9.31		=	931%	OKAY

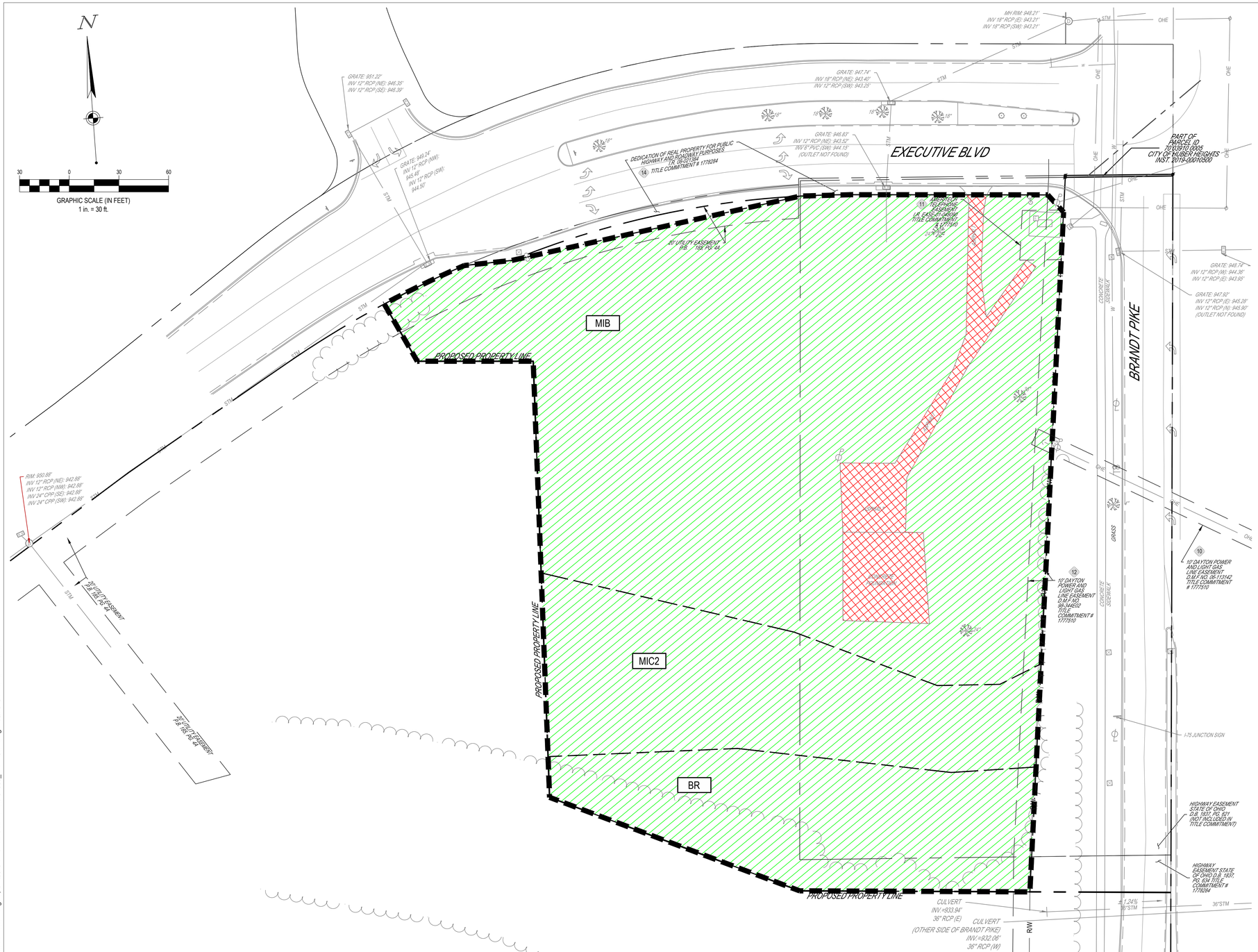
Step 5 - Outlet (Orifice) Sizing

Maximum Hydraulic Head, Hmax =	0.22	ft			
Orifice Coefficient, C =	0.6				
Target (Minimum) Draw-down Time, T_d =	24	hr			
Target Average Discharge, Q_{avg} =	0.07	cfs			
Average Hydraulic Head, H_{avg} =	0.11	ft			
Estimated Orifice Area, $A_{orifice}$ =	6.20	in^2	=	0.043	ft^2
Estimated Orifice Diameter, $D_{orifice}$ =	2.81	in	=	0.23	ft
Design Orifice Diameter, $D_{orifice}$ =	3.00	in	=	0.25	ft
Design Orifice Area, $A_{orifice}$ =	7.02	in^2	=	0.049	ft^2
Time to Completely Drain EDv, T_d =	39	hr	must be ≥ 24 hr		OKAY
Volume Drained in First 8 hr =	2,033	ft^3			
% of EDv =	34.2	%	must be ≤ 50%		OKAY



APPENDIX C:
DRAINAGE AREA MAPS

APPENDIX C1:
EXISTING CONDITIONS DRAINAGE AREA MAP



PRE-CONSTRUCTION LEGEND

- PERVIOUS AREA
- IMPERVIOUS AREA
- DRAINAGE BOUNDARY
- SOIL BOUNDARY
- Xx — SOIL IDENTIFIER

SOIL DATA TABLE	
SOIL NAME	HYDROLOGIC SOIL GROUP
BROOKSTON SILT LOAM (BR), OVERWASH, FINE SUBSOIL, 0 TO 2 PERCENT SLOPES	C/D
MIAMIAN SILT LOAM (MIB), 2 TO 6 PERCENT SLOPES	C
MIAMIAN SILT LOAM (MIC2), 6 TO 12 PERCENT SLOPES, ERODED	C

PRE-DEVELOPED DRAINAGE CALCULATIONS				
HYDROGRAPH NAME	PERVIOUS AREA; FIELD CN (C) = 74 [ACRES]	IMPERVIOUS AREA; PAVEMENT CN = 98 [ACRES]	TOTAL AREA [ACRES]	WEIGHTED CN
PRE-DEVELOPED SITE	2.74	0.15	2.89	75

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SHEETZ - HUBER HEIGHTS, OH

EXECUTIVE BOULEVARD & BRANDT PIKE
HUBER HEIGHTS, OH 45424

Revisions / Submissions

ID	Description	Date

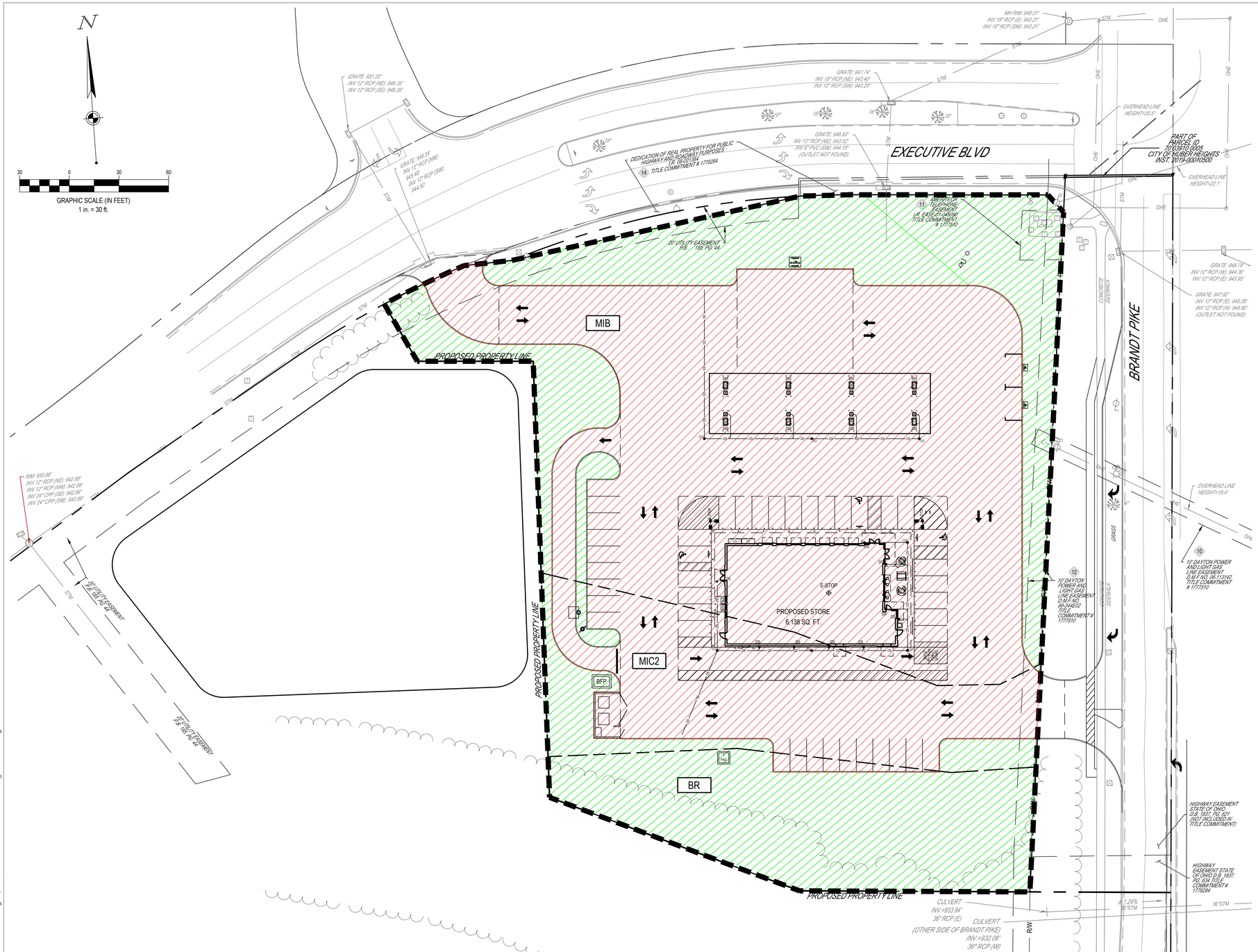
Project Number:	761668
Scale:	AS SHOWN
Drawn By:	MDR
Checked By:	BP
Date:	2.8.2023
Issue:	NOT FOR CONSTRUCTION

Drawing Title:
PRE DEVELOPED DRAINAGE MAP

EX-A

W:\PROJECTS\SKILKEN GOLD\761668-01 Skilken Gold - 105 Sheetz - Huber Heights, OH\03-CIVIL\PLAN\EXHIBITS\761668_PREPOST.dwg - 2/8/2023 - Michael Talarico

APPENDIX C2:
PROPOSED CONDITIONS DRAINAGE AREA MAP



POST-CONSTRUCTION LEGEND

- IMPERVIOUS AREA
- PERVIOUS AREA
- DRAINAGE BOUNDARY
- SOIL BOUNDARY
- Xx — SOIL IDENTIFIER

SOIL DATA TABLE

SOIL NAME	HYDROLOGIC SOIL GROUP
BROOKSTON SILT LOAM (BR), OVERWASH, FINE SUBSOIL, 0 TO 2 PERCENT SLOPES	C/D
MIAMIAN SILT LOAM (MIB), 2 TO 6 PERCENT SLOPES	C
MIAMIAN SILT LOAM (MIC2), 6 TO 12 PERCENT SLOPES, ERODED	C

POST-DEVELOPED DRAINAGE CALCULATIONS

HYDROGRAPH NAME	PERVIOUS AREA: FIELD CN (C) = 74 [ACRES]	IMPERVIOUS AREA: PAVEMENT CN = 98 [ACRES]	TOTAL AREA [ACRES]	WEIGHTED CN
PRE-DEVELOPED SITE	1.03	1.86	2.89	89

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HUBER HEIGHTS, OH 45424

Revisions / Submissions

ID	Description	Date

Project Number:	761668
Scale:	AS SHOWN
Drawn By:	MST
Checked By:	BP
Date:	2.8.2023
Issue:	NOT FOR CONSTRUCTION

Drawing Title:
POST DEVELOPED DRAINAGE MAP

EX-B

W:\PROJECTS\SKILKEN GOLD\761668-01 Skilken Gold - 105 Sheetz - Huber Heights, OH\03-CIVIL\PLAN\EXHIBITS\761668_PREPOST.dwg - 2/13/2023 - Michael Talarico

APPENDIX C3:
TRIBUTARY DRAINAGE AREA MAP
(To be provided with detailed development plan)

APPENDIX D:
STORMWATER PIPE CALCULATIONS
(To be provided with detailed development plan)

APPENDIX E:
USDA NRCS Web Soil Survey

Custom Soil Resource Report
Soil Map



MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Montgomery County, Ohio
Survey Area Data: Version 21, Sep 9, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Oct 9, 2020—Nov 5, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Br	Brookston silt loam, overwash, fine subsoil, 0 to 2 percent slopes	0.2	6.8%
MIB	Miamian silt loam, 2 to 6 percent slopes	1.9	75.8%
MIC2	Miamian silt loam, 6 to 12 percent slopes, eroded	0.4	17.4%
Totals for Area of Interest		**2.6**	**100.0%**

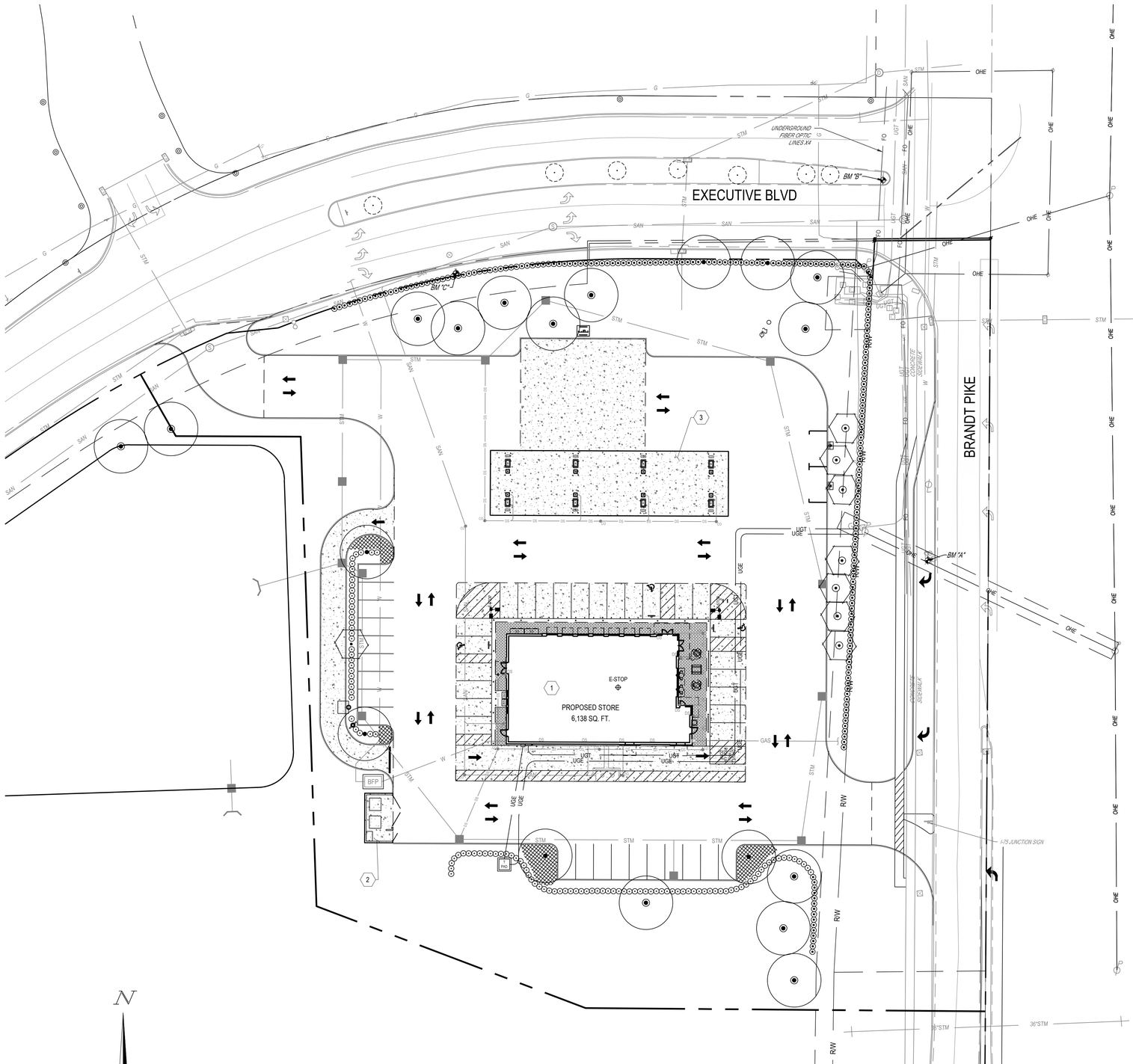
Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or



CODED NOTES:

1. PROPOSED 6,138 DF BUILDING
2. PROPOSED TRASH ENCLOSURES
3. PROPOSED GAS CANOPY

CONCEPT_PLANT_SCHEDULE

- SHADE TREE A
- SHADE TREE B
- SHRUB A
- SHRUB B
- GROUNDCOVER A

LANDSCAPE REQUIREMENTS

PARKING BUFFERS ALONG PUBLIC RIGHTS-OF-WAY

BRANDT PIKE (370 LF, NOT INCL DRIVES)
REQUIRED WIDTH: 10'
PROPOSED WIDTH: 35'
REQUIRED CANOPY TREES (1 PER 35'): 11
PROPOSED CANOPY TREES: 11
REQUIRED SHRUBS (10 PER 35'): 106
PROPOSED SHRUBS: 106

EXECUTIVE BLVD (354 LF, NOT INCL DRIVES)
REQUIRED WIDTH: 10'
PROPOSED WIDTH: 42'
REQUIRED CANOPY TREES (1 PER 35'): 11
PROPOSED CANOPY TREES: 11
REQUIRED SHRUBS (10 PER 35'): 102
PROPOSED SHRUBS: 102

PARKING LOT INTERIOR REQUIREMENTS
REQUIRED PERCENTAGE PERVIOUS AREA: 2,995 SF (4% OF TOTAL AREA: 74,875 SF)
PROPOSED PERCENTAGE PERVIOUS AREA: 1,094

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

LEGEND

- R/W — RIGHT-OF-WAY
- PROPERTY LINE
- SETBACK
- EASEMENT
- BUILDING
- CONCRETE CURB
- PAVEMENT/WALK
- STM — STORM LINE
- SAN — SANITARY LINE
- W — WATER LINE
- G — GAS LINE
- UGT — UNDERGROUND TELEPHONE LINE
- UGE — UNDERGROUND ELECTRIC LINE
- OHE — OVERHEAD ELECTRIC LINE
- SIGN
- CATCH BASIN
- STORM MANHOLE
- SANITARY MANHOLE
- FIRE HYDRANT
- LIGHT POLE
- EXISTING TREE TO REMAIN

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EXECUTIVE BOULEVARD & BRANDT PIKE
HUBER HEIGHTS, OH 45424

Revisions / Submissions

ID	Description	Date

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Project Number:	761668
Scale:	1"=30'
Drawn By:	TRH
Checked By:	EAB
Date:	02/01/2023
Issue:	FOR REVIEW

Drawing Title:

PLANTING PLAN

L1.0

W:\PROJECTS\SKILKEN GOLD\761668-01 Skilken Gold - 105 Sheetz - Huber Heights, OH\06-LA_PLAN_CD\Sheetz-Huber Heights, OH-Planting.dwg - 2/13/2023 - Michael Talarico

Huber Heights Fire Division

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

Occupancy Name:	Sheetz
Occupancy Address:	Executive Road and Brandt Pike

Type of Permit:	HHP&D Site Plan
Additional Permits:	Choose an item.
Additional Permits:	Choose an item.

MCBR BLD:	Not Yet Assigned	HH P&D:	
MCBR MEC:		HHFD Plan:	23-059
MCBR ELE:		HHFD Box:	
REVIEWER:	Susong	DATE:	3/8/2023

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 off Executive Boulevard appear to meet the requirements for fire department access as required in Ohio Fire Code.
- 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). ***(An additional hydrant may be required.)***

- 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.
- 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.

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 **ALL** respects to this code, as prescribed in **SECTION (D) 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 **ALL** 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 March14, 2023

To: Huber Heights City Planning Commission

From: Aaron K. Sorrell, City Planner

Date: March 9, 2023

Subject: Rezoning and Basic Development Plan Case: RZ BDP 23-04
(Sheetz – Executive Blvd & Brandt Pike)

Department of Planning and Zoning City of Huber Heights

APPLICANT/OWNER:	Kareem Amr, Skilken Gold Real Estate – Applicant City of Huber Heights, Laxmi Hospitality, LLC - Owners
DEVELOPMENT NAME:	Sheetz (Executive Blvd.)
ADDRESS/LOCATION:	8245 Brandt Pike
ZONING/ACREAGE:	Planned Employment Park (PEP) / 9.59 Acres
EXISTING LAND USE:	Vacant
ZONING ADJACENT LAND:	North: PEP (mostly vacant ground) East: Agriculture (Carriage Hill MetroPark) West: PEP (vacant ground) South: PEP (Meijer)
REQUEST:	The applicant requests a rezoning to Planned Commercial (PC) (9.59 acres) and Basic Development Plan Approval (3.03 acres) to develop a 6,138 SF Sheetz restaurant and convenience store with a fueling center.
ORIGINAL APPROVAL:	N/A
APPLICABLE HHCC:	Chapter 1171, 1176, 1181, 1182, 1185
CORRESPONDENCE:	In Favor – None Received In Opposition – One email received.

Overview

The applicant requests a rezoning to Planned Commercial (PC) (9.59 acres) and Basic Development Plan Approval (3.03 acres) to facilitate the development of a 6,138 SF Sheetz restaurant and convenience store with fueling services and regional stormwater detention area.

City staff has been working with the applicant on the site layout and stormwater detention facility to maximize the capacity of the detention basin area to benefit future development potential upstream.

The proposed Sheetz store is nearly identical in size, layout, elevations and signage to the previously approved site at the corner of Old Troy Pike (OTP) and Taylorsville Road. The main differences are this proposal:

- has four (4) fueling islands, and the OTP site has three (3).
- has 17 drive-thru stacking spaces, and the OTP site has 10.
- has 42 proposed parking spaces, and the OTP site has 53.

Site History

In 2019, the City of Huber Heights acquired the Lehman farm, including this site. The City has since executed development agreements for the Lehman farm property with two groups: Horizon Line for a mixed-use development on the land north of Executive Boulevard; and Skilken Gold to develop this Sheetz convenience store and regional detention pond on the part of the land south of Executive Boulevard.

Site Characteristics

The site is generally flat and historically used for agricultural purposes. A stream runs along the applicant's site's south end, draining into the Dry Lick Run creek.

A large stormwater detention facility is planned west of the Sheetz store. Sheetz will utilize approximately 30% of the capacity, and the remaining capacity will be used by the Horizon Line development. This stormwater detention system is intentionally oversized to reduce flooding in Dry Lick Run within Carriage Hill MetroPark.

Applicable Zoning Regulations

The applicable zoning regulations are Chapter 1130 – Amendments, Chapter 1171 – General Provisions, Chapter 1176 – Planned Commercial, Chapter 1181 – General Provisions, Chapter 1182 – Landscaping, and Chapter 1185 – Parking and Loading.

Chapter 1171.05 - Contents of basic development plan, states:
(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.

Chapter 1171.06 - General standards for approval, states:
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

(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.

The staff analysis addresses the rezoning request and elements of the Basic Development Plan and standards for approval.

Staff Analysis

Rezoning Analysis:

The applicant desires to rezone the property to Planned Commercial (PC) from Planned Employment Park (PEP) to construct a restaurant and convenience store with fueling pumps. These parcels are some of the many sites along Executive Boulevard where the zoning is transitioning from PEP to Planned Commercial or Planned Mixed Use.

Conformance with Comprehensive Plan

The City's comprehensive plan indicates the site is in a "Grow and Enhance" character area. Growth areas are those locations within the City where economic development and mixed uses should be encouraged and low-density residential developments discouraged. These areas are the future economic and entertainment engines of the City. The comprehensive plan lists the following appropriate land uses (page 14):

- Conservancy/Recreation
- Agricultural/Low Density Residential
- Single-Family Residential
- Mixed Residential
- Public Use & Institutional
- Commercial Business

- Industrial Business

There are several current and planned commercial/retail establishments along Executive Boulevard. This corner lot at Executive Boulevard and Brandt Pike intersection is well suited for commercial or retail development. Staff feels the rezoning from PEP to PC is consistent with the comprehensive plan.

Basic Development Plan Analysis:
The applicant proposes constructing a 6,138 SF restaurant, convenience store and four-island fueling center. The building elevations and wall signs are nearly identical to the site at the Broad Reach development. The applicant has submitted all necessary plans and studies for the Basic Development Plan review.

Conformance With Planned Commercial District Requirements:

Uses: Retail uses and filling stations are principally permitted in the district.

Development Standards:

- The site plan meets all parking and building setback and yard requirements.
- Street trees are not illustrated on the plans. Street trees should be placed 40' on center. 10 street trees are required along Brandt Pike and Executive Boulevard.
- A lighting plan was not submitted with this application but will be reviewed as part of the detailed development plan application.
- The building design meets all exterior materials requirements.
- All utilities are below ground.

Parking and Loading:

- The building is substantially similar to the Broad Reach site, which required 49 parking spaces and five stacking spaces. The Basic Development Plan illustrates 42 parking spaces and 16 stacking spaces. A final determination will be made during Detailed Development Plan approval.

Landscaping:

- The submitted plans appear to meet the landscaping requirements but will be verified when the detailed development plan is submitted.

Signs:

- Building signs are very similar to those approved at the Broad Reach site.
- One monument sign location is indicated on the site plan; however, no sign details were submitted.

Conformance with General Standards of Approval:
Below is the staff analysis of conformance with the general standards of approval.

(a) Is consistent with official thoroughfare plan, comprehensive development plan and other applicable plans and policies;

It is staff's opinion that the proposal is consistent with the comprehensive plan and thoroughfare plan.

(b) Could be substantially completed within the period of time specified in the schedule of development submitted by the developer;

While no schedule of development has been submitted, the applicant has stated to staff that they will initiate construction shortly after all plans are approved by the City and County. There are no concerns on the part of staff that the applicant would have difficulty financing and constructing the project in a reasonable time.

(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;

The traffic study estimates there will be 506 AM weekday peak hour trips and 430 PM weekday peak hour trips. The net new peak hour trips generated are estimated at 122 AM and 109 PM. It's important to note that the study estimates that 76% of those trips are pass-by, meaning those vehicles are on the road regardless of whether the Sheetz development is constructed or not.

The traffic study indicates drop and left turn lanes are required along Brandt and westbound Executive Boulevard. The left-bound turn lanes will significantly impact the landscape medians. Staff will work with the applicant to mitigate these visual impacts through additional landscape design treatments, subject to Planning Commission approval during the detailed development plan approval.

(d) Shall not impose an undue burden on public services such as utilities, fire and police protection, and schools;

Staff does not anticipate any undue burden on public services. The area has adequate utility and street capacity. We are unaware of any policing concerns, and the development will comply will all building and fire code requirements.

(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;

Any conditions imposed by the Planning Commission or City Council will be memorialized in the PUD legislation and remain in effect unless modified by the Planning Commission or City Council.

(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 staff believes the site plan is generally well arranged, and internal circulation is efficient and compatible with the intended use. The landscaping lighting and parking requirements will be reviewed with the Detailed Development application.

As the residential density of the area increases, pedestrian facilities are necessary to provide convenient connections between residential areas and destinations. The applicant is proposing to relocate the existing sidewalk along Brandt Pike. However, no sidewalks are indicated or illustrated along Executive Blvd. As a condition of approval, staff recommends sidewalks be provided along the length of Executive Boulevard, including the frontage of the stormwater management basin. At a minimum, sidewalks shall be required along Executive Boulevard of the applicant's frontage.

(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;

Staff recommends the applicant locate and identify all existing trees within 40' of the Executive Boulevard and Brandt Pike right-of-way with a 4" or greater DBH and incorporate said trees into the landscaping plan as appropriate, subject to approval as part of the Detailed Development Plan. The applicant shall also develop a plan to protect key trees during construction.

(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 will be graded in a manner that reduces or eliminates flooding on to adjacent lots. Additionally, the applicant proposes constructing an oversized stormwater retention basin to help mitigate downstream flooding.

(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;
All utilities will be placed underground.

(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;

Staff does not anticipate any additional public services required to support this development.

(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

All proposed uses are consistent with the Planned Commercial district zoning being requested as part of this application. The traffic study does not indicate this development will generate excessive traffic, though left turn lanes are warranted.

All lighting, glare, noise (from order boards) will be reviewed with the Detailed Development application.

(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.

The staff believes that the rezoning is consistent with the comprehensive plan and will not adversely affect surrounding properties.

Additional Comments:

Fire: See Attached.

City Engineer: The revised Basic Development Plan reflects all comments and changes requested by the Engineer.

Recommendation

Staff is supportive of the rezoning from Planned Employment Park to Planned Commercial. It is staff's opinion that the requirements of Section 1171.06 can be met, and recommends approval of the rezoning and Basic Development Plan with the following conditions:

- Sidewalks shall be provided along the length of Executive Boulevard, including the frontage of the stormwater management basin. At a minimum, sidewalks shall be required along Executive Boulevard of the applicant's frontage.
- The applicant shall locate and identify all existing trees within 40' of the Executive Boulevard and Brandt Pike right-of-way that have a 4" or greater DBH and incorporate said trees into the landscaping plan as appropriate, subject to approval as part of the Detailed Development Plan. The applicant shall also develop a plan to protect key trees during construction.
- The applicant shall mitigate the visual impacts of changes to the decorative medians on Brandt Pike and Executive Boulevard through additional landscape design treatments, subject to Planning Commission approval during the detailed development plan approval.
- Street trees shall be provided along Executive Boulevard and Brandt Pike and placed at a maximum spacing distance of 40' on center.

- Signs shall meet the requirements of Chapter 1189, unless otherwise approved by the Planning Commission.
- Permitted uses shall be those listed as permitted uses in Section 1176.01, except the following are prohibited:
    - Vehicle sales, rental or service
    - Sweepstakes Cafes
    - Short-term lenders (pay-day lenders, loans against auto titles, etc.)
    - Dry cleaners
    - Outdoor sales and storage, unless approved by the Planning Commission

Planning Commission Action

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

1) Recommend approval of the rezoning and basic development plan application, with or without conditions.
2) Recommend denial of the rezoning and basic development plan.
3) Table the application to gather additional information.

Planning Commission Decision Record

WHEREAS, on February 21, 2023, the applicant, Skilken Gold Real Estate Development, requested approval of a Rezoning from PEP (Planned Employment Park) to PC (Planned Commercial) and a Basic Development Plan for a restaurant and convenience store, including fueling services, food sales, and drive through. Property is located at 8245 Brandt Pike, further identified as Parcel Numbers P70 03910 0005 and P70 03910 0012 of the Montgomery County Auditor's Map (Case RZ BDP 23-04), and;

WHEREAS, on March 14, 2023, 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, Skilken Gold Real Estate Development, requested approval of a Rezoning from PEP (Planned Employment Park) to PC (Planned Commercial) and a Basic Development Plan for a restaurant and convenience store, including fueling services, food sales, and drive through. Property is located at 8245 Brandt Pike (RZ BDP 23-04) in accordance with the recommendation of Staff's Memorandum dated, March 9, 2023, and the Planning Commission's Amended Decision Record with the following conditions:

1. Sidewalks shall be provided along the length of Executive Boulevard, including the frontage of the stormwater management basin.
2. The applicant shall locate and identify all existing trees within 40' of the Executive Boulevard and Brandt Pike right-of-way that have a 4" or greater DBH and incorporate said trees into the landscaping plan as appropriate, subject to approval as part of the Detailed Development Plan. The applicant shall also develop a plan to protect key trees during construction.

3. The applicant shall mitigate the visual impacts of changes to the decorative medians on Brandt Pike and Executive Boulevard through additional landscape design treatments, subject to Planning Commission approval during the detailed development plan approval.
4. Street trees shall be provided along Executive Boulevard and Brandt Pike and placed at a maximum spacing distance of 40’ on center.
5. Signs shall meet the requirements of Chapter 1189, unless otherwise approved by the Planning Commission.
6. Permitted uses shall be those listed as permitted uses in Section 1176.01, except the following are prohibited:
    a. Vehicle sales, rental, or service
    b. Sweepstakes Cafes
    c. Short-term lenders (pay-day lenders, loans against auto titles, etc.)
    d. Dry cleaners
    e. Outdoor sales and storage, unless approved by the Planning Commission

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

_____ _____

Terry Walton, Chair Date
Planning Commission

Hoskins, Geralyn

From: Teri Lussier <terilussier@gmail.com>
Sent: Tuesday, March 14, 2023 3:50 PM
To: Rodgers, Anthony; Hoskins, Geralyn
Subject: Planning Commission: AI- 9046 SKILKEN GOLD REAL ESTATE DEVELOPMENT, Rezoning from PEP (Planned Employment Park) to PC (Planned Commercial)

CAUTION EXTERNAL EMAIL: This message originated from a non Huber Heights email server. DO NOT CLICK ANY LINKS or OPEN ANY ATTACHMENTS unless you have contacted the sender to verify its legitimacy or confirmed you were expecting it. Contact the IT Department if you need assistance.

Good Afternoon-

Huber Heights has seen a tremendous amount of business development in the last 8 years, however, much of this development has been limited to lower-wage, part-time, convenience businesses such as fast food, gas stations, oil change shops.
The citizens of Huber Heights have been promised better things for Executive Blvd, since Benchrock was only a glimmer in a Huber Heights Councilman's eye.

We finally have an opportunity to see if we can, after all these years, attract businesses that offer full-time employment, a living wage, and income tax for our city. Please don't squander this on yet another gas station! The problem with gas stations is that they are environmentally toxic for generations. Our great grandchildren will already be dealing with multiple gas station brown fields, whereas, if it turns out that the best we can do is another chicken joint, at least that offers them the chance to improve it in the future.

Please respectfully reject the SKILKEN GOLD REAL ESTATE DEVELOPMENT request to approve of a Rezoning from PEP (Planned Employment Park) to PC (Planned Commercial) and a Basic Development Plan for a restaurant and convenience store, including fueling services, food sales, and drive through. Please give us a chance to not simply fill up empty space, but to add a business that would be a long-term asset to our community, and that won't burden future generations with even more brown fields.

Respectfully,
Teri Lussier
Voter, resident of Huber Heights

Planning Commission
March 14, 2023, 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. Cassity, Mr. Jeffries, 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

None.

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

None.

VII. New Business

1. **REZONING - The applicant, WRIGHT WAY OHIO, LLC, is requesting approval of a Rezoning to Agricultural (A) for a Campground and Resort. Property is located behind and north of 8101 Old Troy Pike (RZ 23-03).**

Mr. Sorrell stated that the applicant requests rezoning of 67.3 acres to Agriculture to ultimately facilitate the development of a Recreational Vehicle (RV) campground and resort. The site is located directly behind Camping World, a repair destination for many RV owners. Additionally, the applicant feels there is a market for this type of use because there are very few campgrounds in the area, particularly along or near I-70 / I-75. Nearby public facilities include a KOA park in Brookville and a campground in Enon.

A campground is a Special Use in the Agricultural District and will require additional review and approval by the Planning Commission if City Council approves the rezoning.

Site History

The City of Huber Heights acquired this site through a foreclosure sale in 2015. The City sold the remaining I-70 frontage to Gander Mountain / Camping World in 2018. Since that time there has been tepid interest in the balance of the site.

The appraisal performed for the City in 2017 concluded that the highest and best uses of the property included commercial uses along I-70 (subsequently developed), potentially multifamily or institutional residential uses along the north end, and recreational uses on the balance of the site, which is difficult to develop. There has been little interest in residential construction at this site, largely due to the rock-crushing facility to the west and low visibility for institutional facilities such as nursing homes.

The City negotiated a land swap for the parcel included in this application in early 2023 for 30+/- acres the applicant owned along I-70 just north of the Walmart site.

Site Characteristics

The site is the remnants of the Northpark Shopping Center. The western portion of the site, approximately 1/3rd of the entire parcel, has two detention areas totaling approximately 10 acres. The remaining 2/3rd of the site has varying topography, which generally slopes toward the northwest. The highest point has an elevation of 894 feet, and the lowest, near the retention ponds, is approximately 850 feet. Smaller streams flow from the northern portion of the property to the existing retention pond.

The total developable land is approximately 25 acres. While no soil borings have been completed, the staff thinks this general area has shallow bedrock, further limiting development possibilities due to costs associated with laying underground utilities through the rock. This is likely the reason the original shopping center concept was not fully developed at this location.

The applicant desires to rezone the property from Planned Commercial to Agriculture for the purpose of eventually constructing a recreational campground. The site has one existing retention lake and an existing wetland/detention easement that cumulatively covers approximately 1/3rd of the site.

Conformance with Comprehensive Plan

The City's comprehensive plan indicates the site is located in a "Grow and Enhance" character area. Growth areas are those locations within the City where economic development and mixed uses should be encouraged and low-density residential developments discouraged. These areas are the future economic and entertainment engines of the City. The comprehensive plan lists the following appropriate land uses (page 14):

- Conservancy/Recreation
- Agricultural/Low Density Residential
- Single-Family Residential
- Mixed Residential
- Public Use & Institutional

- Commercial Business
- Industrial Business

Staff feels the rezoning from PC to Agriculture is consistent with the Comprehensive Plan. There are agriculturally zoned lands to the west of this site. The applicant is requesting a zoning district that is significantly less intense than the current Planned Commercial district. Staff sees little to no downside in rezoning this land to Agriculture.

> Details of the proposed campground will be reviewed at a future time when the applicant submits the Special Use application.

Discussion on 2 access entries, hospitality taxes, internal easements, Wildcat Road.
Mike Stafford, the applicant, was present.
Maximum sites, franchise, long term stay, permanent structures, waste water.

Action

Ms. Thomas moved to approve the request by the applicant, WRIGHT WAY OHIO, LLC, for approval of a Rezoning to Agricultural (A) for a Campground and Resort (RZ 23-03) in accordance with the recommendations of Staff's Memorandum dated March 9, 2023, and the Planning Commission's decision record attached thereto.

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

2. **BASIC DEVELOPMENT PLAN - The applicant, SKIKLEN GOLD REAL ESTATE DEVELOPMENT, is requesting approval of a Rezoning from PEP (Planned Employment Park) to PC (Planned Commercial) and a Basic Development Plan for a restaurant and convenience store, including fueling services, food sales, and drive through. Property is located at the Southeast Corner of Brandt Pike and Executive Boulevard (RZ BDP 23-04).**

Mr. Sorrell stated the applicant requests a rezoning to Planned Commercial (PC) (9.59 acres) and Basic Development Plan Approval (3.03 acres) to facilitate the development of a 6,138 SF Sheetz restaurant and convenience store with fueling services and regional stormwater detention area.

City staff has been working with the applicant on the site layout and stormwater detention facility to maximize the capacity of the detention basin area to benefit future development potential upstream.

The proposed Sheetz store is nearly identical in size, layout, elevations and signage to the previously approved site at the corner of Old Troy Pike (OTP) and Taylorsville Road. The main differences are this proposal:

- has four (4) fueling islands, and the OTP site has three (3).
- has 17 drive-thru stacking spaces, and the OTP site has 10.

- has 42 proposed parking spaces, and the OTP site has 53.

Site History

In 2019, the City of Huber Heights acquired the Lehman farm, including this site. The City has since executed development agreements for the Lehman farm property with two groups: Horizon Line for a mixed-use development on the land north of Executive Boulevard; and Skilken Gold to develop this Sheetz convenience store and regional detention pond on the part of the land south of Executive Boulevard.

Site Characteristics

The site is generally flat and historically used for agricultural purposes. A stream runs along the applicant's site's south end, draining into the Dry Lick Run creek.

A large stormwater detention facility is planned west of the Sheetz store. Sheetz will utilize approximately 30% of the capacity, and the remaining capacity will be used by the Horizon Line development. This stormwater detention system is intentionally oversized to reduce flooding in Dry Lick Run within Carriage Hill MetroPark.

Rezoning Analysis:

The applicant desires to rezone the property to Planned Commercial (PC) from Planned Employment Park (PEP) to construct a restaurant and convenience store with fueling pumps. These parcels are some of the many sites along Executive Boulevard where the zoning is transitioning from PEP to Planned Commercial or Planned Mixed Use.

Basic Development Plan Analysis:

The applicant proposes constructing a 6,138 SF restaurant, convenience store and four-island fueling center. The building elevations and wall signs are nearly identical to the site at the Broad Reach development. The applicant has submitted all necessary plans and studies for the Basic Development Plan review.

Conformance With Planned Commercial District Requirements:

Uses: Retail uses and filling stations are principally permitted in the district.

Development Standards:

- The site plan meets all parking and building setback and yard requirements.
- Street trees are not illustrated on the plans. Street trees should be placed 40' on center. 10 street trees are required along Brandt Pike and Executive Boulevard.
- A lighting plan was not submitted with this application but will be reviewed as part of the detailed development plan application.
- The building design meets all exterior materials requirements.
- All utilities are below ground.

Parking and Loading:

- The building is substantially similar to the Broad Reach site, which required 49 parking spaces and five stacking spaces. The Basic Development Plan illustrates 42 parking spaces and 16 stacking spaces. A final determination will be made during Detailed Development Plan approval.

Landscaping:

- The submitted plans appear to meet the landscaping requirements but will be verified when the detailed development plan is submitted.

Signs:

- Building signs are very similar to those approved at the Broad Reach site.
- One monument sign location is indicated on the site plan; however, no sign details were submitted.

All proposed uses are consistent with the Planned Commercial district zoning being requested as part of this application. The traffic study does not indicate this development will generate excessive traffic, though left turn lanes are warranted.

All lighting, glare, noise (from order boards) will be reviewed with the Detailed Development application.

Discussion on retention basin, sidewalks, medians, Council approved sale, Development Agreement, number of stacking, traffic patterns, less parking than Old Troy site.

Kareem Amr and Aman from Skilken Gold and Josh Long from CESO were present.
One letter of opposition from resident Teri Lussier

Action

Ms. Thomas moved to approve the request by the applicant, SKIKLEN GOLD REAL ESTATE DEVELOPMENT, for approval of a Rezoning from PEP (Planned Employment Park) to PC (Planned Commercial) and a Basic Development Plan for a restaurant and convenience store, including fueling services, food sales, and drive through (RZ BDP 23-04) in accordance with recommendation of Staff's memorandum dated March 9, 2023, and the Planning Commission's decision record as amended.

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

VIII. Additional Business

Informal Review
Flying Ace – Brandt Pike
John Roush from Flying Ace and Mike Anderson from Van Atta Engineering presented their plan for Brandt Pike. Discussion on traffic, stacking, peak days, and Cedar Hill intersection. Will come back to Planning Commission with a Basic Development Plan.

IX. Approval of the Minutes

Without objection, the minutes of the February 28, 2023, Planning Commission meeting are approved.

X. Reports and Calendar Review

Flying Ace
Another food seller gas station

XI. Upcoming Meetings

March 28, 2023
April 11, 2023

XII. Adjournment

There being no further business to come before the Commission, the meeting was adjourned at approximately 8:05 p.m.

Terry Walton, Chair **Date**

Geri Hoskins, Administrative Secretary **Date**

CITY OF HUBER HEIGHTS
STATE OF OHIO

ORDINANCE NO. 2023-O-

TO APPROVE A REZONING FROM PLANNED EMPLOYMENT PARK (PEP) TO PLANNED COMMERCIAL (PC) AND A BASIC DEVELOPMENT PLAN FOR THE PROPERTY LOCATED AT 8245 BRANDT PIKE AND FURTHER IDENTIFIED AS PARCEL NUMBERS P70 03910 0005 AND P70 03910 0012 ON THE MONTGOMERY COUNTY AUDITOR'S MAP AND TO ACCEPT THE RECOMMENDATION OF THE PLANNING COMMISSION (CASE RZ BDP 23-04).

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 RZ BDP 23-04 and on March 14, 2023, recommended approval by a vote of 5-1 of the Rezoning from Planned Employment Park (PEP) to Planned Commercial (PC) and a Basic Development Plan; 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 Rezoning from Planned Employment Park (PEP) to Planned Commercial (PC) and a Basic Development Plan is hereby approved in accordance with the Planning Commission's recommendation and following conditions:

1. Sidewalks shall be provided along the length of Executive Boulevard, including the frontage of the stormwater management basin.
2. The applicant shall locate and identify all existing trees within 40 feet of the Executive Boulevard and Brandt Pike right-of-way that have a 4 inch or greater DBH and incorporate said trees into the landscaping plan as appropriate, subject to approval as part of the Detailed Development Plan. The applicant shall also develop a plan to protect key trees during construction.
3. The applicant shall mitigate the visual impacts of changes to the decorative medians on Brandt Pike and Executive Boulevard through additional landscape design treatments, subject to Planning Commission approval during the Detailed Development Plan approval.
4. Street trees shall be provided along Executive Boulevard and Brandt Pike and placed at a maximum spacing distance of 40 feet on center.
5. Signs shall meet the requirements of Chapter 1189, unless otherwise approved by the Planning Commission.
6. Permitted uses shall be those listed as permitted uses in Section 1176.01, except the following are prohibited:
    - Vehicle sales, rental, or service
    - Sweepstakes Cafes
    - Short-term lenders (pay-day lenders, loans against auto titles, etc.)
    - Dry cleaners
    - Outdoor sales and storage, unless approved by the Planning Commission.

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_____day of_____, 2023;
_____Yeas;_____Nays.

Effective Date:

AUTHENTICATION:

_____	_____
Clerk of Council	Mayor
_____	_____
Date	Date

AI-9107 **Topics of Discussion** L.

Council Work Session

Meeting Date: 04/04/2023

Case RZ BDP 22-35 - Thomas Dusa - Rezoning/Basic Development Plan - Technology Boulevard/Artz Road

Submitted By: Geri Hoskins

Department: Planning **Division:** Planning

Council Committee Review?: Council Work Session **Date(s) of Committee Review:** 01/17/2023 and 04/04/2023

Audio-Visual Needs: SmartBoard **Emergency Legislation?:** No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

Case RZ BDP 22-35 - Thomas Dusa - Rezoning/Basic Development Plan - Technology Boulevard/Artz Road

Purpose and Background

The applicant, Thomas Dusa, is requesting a Rezoning to PI (Planned Industrial) and a Basic Development Plan for a truck repair facility and drop lot.

Fiscal Impact

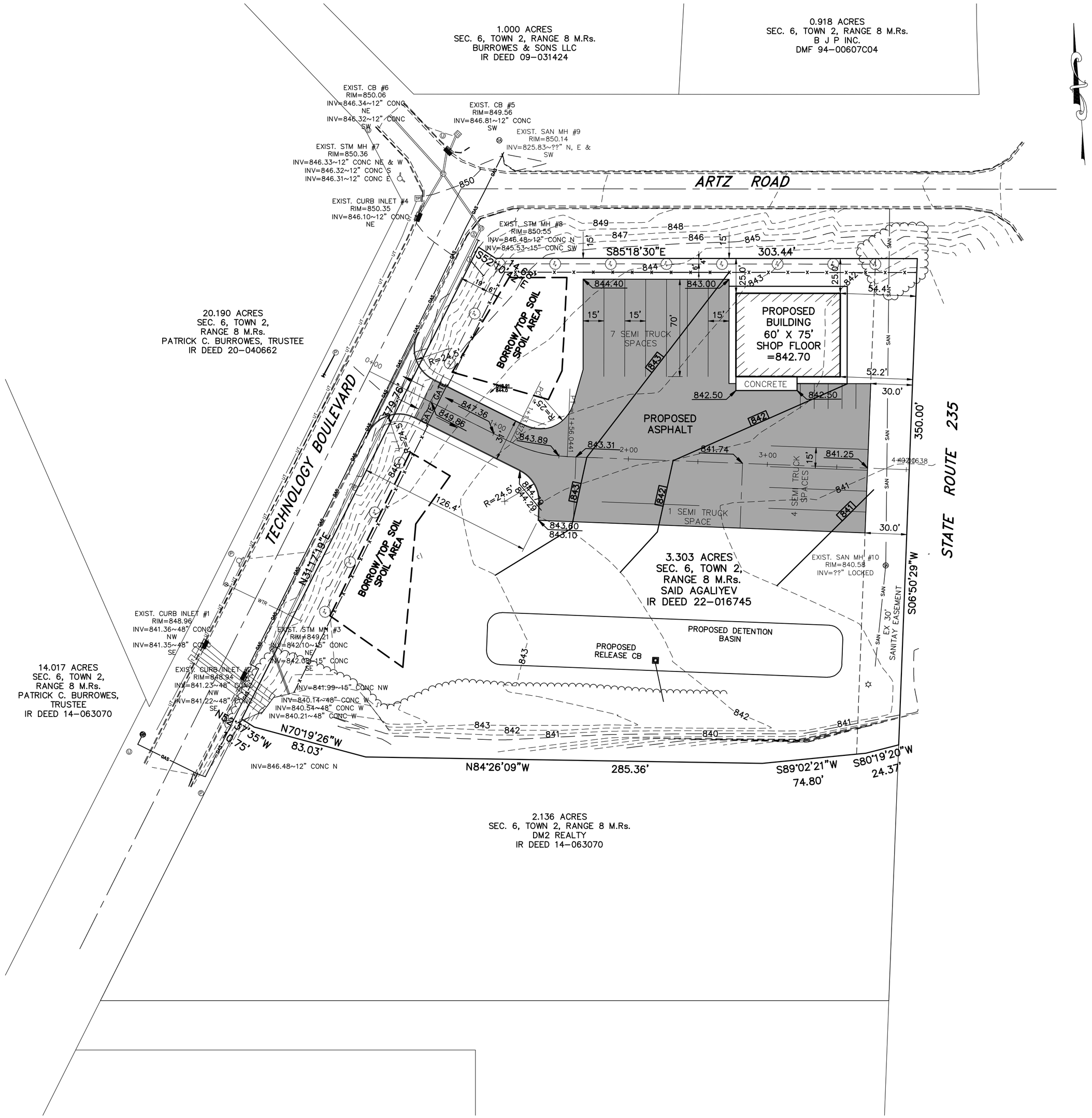
Source of Funds:	N/A
Cost:	N/A
Recurring Cost? (Yes/No):	N/A
Funds Available in Current Budget? (Yes/No):	N/A
Financial Implications:	

Attachments

Site Plan
Elevations
Fire Assessment
Staff Report
Decision Record
Supplemental Information
Minutes
Ordinance

ZONING CHANGE REQUEST PLAN

3.303 ACRES
SEC. 6, TOWN 2, RANGE 8 M.Rs.
CITY OF HUBER HEIGHTS
MONTGOMERY COUNTY, OHIO
CURRENT ZONING: B–3
REQUESTED ZONING: PI



PROPOSED SITE IMPROVEMENT LEGEND

– PROPOSED PAVEMENT

⟸ – PROPOSED DRAINAGE FLOW

⟵ – PROPOSED TRAFFIC FLOW

PROPOSED SITE IMPROVEMENT NOTES

1. TREES SHALL BE PLANTED EVERY THIRTY (40) FEET (MAXIMUM) ALONG THE STREET FRONTAGES OF ARTZ ROAD AND TECHNOLOGY BOULEVARD AS SHOWN. EACH TREE AT THE TIME OF INSTALLATION SHALL HAVE A MINIMUM CALIPER OF BETWEEN TWO (2.0) AND TWO AND A HALF (2.5) INCHES AND A CLEAR TRUNK HEIGHT BETWEEN FIVE (5) AND SIX (6) FEET.

2. A NEW FENCE WILL BE ADDED ALONG THE FRONTAGES OF ARTZ ROAD AND TECHNOLOGY BOULEVARD THAT WILL MEET THE STANDARDS OF HUBER HEIGHTS, AND SUCH FENCE SHALL BE AT LEAST SIX (6) FEET IN HEIGHT.

3. DETAILED GRADING, STORM SEWER AND DRAINAGE PLANS SHALL BE PROVIDED FOR REVIEW AND APPROVAL BY CITY OF HUBER HEIGHTS PUBLIC WORKS PENDING PRELIMINARY APPROVAL OF THIS PLAN.

CIVIL SITE DEVELOPMENT NOTES:

1. THE PROPOSED USE OF THE SITE IS OVER–NIGHT SEMI TRUCK PARKING. THE PROPOSED BUILDING WILL BE USED TO SERVICE AND REPAIR TRUCKS. IT IS IS NOT INTENDED TO BE A REST STOP FOR THE TRUCKERS USING IT AS AN OVER–NIGHT PARKING OF THEIR SEMI'S. IN THOSE CASES, THE TRUCKERS CAN PARK THE FULL SEMI AND GET A RIDE TO THEIR RESTING PLACE, OR DROP OFF THEIR LOADED TRAILERS AND USE THEIR CABS TO REACH THEIR RESTING PLACE. THE AREA WILL BE FENCED IN FOR SECURITY.

2. THE PROPOSED BUILDING WILL BE CONSTRUCTED WITH 30% MASONRY MATERIALS ON AT LEAST THE 3 SIDES FACING PUBLIC STREETS PER PI ZONING REGULATIONS. PRIOR TO BUILDING PERMITTING & CONSTRUCTION, DETAILED PLANS SHALL BE SUBMITTED OF THE BUILDING INCLUDING ELEVATION VIEWS ILLUSTRATING THE TYPE OF MASONRY TO BE USED.

3. PUBLIC UTILITIES ARE AVAILABLE TO THE SITE INCLUDING SANITARY SEWER, POTABLE WATER, NATURAL GAS AND ELECTRICITY. WHEN THE SERVICE BUILDING IS BUILT, THE OWNER, ENGINEER AND CONSTRUCTION CONTRACTOR WILL WORK WITH UTILITY OWNERS TO COORDINATE CONNECTIONS TO THE PUBLIC UTILITIES. DETAILS TO CONNECT REQUIRED UTILITIES WILL BE SHOWN ON THE FINAL DESIGN PLANS.

4. STORM WATER WILL BE MANAGED AND DIRECTED IN A MANNER TO CONTROL THE RUN OFF AMOUNT AND QUALITY. STORM WATER CALCULATIONS WILL BE INCLUDED WITH FINAL DESIGN PLANS.

SYMBOL LEGEND

	STORM MANHOLE
	CURB INLET CATCH BASIN
	CATCH BASIN
	SANITARY MANHOLE
	GAS REGULATOR
	LIGHT POLE
	POWER/TELECOM POLE W/ U/G CONNECTION(S)
	POWER POLE
	POWER/TELECOM POLE
	STOP SIGN
	TELECOM PULL BOX
	WATER VALVE
	FIRE HYDRANT
	POLE ANCHOR

GRAPHIC SCALE
0 20 40 60 80 120
1" = 40'

2 WORKING DAYS BEFORE YOU DIG
CALL TOLL FREE
8–1–1 OR 800–362–2764
OHIO UTILITIES PROTECTION SERVICE

OUPS REFERENCE NUMBERS:
A 209 700 450 – SURVEY
A 209 700 466 – DESIGN

By: Thomas E. Dusa Reg. Engineer E–49719

No.	DATE	REVISION

PROJECT No: E3428
DATE 12–1–22
SCALE 1" = 40'
DES. TED
DR. JRC
CKD. TED

Haley–Dusa
Engineering & Surveying Group, LLC
270 Regency Ridge Drive, Suite 203
Dayton, Ohio 45459
Phone: (937) 439–4300 Fax: (937) 439–2005

SEMI TRUCK LOT
8080 TECHNOLOGY BOULEVARD
CITY OF HUBER HEIGHTS
MONTGOMERY COUNTY, OHIO

PRELIMINARY SITE PLAN

STATE OF OHIO
THOMAS E. DUSA
E–49719
REGISTERED
PROFESSIONAL ENGINEER

SHEET NO.
1

STANDING SEAM METAL ROOF ON PRE-ENGINEERED METAL BUILDING



35% OF FACADE MASONRY (SPLIT FACE BLOCK SHOWN)

NORTH ELEVATION 1/8" = 1'-0"



14'x14' O.D. 14'x14' O.D.

SOUTH ELEVATION 1/8" = 1'-0"

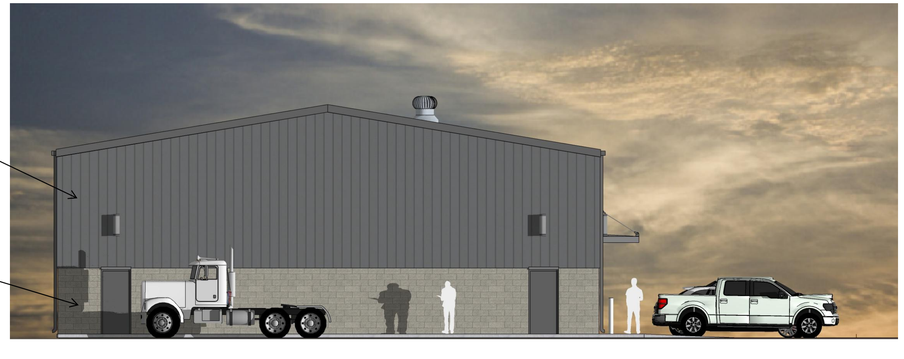


EAST ELEVATION 1/8" = 1'-0"

32% OF FACADE MASONRY (SPLIT FACE BLOCK SHOWN)

STANDING SEAM METAL SIDING ON PRE-ENGINEERED METAL BUILDING

30% OF FACADE MASONRY (SPLIT FACE BLOCK SHOWN)



WEST ELEVATION 1/8" = 1'-0"



VIEW OF SOUTHWEST CORNER not to scale



VIEW OF SOUTHEAST CORNER not to scale

No.	DATE	REVISION

PROJECT No: E3428
DATE 09-19-22
SCALE 1/8"=1'-0"
DES. KBS
DR. KBS
CKD.

Haley-Dusa
Engineering & Surveying Group, LLC
270 Regency Ridge Drive, Suite 203
Dayton, Ohio 45459
Phone: (937) 439-4300 Fax: (937) 439-2005

SMP design, Inc.
Architecture | Planning | Design
11500 Northlake Drive, Suite 330
Cincinnati, Ohio 45249
Phone: (513) 445-8490
E-mail: kevin.spector@smp.design

SEMI TRUCK LOT
8080 TECHNOLOGY BOULEVARD
CITY OF HUBER HEIGHTS
MONTGOMERY COUNTY, OHIO

PRELIMINARY BUILDING ELEVATIONS

SHEET NO.

Huber Heights Fire Division

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

Occupancy Name:	Semi Lot – Revision 1
Occupancy Address:	Technology Blvd. & Artz Rd.

Type of Permit:	HHP&D Site Plan
Additional Permits:	Choose an item.
Additional Permits:	Choose an item.

MCBR BLD:		HH P&D:	
MCBR MEC:		HHFD Plan:	22-196
MCBR ELE:		HHFD Box:	
REVIEWER:	Susong	DATE:	9/23/2022

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. 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.

- **Fire hydrants shall be provided where any portion of the building is greater than 400 feet from existing hydrants. Ohio Fire Code 507.5.1 and HHCO 1521.06(c).**
- **All new places of assembly, educational, health care, detention and correctional occupancies, and business, industrial, storage or unusual structures, which are located more than 150 feet from a public street, or which require quantities of water beyond the capabilities of the public water distribution system shall be provided with properly placed fire hydrants. HHCO 1521.01(a).**
- **If the property is to be fenced provisions for the Huber Heights Fire Division to obtain access shall be provided.**
- **A permit shall be obtained for construction from Montgomery County Building Regulations.**

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 **ALL** respects to this code, as prescribed in **SECTION (D) 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 **ALL** 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.

Administrative Office: 7008 Brandt Pike Huber Heights, Ohio 45424
Telephone: (937) 233 - 1564 Fax Number: (937) 233 - 4520

Memorandum

Staff Report for Meeting of December 13, 2022

To: Huber Heights City Planning Commission

From: Aaron K. Sorrell, Interim City Planner

Date: December 6, 2022

Subject: Basic Development Plan and Rezoning
(Overnight truck parking and truck repair facility)

Revised drawings dated December 5, 2022

Department of Planning and Zoning City of Huber Heights

APPLICANT/OWNER: Thomas Dusa – Applicant
Said Agaliyev - Owner

DEVELOPMENT NAME: Technology Blvd. Trucking Facility

ADDRESS/LOCATION: South East corner of Technology Blvd. and Artz Rd.

ZONING/ACREAGE: B-3 / 3.3 Acres

EXISTING LAND USE: Vacant / Agricultural

ZONING ADJACENT LAND:
North: I-1 & PC
East: PC (recently rezoning for a fueling station and truck repair facility)
West: I-1
South: I-1

REQUEST: The applicant requests approval of a basic development plan and rezoning to Planned Industrial to construct a truck repair facility and truck/trailer drop lot on approximately three (3) acres.

ORIGINAL APPROVAL: N/A

APPLICABLE HHCC: Chapter 1171, 1177, 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 to Planned Industrial to construct a truck stop and repair facility on a three (3) acre parcel. The site is very close to the I-70 / SR 235 interchange.

The land is currently zoned B-3. The surrounding lands are predominantly zoned I-1 and used for manufacturing or logistics purposes. There is a significant amount of agricultural / vacant land immediately east of this site in Clark County that has development potential but limited access to SR 235 and I-70.

Approximately 35 acres was recently rezoned to Planned Commercial to accommodate a fueling station, truck stop and repair facility. The City Council amended the basic development plan to increase the number of truck stop spaces to 30, from 10 spaces that was approved by the Planning Commission.

On-Site Uses and Facilities

The applicant is proposing a 4,500 SF building with 12 semi-truck parking spaces. Since the first meeting the applicant has provided additional details regarding the planned uses, as well as renderings of the proposed building.

The applicant has indicated the uses will include a two-bay maintenance facility and parking for up to 12 semi-truck parking spaces. The parking spaces may be used for trucks staging for repairs or those that have been completed. The applicant has also stated the parking spaces will be available to drivers to rest. The applicant feels there is a need for support services for over-the-road truckers who have maximized their legal driving time and must rest. Drivers will be able to drop off their truck and/or trailer and make arrangements to stay at a local hotel or other accommodations.

Site Characteristics

The site is located just north of the I-70 / SR-235 interchange and has a prominent location for those entering or leaving the city. The developable area sits approximately six (6) feet below street grade including SR-235, Artz Road and Technology Boulevard.

There is an existing tree line along the east and south side of the site, which effectively screens the site from the view of those traveling northbound on SR-235.

The site has access to all utilities.

Applicable Zoning Regulations

The appliable zoning chapters include: 1171 General Provisions, 1177 Planned Industrial District, 1181 General Provisions, 1182 Landscaping and Screening, 1185 Parking and Loading. The relevant sections are citied 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)

Chapter 1177 (PI) Planned Industrial District

1177.01 Principal permitted uses.

Any principal permitted use in the Industrial Districts, I-1 and I-2, and PO Planned Office District shall be permitted. Manufacturing, processing, warehousing, industrial service activities, office and associated activities may be developed, operated and maintained within a single, organized development in accordance with an approved Planned Industrial Development District.

(Case 388; Ord. 2002-O-1365, Passed 8-26-02)

1177.02 Accessory uses.

Only the following accessory uses shall be permitted in this District:

(a) Uses customarily incidental to all principal permitted uses; and

(b) Temporary buildings and uses incidental to construction work, which buildings shall be removed upon the completion or abandonment of the construction work.

(Case 388; Ord. 2002-O-1365, Passed 8-26-02)

1177.03 Development standards.

Except when specifically modified herein, the provisions of Chapter 1181, "General Provisions" shall govern. In addition, the following developmental standards shall apply:

(a) *Minimum Land Area Requirements.*

(1) No minimum land area shall be required.

(b) *Site Planning, General Design Standards and Improvement Requirements.*

(1) Total land occupancy by all buildings for a Planned Industrial Development District shall not exceed 75 percent of the area of the tract to be developed.

(2) Planned Industrial Development Districts shall have access to at least one major thoroughfare as established on the Official Thoroughfare Plan.

(3) Landscaping and use of yards shall be as follows:

A. Required side and rear yards shall be maintained in landscaping and shall not be used for off-street parking along all property lines which abut residential or PM districts. The landscaping shall include, at a minimum, a six-foot high wooden or vinyl fence structure, earth mound, or wall with an opaqueness of 100 percent.

B. Any front, side or rear yard that fronts a public street is required to be landscaped including street trees as outlined in Chapter 1181 and additional landscaping as determined appropriate by the Planning Commission.

C. The project area, where it abuts another business, office, or industrial district, shall be maintained in landscaping and not used for parking, to the extent of a minimum of 15-foot depth along property lines.

(4) Off-street parking and loading spaces shall be required as set forth in Chapter 1185. In addition:

A. Off-street parking and loading facilities shall be provided, with area, location and design appropriate to the needs and specific uses of the industrial project. Space designated for off-street parking shall not be used for off-street loading.

B. Off-street parking and loading facilities shall not be located in the front yard of any property.

C. Off-street parking and loading shall be of sufficient size to accommodate normal peak loads.

D. Loading docks shall not be placed between the building and the front lot line.

(5) There shall be a side and rear yard setback of 25 feet or equal to the heights of the principal building, whichever is greater. If adjacent to a residential district or PM District, a minimum of 75 feet.

(6) All streets within the Planned Industrial Development District shall have a width of not less than 40 feet and shall comply with the City's construction standards.

(7) The distribution systems for utilities are required to be underground.

(8) Building materials. The front facade of a principal building facing any public street on any property in the PI District shall be required to be constructed of at least 30 percent masonry materials that will extend along the entire length of the facade of the principal building. For the purposes of this section, the front facade of a principal building shall include any wall of the principal building that is parallel to the public street and is located within 100 feet of the established building line. The Planning Commission shall determine the appropriateness of the proposed masonry material design. In the case of a property which has frontage on more than one public street, the facade facing the public street from which access to the property is provided shall be considered the front facade of the building. In addition to the front facade, the side or rear facades of the principal building that face Interstate 70 or a State Route shall be constructed of at least 30 percent masonry materials that shall be clearly visible to Interstate 70 or the State Route unless a sufficient landscaping buffer is provided and is determined appropriate by Planning Commission. Recommended masonry materials include brick, split face

block, tilt-up concrete, dryvit or any similar material determined appropriate by the Planning Commission.

(9) Street tree requirement. Please refer to Chapter 1181 for street tree requirements.

(10) Trash container enclosures. Please refer to Chapter 1181 for trash container enclosure requirements.

1177.04 Conditions.

All uses shall be conducted wholly within a completely enclosed building except for parking, loading and unloading facilities, which shall all be off-street. No use shall be permitted to be established or maintained which by reason of its nature or manner of operation is or may become hazardous, noxious or offensive owing to the emission of odor, dust, smoke, cinders, gas fumes, noise, vibration, refuse matter or water-carried waste.

(Case 388; Ord. 2002-O-1365, Passed 8-26-02)

Chapter 1181 General Provisions

1181.17 Street trees.

Any property that is zoned commercial, industrial, institutional or multi-family and that abuts a public street right-of-way and is being developed shall have one street tree per 40 feet of frontage planted at least four feet from the edge of the sidewalk on private property as determined appropriate by the City Engineer. If the location of the proposed street trees is determined inappropriate by the City Engineer, the City Engineer shall determine a location that is appropriate for the planting of the street trees. The City Engineer shall also approve the type of and the caliper of street trees that are to be planted. A list of appropriate trees and required caliper is available in the City Engineer's office.

(Case 389; Ord. 2001-O-1240, Passed 2-12-01)

1181.18 Screening of service structures.

Service structures shall be screened in all zoning districts. For the purposes of this section, service structures shall include but not be limited to loading docks, storage tanks, dumpsters, electrical transformers, utility vaults which extend above the surface, cooling towers, roof top units and other equipment or elements providing service to a nonresidential (excluding agricultural uses) or multi-family building or site. Structures may be grouped together; however, screening height shall be based upon the tallest of the structures. Service structures located in the public right-of-way or public right-of-way easement shall be exempt from these provisions.

(a) Screening Requirements.

(1) Rooftop utilities screening. All mechanical equipment located on the roof or around the perimeter of the building shall be screened by the following means and with materials that are comparable and compatible with that of the exterior building materials. Roof top mechanical units must be screened to the full height of the unit and also be fully screened from view from surrounding public rights-of-way. A sight distance analysis may be required by the City to determine the necessary height or design of rooftop utilities screening. If due

to factors unique to the property or the project, it is physically impossible or impractical to screen these utilities, the Board of Zoning Appeals, may approve alternative solutions that render them aesthetically compatible with the principal structure, except for development within a planned unit development district for which the Planning Commission would have authority to approve any alternative solutions.

A. A raised parapet or other architectural feature is an integral part of the building as a method of screening for rooftop mechanical equipment or to soften rooftop view.

B. Screening for rooftop mechanical equipment shall incorporate similar architectural features of the building and/or be constructed of a material and color compatible with other elements of the building.

(2) Waste Handling Screening. All waste, recycling and related handling equipment shall be stored and kept in four-sided enclosure constructed of a brick, stone, decorative concrete material or a material compatible with the material of the principle structure.

A. Curbs to protect screening material. Whenever screening materials is placed around any trash disposal unit or waste collection unit which is emptied or removed mechanically on a regularly occurring basis, a curb to contain the placement of the container shall be provided within the screening material on these sides where there is such material. The curbing shall be at least one foot from the material and shall be designed to prevent possible damage to the screening when the container is moved or emptied.

(3) Screening of other service structures. A continuous (having 100 percent opacity) planting, hedge, fence, wall of earth, which would enclose any service structure on all sides is required, unless such structure must be frequently moved, in which case screening on all but one side is required. The height of the screening material shall be one foot more than the height of the enclosed structure but shall not be required to exceed 12 feet in height. Whenever a service structure is located next to a building wall or landscaping material, such walls or screening material, may fulfill the screening requirement for that side of the service structure if that wall or screening material is of sufficient height to meet the height requirement set out in this section. Plant material used to screen a service structure shall be an evergreen species which retains its needles throughout the year. Deciduous plant material cannot be used to fulfill this screening requirement. The height of the evergreen plant material at installation must be equal to, or greater than, two-thirds of the height of the service structure(s), and meet the height and opacity requirements within four years.

1181.21 Lighting standards.

(a) Intent. This section intends to regulate outdoor lighting in order to: establish appropriate minimum levels of illumination, prevent unnecessary glare, and reduce both spill-over onto adjacent properties and unnecessary transmission of light into the night sky. It is not intended to eliminate the need for an applicant to seek professional assistance to determine appropriate lighting for the use and design proposed.

(b) Approved Lighting Plan. Whenever the installation or modification of outdoor lighting is proposed or, for a commercial, industrial, multi-family or special use of a site plan approval, the enforcing officer shall review and approve all proposed lighting as part of the approval process. These standards shall also apply to modifications to existing lighting fixtures, whether or not site plan approval is required.

(1) A lighting plan submitted for review shall contain the following:

A. A site plan showing the location of all existing and proposed buildings, landscaping, streets, drives, parking areas and exterior lighting fixtures;

B. Specifications for all proposed and existing lighting fixtures. These include: photometric data, fixture height, mounting and design, glare control devices, type and color rendition of lamps, and hours of operation. A photometric plan illustrating the levels of illumination at ground level shall account for all light sources that impact the subject site, including spill-over illumination from neighboring properties; and

C. Relevant building elevation drawings showing all fixtures, the portions of the walls to be illuminated, illuminance levels of walls and the aiming of points of any remote fixtures.

(2) A proposed lighting plan shall be reviewed based upon the following considerations:

A. Whether the lighting is designed to minimize glare;

B. Whether light will be directed beyond the boundaries of the area to be illuminated or onto adjacent properties or streets;

C. Whether the lighting will cause negative impacts on residential districts and uses;

D. Whether the plan will achieve appropriate levels of illumination for the use proposed;

E. Whether the lighting is in harmony with the character of the surrounding area and the illumination levels of neighboring properties; and

F. Whether the lighting is in keeping with the city' s goal of prohibiting unnecessary illumination of the night sky.

(c) Required Conditions. When site plan or zoning permit approval is required for the installation or modification of exterior lighting, the following conditions shall apply:

(1) Light fixtures shall not be mounted in excess of the maximum height limitation of the district in which they are located. Those maximum heights are listed below:

•	*B-1, B-2, B-3, and EP*	*25' maximum mounting height*
•	*O-1*	*20' maximum mounting height*
•	*I-1 and I-2*	*35' maximum mounting height*
•	*Planned Unit Developments*	*Established by the City at the detailed plan approval stage (if not addressed, maximum mounting height shall be 25')*

Electrical service to light fixtures shall be placed underground.

(3) No flashing lights or intermittent illumination shall be permitted.

(4) Glare control shall be accomplished primarily through the proper selection and application of lighting equipment. Only after those means have been exhausted shall landscaping, fencing and similar screening methods be considered acceptable means for reducing glare.

(5) Outdoor lighting shall be designed to achieve uniform illumination levels. The ratio of the average light level of the surface being lit to the lowest light level of the surface being lit, measured in foot-candles, shall not exceed 4:1. One foot-candle is equal to the amount of light generated by one candle shining on a square foot surface one foot away. The average illumination is determined by: adding the foot-candle value of all the points in the photometric grid, and dividing the sum by the total number of points.

(6) The use of true color rendering lamps, such as metal halide, is required instead of the utilization of high- and low-pressure sodium lamps.

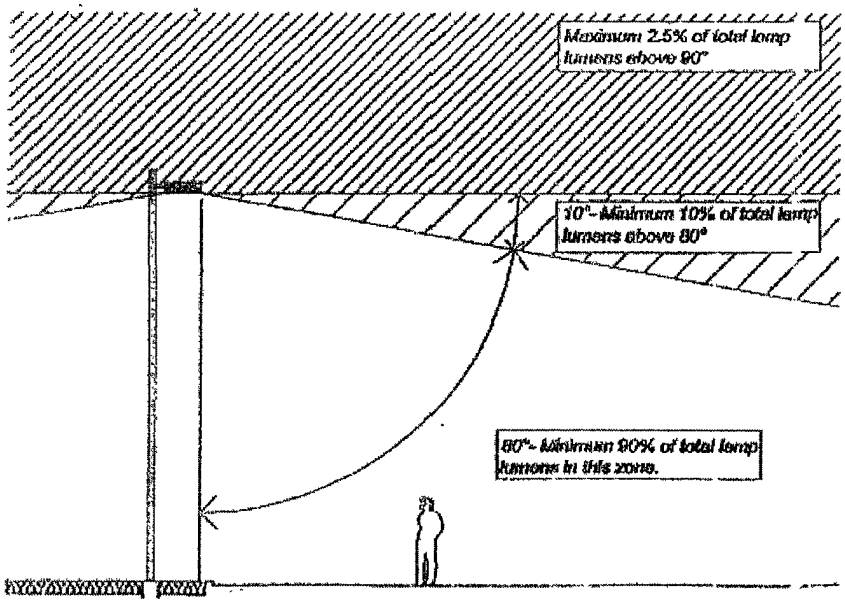
(7) Only necessary lighting for security purposes and limited operations shall be permitted after a site's hours of operation.

(8) Lighting for security purposes shall be directed only onto the area to be secured.

A. All fixtures shall be located, shielded and aimed so that light is not cast toward adjacent properties or streets or unnecessarily transmitted into the night sky.

B. Fixtures mounted on the building and designed to illuminate the facade are preferred.

(9) Parking lot lighting shall be designed to provide the minimum illumination necessary to ensure adequate vision and comfort in parking areas. Full cut-off fixtures shall be used to prevent glare and direct illumination away from adjacent properties and streets. Designs that result in even levels of illumination across a parking area are preferred

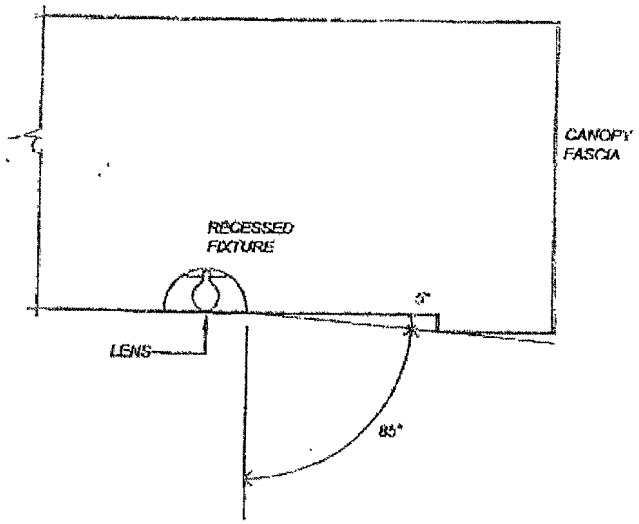


Cut-off fixture as defined by IESNA.

(10) The illumination of gasoline service stations and convenience stores shall be the minimum level necessary to facilitate such uses. Unnecessary lighting for the purposes of attraction and advertising shall not be permitted.

A. Areas away from gasoline pump islands that are used for parking and vehicle storage shall be illuminated in accordance with the parking area requirements of subsection (9) above.

B. Light fixtures mounted on canopies shall be recessed or flush with the bottom of the canopy. Where a drop-down fixture is used, the lens shall be flush with (i.e., no more than one inch beyond) the casing so that light is directed down and not sideways. All canopy lighting shall be shielded to provide a cut-off angle of 85 degrees. Fixtures shall not be mounted on the top or sides of canopies.



This illustration provides an example of a fixture with an 85-degree cut-off. Other designs that achieve the same cut-off requirement are also acceptable.

Chapter 1182 Landscaping and Screening Standards

1182.01 General information.

(a) Applicability. All of the requirements of this chapter of the Zoning Code are applicable to all new developments located in all zoning districts except for those located in ER, R-1, R-2, R-3, R-4, R-4B, RMV, A, WO, and C districts. For new developments located in ER, R-1, R-2, R-3, R-4, R-4B, RMV, A, WO, and C districts, only the requirements listed in the schedule of required buffers, detailed in figure 4 in Section 1182.05, shall apply. Property owners are under a continuing obligation to ensure that their property is maintained in accordance with these requirements.

(b) Application Process. For PUD applications and standard zoning permit applications certain landscape information must be provided.

(1) In a PUD application, proposals in the re-zoning and basic development plan stage need to illustrate conceptual buffering and screening requirements on the basic development plan.

(2) In a PUD application in the detailed development plan stage and final plat stage, a detailed landscape plan shall be submitted as outlined in 1182.02.

Chapter 1185 Parking and Loading

1185.02 Off-street parking standards.

(a) General Standards. Off-street parking facilities shall be used solely for the parking of motor vehicles except as otherwise permitted in this chapter. Other approved accessory structures such as landscaping islands, light poles, shopping cart racks, and ATMs are considered as part of the off-street parking facilities. All motor vehicles shall be in operating condition by persons on the premises in connection with any use of the premises allowed by the Zoning Ordinance.

(b) Parking of motor vehicles on a residentially zoned premises shall be on a continuous hard surface, as defined by the term "hard surface driveway" in Chapter 1123.

(c) Garage sales may be conducted on off-street parking facilities located on a residentially zoned premises.

(d) Festival and fund-raising activities sponsored by nonprofit organizations, as well as activities/events organized by government agencies, may be conducted on off-street parking facilities.

(e) Planned unit developments may be approved to permit other uses of off-street parking facilities.

(Case 293; Ord. 90-O-450, Passed 12-3-90; Ord. 96-O-922, Passed 10-28-96)

1185.03 Size and design.

(a) Off-street parking spaces shall meet or exceed the minimum design standards for parking lot layouts as set forth in this chapter. The minimum size for an off-street parking space shall be 18 feet in length by ten feet wide.

(b) Off-street parking requirements and limitations for semis are defined in HHCO Chapter 1193.

(c) Minimum Design and Construction Standards.

(1) Off-street parking may be open to the sky, or enclosed in a building or structure, either above or below ground. Off-street parking areas shall meet City and, as set forth by the City Engineer, Southwest Ohio Engineers Association (S.W.O.E.A) standards. Such standards shall include, but not be limited to, driveway widths, island design, curbs, barriers, grades, turning radii, vertical clearance, stacking, and waiting areas and drainage.

(2) Nonresidential uses (including multi-family residential uses).

A. Each off-street parking space shall open directly into an aisle or driveway of adequate width and design for safe and efficient vehicular access to the parking space. No parking space shall open directly onto any public street.

B. An aisle or driveway shall not be used for parking of vehicles.

C. All off-street parking areas shall be graded and have a continuous hard surface of asphalt or concrete. When approved by the City Engineer the off-street parking areas for impound lots, junked vehicle yards, dormant semi-truck parking areas, and certain storage areas may be composed of granular aggregate and a double chip seal or a fabric type pavement with aggregate base and surface stabilization or a slurry seal pavement with aggregate base as shown on the attached sketches. A chip sealed lot or a slurry seal lot or a fabric type lot shall be resealed at a minimum of five-year intervals or as designated by the City Engineer.

1185.06 Landscaping required.

All parking lots exceeding 20 parking spaces shall have interior landscaped areas in the overall design. This requirement shall be satisfied only by those landscaped areas encompassed by the perimeter of the parking lot. Required parking or paving setbacks, screening areas, or other landscaping required by this Zoning Ordinance shall not be utilized to meet any requirement of these landscaping provisions.

(a) Any parking lot having a capacity of at least 20 parking spaces shall be required to have not less than five percent of the interior of the parking lot landscaped.

(b) The landscaped area shall include at least one tree (not less than one and three-fourths inch caliper, measured at chest height of a species approved by the City Engineer or his designee) for every 100 square yards of interior landscaped area, living plantings aesthetically located and maintained.

(c) All landscaped areas shall be designed and located in a manner that clearly defines internal streets, traffic lanes and parking areas and to standards acceptable to the Department of Engineering, Zoning and Planning.

(1) Landscaped areas shall have a minimum width of five feet.

(2) A turning radius shall be constructed where a landscaped area defines an intersection of streets, traffic lanes or parking stalls.

(3) Concrete curbing shall be placed around the perimeter of all landscaped areas.

(4) Intersection sign distance shall be maintained at all entrance and exit points to a public street and all internal intersections of streets and traffic lanes.

(Ord. 90-O-450, Passed 12-3-90)

1185.12 Computation.

(a) Number of Spaces Rounded Up. When determination of the number of off-street parking spaces required by this chapter results in a fraction that is less than a whole, such fraction shall be rounded up to a whole number and counted as one parking space.

(6) Road service and commercial entertainment uses.

A. *Automobile accessories sale or installation: two spaces for every service bay, plus one space for every 400 square feet of sales area.*

B. *Automobile filling station and auto repair, painting, and body shop: two spaces for each service bay, plus one space for each employee on the largest shift, and also one space for each service vehicle; with a minimum of six spaces, plus one space for every 125 square feet of retail floor area if a convenience store is an accessory use.*

C. *Automobile washing facility: one space for each employee with a minimum of four spaces, plus five off-street waiting spaces for each car-washing device or stall, or 15 off-street waiting spaces for an assembly-line type washing establishment, and two parking spaces at the end of each washing bay for drying and hand-finishing vehicles.*

Standards for Approval

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, 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

(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.

Staff Analysis

The analysis below is divided into two discussions: the rezoning analysis and the conformance with the zoning regulations.

Rezoning Analysis:

The applicant desires to rezone the property from B-3 to PI for the purpose of constructing a repair facility and truck drop lot. Both uses would share 12 semi-truck parking spaces. The applicant is in the trucking business and feels there is a need for facilities that allow drivers to rest and recuperate after they have maximized their allowable driving hours. Drivers who chose to use the drop lot would Uber to a hotel or make other accommodation arrangements.

The majority of properties in the vicinity are zoned I-1 and are engaged in the manufacturing or warehousing and distribution of various goods. The majority of surrounding lands heavily utilize trucking services.

Recently, the Planning Commission and City Council approved the rezoning of 35 acres from I-1 to Planned Commercial to facilitate the construction of a convenience store, truck parking and diesel repair facility on approximately nine (9) acres. Planned Commercial zoning was required to support all the uses of the site, mainly the convenience store. During the rezoning discussion, the City Council increased the allowable truck stop parking spaces from 10 to 30, because at least one member felt there was a need for such services in the area.

Conformance with Comprehensive Plan

The city's comprehensive plan indicates the site is located in a "Gateway" and "Growth" area. Gateways are prominent entrances into the city which should be designed and landscaped in an attractive manner, limit sign clutter and preserve and maintain mature trees where possible. Growth areas are those locations within the city where economic development should be encouraged, and low-density residential developments discouraged. These areas are the future economic engines of the city.

The rezoning request from B-3 to PI could be consistent with the comprehensive plan.

Staff feels the rezoning from business to industrial use is appropriate for this site. Additional maintenance facilities are likely in demand for this area, given the large presence of logistical companies. It is unclear to staff whether the rest facility proposed directly or indirectly benefit the surrounding businesses or locally based independent truck owners / operators, or if the majority of users are over-the-road drivers simply passing through the community.

Conformance with Zoning Regulations:

1177 (PI) Planned Industrial District

The proposed uses are principally permitted in the PI district. The revised plan indicates a 15-foot perimeter buffer yard, and increase from 10-feet, which meets code. All other standards for this Chapter are met including:

- Street trees are indicated along Technology Boulevard and Artz Road, as required;
- Building setbacks are appropriate
- The proposed building façade has at least 30% masonry materials.

Chapter 1181 General Provisions

The rezoning and basic development plan do not have enough detail to evaluate against the zoning requirements in this Chapter. The applicant has indicated to staff that all requirements will be met during the detailed development plan phase.

Chapter 1182 Landscaping and Screening Standards

The rezoning and basic development plan do not have enough detail to evaluate against the zoning requirements in this Chapter. Additional details shall be provided during the detailed development plan phase. However, the plans indicate potential locations for fencing and street trees along Artz Road and Technology Boulevard.

Chapter 1185 Parking and Loading

Since the exact programming of the unknown at this time, the required number of spaces cannot be calculated. At a minimum, four (4) automobile parking spaces will be required and five (5) are indicated. However, the site is just over three (3) acres and there should be room to accommodate all required parking once they are determined.

Other Considerations:
The applicant has provided additional details since the last meeting which have alleviated some staff concerns. The applicant has provided conceptual building designs and clarified the intended uses of the site. Staff are still concerned that unless a building is constructed and programmed, this location will simply become a trailer drop lot with no value-added services for drivers or surrounding businesses.

Additional Comments:

Fire: See Attached.

City Engineer:

Recommendation
The applicant has provided additional details regarding the building design and use of the site. Staff feels a repair facility with overnight parking as an accessory use is consistent with the comprehensive plan at this location; however, a simple drop lot facility for overnight parking or trailer storage, without driver support services is not consistent with the comprehensive plan.

If Planning Commission feels the rezoning and basic development plan are consistent with the comprehensive plan and the standards for development can be met, then staff recommends the following conditions:

1. The applicant shall comply with all provisions of the zoning code;
2. All parking and loading areas shall be asphalt or concrete;
3. The applicant shall submit a phasing plan for consideration by the Planning Commission as part of the detailed development plan;
4. No activities including parking, storage or site improvements shall occur until a detailed development plan is approved, building constructed, and a zoning certificate issued.

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 August 22, 2022, the applicant, Thomas E. Dusa, requested approval of a Basic Development Plan and Rezoning to PI – (Planned Industrial) to construct a truck repair facility and truck/trailer drop lot on approximately three (3) acres. Property is located at the South East Corner of Technology Blvd and Artz Road, further identified as Parcel Number P70 03903 0007 of the Montgomery County Auditor's Map (Case RZ BDP 22-35), and;

WHEREAS, on December 13, 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.

Mr. Jeffries moved to approve the request by the applicant, Thomas E. Dusa, for approval of a Basic Development Plan and Rezoning to PI – (Planned Industrial) to construct a truck repair facility and truck/trailer drop lot on approximately three (3) acres. Property is located at the South East Corner of Technology Blvd and Artz Road (Case RZ BDP 22-35), in accordance with the recommendation of Staff's Memorandum dated December 6, 2022, as amended with the following conditions:

1. The applicant shall comply with all provisions of the zoning code;
2. All parking and loading areas shall be asphalt or concrete;
3. The applicant shall submit a phasing plan for consideration by the Planning Commission as part of the detailed development plan;
4. No activities including parking, storage or site improvements shall occur until a detailed development plan is approved, building constructed, and a zoning certificate issued.
5. Exterior of building should be 100% masonry unless otherwise approved by Planning Commission at the Detailed Development Plan.

Seconded by Ms. Vargo. Roll call showed: YEAS: Ms. Vargo, Ms. Jeffries, and Mr. Walton. NAYS: None. Motion to recommend approval carried 3-0.

_____ _____

Terry Walton, Chair Date
Planning Commission

Haley-Dusa
Engineering & Surveying Group, LLC

February 24, 2023

To: Aaron Sorrell, Interim City Planner
Huber Heights Planning

Subject: Basic Development Plan and Rezoning
(Overnight truck parking and truck repair facility)

Development Name: Technology Blvd. Trucking Facility

Address/Location: Southeast corner of Technology Blvd. and Artz Rd

Development Approach:

Upon obtaining a zoning change approval from a B-3 Zone to a PI Zone, which allows us to develop a business for truck parking and truck repair, we will continue to develop the originally submitted basic development plans into detailed final plans needed for a zoning certificate and a building permit. We will follow the procedures of the Huber Heights Planning Department required to obtain the permits, as well as follow any conditions requested to obtaining the permits.

While the engineer is developing plans for the site and the architect is developing plans for the building, the owner will advertise for a truck mechanic who would like to lease the site for their business use. The owner will also be obtaining information for a security camera system and advertising on the Internet.

Once we have the permits, we will find a contractor and develop a construction schedule. The construction schedule will start with establishing the construction limits in the field. Because the proposed development is in the existing agricultural field approximately 6-ft below the street profile grade, a ramp is needed to access the site during construction as well as when the project is completed. Only one ramp will be constructed and used for both purposes.

Construction of the ramp will require over a thousand cubic yards of fill to be added. The agricultural field will require over a thousand cubic yards of topsoil to be removed before the pavement and the building can be built on it. To control the cost of these to actions, we plan to create borrow/storage pits along the embankment of Technology Blvd, on both sides of the access ramp. This will allow us to dig a hole to find good fill to use in the base of the ramp, and then fill the hole with the excess topsoil.

270 Regency Ridge Drive, Suite 203, Dayton, Ohio 45459
Phone: (937) 439-4300 Fax: (937) 439-2005

All of the proposed site's needed utility services are near our property. Electric, gas, water, telephone, and cable are along Technology Blvd. Sanitary sewer pipe runs along the east side of the property; however, it should be noted that we have recently been informed by Huber Heights Engineering that access to sanitary service may be on hold until the end of 2023. This could affect the development schedule. Detention can be controlled in a proposed basin along the north side of the channel running along the south side of our property. The natural grade of the site flows toward the existing channel. This is an area that can allow for more truck parking should the demand support it. Of course, this will require applying for a new permit through planning before taking any action.

The owner plans to control access to his site. That is why a fence has been added with a gate on the ramp. The only people able to open the gate are the owner of the site and possibly the mechanic leasing the building. If someone wants to park a truck they will need to contact the office to see if there are parking spaces available. Contact information will be available through advertising on the Internet, or possibly on billboard signs along the roadway. Daily working hours will need to be established; and it is anticipated the business will be open every day. Truckers will only be able to access/leave their trucks when the business is open. Truckers will have to park their truck at the site and leave the premises. They will need to call for a ride (taxi, Uber, friend, etc) to pick them up, and take them to their destination. They will only be able to re-enter the gate when the owner opens it. There will be security cameras watching at all times. We will suggest 'NO PARKING' signs be added along Technology Blvd and Artz Road to prevent trucks from parking along the road, should the lot be full or the business closed.

Sincerely,

Thomas E. Dusa, P.E., P.S.
Project Engineer
Haley-Dusa Engineering & Surveying Group

Planning Commission
December13, 2022, Meeting
City of Huber Heights

I. Chair Terry Walton called the meeting to order at approximately 6:02 p.m.

II. Present at the meeting: Mr. Jeffries, Ms. Vargo, and Mr. Walton.

Members absent: Ms. Opp and Ms. Thomas, both excused.

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. **TEXT AMENDMENTS - The applicant, THE CITY OF HUBER HEIGHTS, is requesting approval of various text amendments to the Zoning ordinance of the City of Huber heights pertaining to Special Use within the Agricultural District, permitted uses within the Planned Commercial and Planned Industrial District ad changes to the home occupation regulations (TA22-42).**

   Suggested Text Amendment #1: Expand the definition of Home Occupations (Section 1123.53).
   The home occupation definition is very limiting, especially considering the number of professions that have broadened work-at-home opportunities and advances in technology that make working from a home office easier. Additionally, traditional concerns about impacts from a home occupation such as delivery vehicles have primarily vanished with the increased popularity of Etsy, Amazon and other retailers who ship directly to consumers. Fed Ex, UPS and Amazon delivery vehicles are a ubiquitous sight in all residential areas.

   Suggested Text Amendment #2 & #3: Expand Special Uses within the Agricultural District (Chapter 1142)
   There is a limited list of allowable special uses in the agricultural district, and expanding this list and with appropriate standards will provide the BZA with additionally options and widen the potential use of lands without impacting adjacent property owners. Unlike a rezoning or variance, the special use permit expires if the use is discontinued for more than one year.

Bed and Breakfast Establishments
I recommend adding "Bed and Breakfast Establishments" and "Automotive / Vehicle Repair" to the list of Special Uses within the Agricultural District. Currently, Bed and Breakfast (B&B) uses are not defined nor allowed in Huber Heights. While there are currently no B&B's, there are a few unique buildings that may lend themselves to operating as a B&B, and they have very limited impact on neighboring properties. Most surrounding jurisdictions permit B&B's in many residential areas.

Indoor Automotive / Vehicle Repair
Allowing the BZA to consider automotive/vehicle repair as a Special Use within the Agricultural District may have provided the BZA with additional options when they were reviewing the Skilwies variance request. This approach is preferable to a rezoning or variance, because the use is no longer allowed if voluntarily discontinued after one year.

Self-Storage Facilities
Self-Storage Facilities have been a topic of discussion both in Huber Heights and surrounding jurisdictions due to the recent acceleration in their development. While these facilities provide a service to the renters, they generate little employment opportunities, income tax, or vibrancy along a commercial corridor or areas designed to be active and vibrant.

Currently, there is no consistent definition for self-storage facilities within the zoning code. The terms "warehouse", "mini-warehouse" and "mini-storage warehouse" are used in the code but none of the terms are defined.

Action

Mr. Jeffries moved to approve the request by the City of Huber Heights, for approval of various text amendments to the Zoning ordinance of the City of Huber Heights pertaining to Special Uses within the Agricultural District, permitted uses within the Planned Commercial and Planned Industrial District and changes to the home occupation regulations (TA 22-42.1).

Seconded by Ms. Vargo. Roll call showed: YEAS: Mr. Jeffries, Ms. Vargo, and Mr. Walton. NAYS: None. Motion to approve carried 3-0.

Action

Ms. Vargo moved to approve the request by the City of Huber Heights, for approval of various text amendments to the Zoning ordinance of the City of Huber Heights pertaining to Special Uses within the Agricultural District, permitted uses within the Planned Commercial and Planned Industrial District and changes to the home occupation regulations (TA 22-42.2).

Seconded by Mr. Jeffries. Roll call showed: YEAS: Mr. Jeffries, Ms. Vargo, and Mr. Walton. NAYS: None. Motion to approve carried 3-0.

Action

Ms. Vargo moved to approve the request by the City of Huber Heights, for approval of various text amendments to the Zoning ordinance of the City of Huber Heights pertaining to Special Uses within the Agricultural District, permitted uses within the Planned Commercial and Planned Industrial District and changes to the home occupation regulations (TA 22-42.3).

Seconded by Mr. Jeffries. Roll call showed: YEAS: Ms. Vargo and Mr. Walton. NAYS: Mr. Jeffries. Motion to approve denied 2-1.

Action

Mr. Jeffries moved to approve the request by the City of Huber Heights, for approval of various text amendments to the Zoning ordinance of the City of Huber Heights pertaining to Special Uses within the Agricultural District, permitted uses within the Planned Commercial and Planned Industrial District and changes to the home occupation regulations (TA 22-42.4).

Seconded by Ms. Vargo. Roll call showed: YEAS: Mr. Jeffries, Ms. Vargo, and Mr. Walton. NAYS: None. Motion to approve carried 3-0.

2. **BASIC DEVELOPMENT PLAN AND REZONING - The applicant, THOMAS E. DUSA, is requesting approval of a Basic Development Plan and Rezoning to PI (Planned Industrial) to construct a truck repair facility and truck/trailer drop lot on approximately three (3) acres. Property is located at the South East Corner of Technology Blvd and Artz Road (RZ BDP 22-35).**

Mr. Sorrell stated that the applicant requests approval of a basic development plan and rezoning to Planned Industrial to construct a truck stop and repair facility on a three (3) acre parcel. The site is very close to the I-70 / SR 235 interchange.

The land is currently zoned B-3. The surrounding lands are predominantly zoned I-1 and used for manufacturing or logistics purposes. There is a significant amount of agricultural / vacant land immediately east of this site in Clark County that has development potential but limited access to SR 235 and I-70.

Approximately 35 acres was recently rezoned to Planned Commercial to accommodate a fueling station, truck stop and repair facility. The City Council amended the basic development plan to increase the number of truck stop spaces to 30, from 10 spaces that was approved by the Planning Commission.

The applicant has provided additional details regarding the building design and use of the site. Staff feels a repair facility with overnight parking as an accessory use is consistent with the comprehensive plan at this location; however, a simple drop lot facility for overnight parking or trailer storage, without driver support services is not consistent with the comprehensive plan.

Tom Dusa was present.

Discussion on the appropriate use, gateway entrance, and details.

Mr. Jeffries moved to approve the request by the applicant, THOMAS E. DUSA, for approval of Basic Development Plan and Rezoning to PI (Planned Industrial) to construct a truck repair facility and truck/trailer drop lot on approximately three acres. Property is located at the SouthEast Corner of Technology Blvd and Artz Road (RZ BDP 22-35).

Seconded by Ms. Vargo. Roll call showed: YEAS: Mr. Jeffries, Ms. Vargo, and Mr. Walton. NAYS: None. Motion to approve carried 3-0.

VII. New Business

1. **MINOR CHANGE - The applicant, KAP SIGNS, is requesting approval of a Minor Change to add one 5'-8" ground sign. Property is located at 7050 Executive Blvd (MC 22-44).**

Mr. Sorrell sated that the Planning Commission granted approval for three wall signs in October 2014. At that time, no ground signs were planned or requested. At that time, the vegetation along Executive Boulevard did not obscure building visibility. Today, the vegetation has matured and obstructs building visibility from westbound traffic.
Staff supports the minor change to add one ground sign as detailed in the application dated November 17, 2022. Building visibility is difficult for westbound traffic since the vegetation has matured. There are similar ground signs along Executive Boulevard which meet the zoning code requirements.

David Williams from Kap Signs was present.

Action

Ms. Vargo moved to approve the request by the applicant, Kap Signs, for approval of a Minor Change to add one ground sign. Property is located at 7050 Executive Blvd (MC 22-44).

Seconded by Mr. Jeffries. Roll call showed: YEAS: Mr. Jeffries, Ms. Vargo, and Mr. Walton. NAYS: None. Motion to approve carried 3-0.

2. **MAJOR CHANGE - The applicant, JOHN KOPILCHACK, is requesting approval of a Major Change to the combined basic and detailed development plan for addition to the existing medical facility. Property is located at 8501 Old Troy Pike (MJC 22-43).**

Mr. Sorrell stated in October 2014, the Planning Commission approved a combined basic and detailed development plan to construct a Dayton Children's Urgent Care facility on the site of a previous medical office use.

The applicant is now proposing to add a 10,600 SF addition to the rear of the existing facility.

The expansion will encroach into the parking area which will reduce the number of spaces by eight (8) spaces to a total of 153 spaces. The expansion materials and design will be similar to the existing facility.
The proposed 10,600 SF building expansion will add 12 additional exam rooms, bringing the total to 40 exam rooms and the total size of the facility to just under 35,000 SF. The expansion will have minor impact on the parking, but staff feels the amount of parking provided is more than adequate for this facility.

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.

Mr. John Kopilchack was present.

Action

Ms. Vargo moved to approve the request by the applicant, John Kopilchack, for approval of a Major Change to the combined basic and detailed development plan for addition to the existing medical facility. Property is located at 8501 Old Troy Pike (MJC 22-43).

Seconded by Mr. Jeffries. Roll call showed: YEAS: Mr. Jeffries, Ms. Vargo, and Mr. Walton. NAYS: None. Motion to approve carried 3-0.

3. **REZONING - The applicants, RICHARD BAUMER and STACI CARRE, are requesting approval of a Rezoning from I-1 to R1. Properties are located at 7767 and 7777 Wildcat Road (RZ 22-41).**

Mr. Sorrell stated in 1994, many of the properties along Wildcat Road were rezoned to Industrial to facilitate redevelopment on the east side of Wildcat Road. While the records are unclear, staff thinks the rezoning was expanded to include residential homes that were not owned by the original 1994 rezoning applicant on the west side of Wildcat Road.

The current applicant (7767 Wildcat Road) would like to expand his home, but the zoning code does not allow the expansion of a non-conforming use. Staff suggested rezoning the property to R-1. Staff also contacted owners of adjacent residential uses who are currently zoned I-1, one owner (7777 Wildcat Road) contacted city staff and requested to be included in this rezoning request.

The two residential properties meet all the R-1 district standards. They are currently legal non-conforming uses. A change in zoning will allow the primary applicant to expand his structure. Additionally, being zoned R-1, rather than 1-1, may enable a smoother real estate transaction if the applicants sell their property in the future.

Mr. Richard Baumer was present.

Discussion on appropriate zoning.

Action

Mr. Jeffries moved to approve the request by the applicants, Richard Baumer and Staci Carre, for approval of a Rezoning from I-1 to R1. Properties are located at 7767 and 7777 Wildcat Road (RZ 22-41).

Seconded by Ms. Vargo. Roll call showed: YEAS: Mr. Jeffries, Ms. Vargo, and Mr. Walton. NAYS: None. Motion to approve carried 3-0.

VIII. Additional Business

Election of Officers, with only 3 members present, will move this item to the next meeting of January 10, 2023.

IX. Approval of the Minutes

Without objection, the minutes of the November 8, 2022, Planning Commission meeting are approved.

X. Reports and Calendar Review

Approval of 2023 Meeting Schedule

Action

Mr. Jeffries moved to approve the 2023 meeting schedule. Starting in April, we will only have 1 meeting a month. That will give more time to work on each case.

Seconded by Ms. Vargo. Roll call showed: YEAS: Mr. Jeffries, Ms. Vargo, and Mr. Walton. NAYS: None. Motion to approve carried 3-0.

XI. Upcoming Meetings

January 10, 2023

XII. Adjournment

There being no further business to come before the Commission, the meeting was adjourned at approximately 8:02 p.m.

Terry Walton, Chair	**Date**
Geri Hoskins, Administrative Secretary	**Date**

CITY OF HUBER HEIGHTS
STATE OF OHIO

ORDINANCE NO. 2023-O-

TO APPROVE A REZONING TO PLANNED INDUSTRIAL (PI) AND BASIC DEVELOPMENT PLAN FOR THE PROPERTY LOCATED AT THE SOUTHEAST CORNER OF TECHNOLOGY BOULEVARD AND ARTZ ROAD AND FURTHER IDENTIFIED AS PARCEL NUMBER P70 03903 0007 ON THE MONTGOMERY COUNTY AUDITOR'S MAP AND ACCEPTING THE RECOMMENDATION OF THE PLANNING COMMISSION (CASE RZ BDP 22-35).

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 RZ BDP 22-35 and on December 13, 2022, recommended approval by a vote of 3-0 of the Rezoning and Basic Development Plan; 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 Rezoning to Planned Industrial (PI) and Basic Development Plan (Case RZ BDP 22-35) is hereby approved in accordance with the Planning Commission's recommendation and following conditions:

1. The applicant shall comply with all provisions of the zoning code.
2. All parking and loading areas shall be asphalt or concrete.
3. The applicant shall submit a phasing plan for consideration by the Planning Commission as part of the Detailed Development Plan.
4. No activities including parking, storage or site improvements shall occur until a Detailed Development Plan is approved, building constructed, and a zoning certificate issued.
5. The exterior of building shall be 100 percent masonry unless otherwise approved by the Planning Commission through the Detailed Development Plan.

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 _____ day of _____, 2023;
_____ Yeas; _____ Nays.

Effective Date:

AUTHENTICATION:

_____	_____
Clerk of Council	Mayor
_____	_____
Date	Date

AI-9111 **Topics of Discussion** **M.**

Council Work Session

Meeting Date: 04/04/2023

Vacation/Short-Term Rental Properties

Submitted By: Geri Hoskins

Department: Planning **Division:** Planning

Council Committee Review?: Council Work Session **Date(s) of Committee Review:** 04/04/2023

Audio-Visual Needs: SmartBoard **Emergency Legislation?:** No

Motion/Ordinance/ Resolution No.:

Agenda Item Description or Legislation Title

Vacation/Short-Term Rental Properties

Purpose and Background

This agenda item is to provide information to Council's request for additional information on vacation/short-term rentals within the City.

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

Memorandum

CITY OF HUBER HEIGHTS
Planning & Development Division
6131 Taylorsville Road

Memorandum

To: Bryan Chodkowski, Interim City Manager

From: Aaron K. Sorrell, City Planner

Date: March 29, 2023

Re: Short-Term Rental Information

After additional research on Short Term Rentals (STR), I recommend the City update its definition of "hotel" as it relates to the Transient Guest Tax. In 2020, the State of Ohio expanded its definition of hotel to include establishments with fewer than five rooms. Within the same legislation, the State permitted municipalities to do the same through ordinance.

Based on a report by Avenu Insights & Analytics, there are 27 short-term rentals listed in Huber Heights. These include listings on sites such as AirBnB, VRBO, HomeAway, TripAdvisor and a few lesser-known sites. No new listings have appeared in the past year.

The report indicates 16 entire homes and 11 shared homes (rooms) listed on the various sites, with an average nightly rate of $87.80. Based on these rates, the report estimates STR's within the City generate approximately $162,000.00 in gross annual revenue. Expanding the applicability of the 3% Transient Guest Tax to STR's could generate up to $4,860.00 in additional lodging tax receipts.

It is important to note that Houses Bill 563, currently being considered, will significantly limit the ability of Ohio municipalities to regulate STR's. Given the relatively low number of STR's within the City, and legislative uncertainty, I believe no additional regulations beyond changing our hotel definition are necessary or prudent at this time.

Please let me know if you have any questions.

AI-9068 **Topics of Discussion** **N.**

Council Work Session

Meeting Date: 04/04/2023

Liquor Permit #8200121 - Las Piramides - 6290 Chambersburg Road

Submitted By: Anthony Rodgers

Department: City Council

Type of Liquor Permit: Other

Motion/Ordinance/ Resolution No.:

Agenda Item Description

Liquor Permit #8200121 - Las Piramides - 6290 Chambersburg Road

Review and Comments - Police Division

The Police Division had no objections to the change of corporate stock ownership for this liquor permit.

Review and Comments - Fire Division

The Fire Division had no objections to the change of corporate stock ownership for this liquor permit.

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

Memorandum - Fire Division

Liquor Permit

Huber Heights Fire Division

TO: Anthony Rodgers, Clerk of Council

FROM: Keith Knisley, Fire Chief

DATE: 03/29/2023

RE: Liquor Permit # 8200121

I am writing to inform you that there are no outstanding Fire Code Violations for Las Piramides at 6290 Chambersburg Road.

NOTICE TO LEGISLATIVE AUTHORITY

OHIO DIVISION OF LIQUOR CONTROL
6606 TUSSING ROAD, P.O. BOX 4005
REYNOLDSBURG, OHIO 43068-9005
(614)644-2360 FAX(614)644-3166

TO

8200121 PERMIT NUMBER	STCK TYPE	6290 CHAMBERSBURG ROAD INC 6290 CHAMBERSBURG RD & PATIO HUBER HGTS OH 45424
ISSUE DATE		
04 08 2022 FILING DATE		
D5 PERMIT CLASSES		
57 TAX DISTRICT 083 A F29264 RECEIPT NO.		

FROM 03/17/2023

PERMIT NUMBER	TYPE	
ISSUE DATE		
FILING DATE		
PERMIT CLASSES		
TAX DISTRICT	RECEIPT NO.	

MAILED 03/17/2023 RESPONSES MUST BE POSTMARKED NO LATER THAN. 04/17/2023

IMPORTANT NOTICE

PLEASE COMPLETE AND RETURN THIS FORM TO THE DIVISION OF LIQUOR CONTROL WHETHER OR NOT THERE IS A REQUEST FOR A HEARING.

REFER TO THIS NUMBER IN ALL INQUIRIES A STCK 8200121
(TRANSACTION & NUMBER)

(MUST MARK ONE OF THE FOLLOWING)

WE REQUEST A HEARING ON THE ADVISABILITY OF ISSUING THE PERMIT AND REQUEST THAT THE HEARING BE HELD ☐ IN OUR COUNTY SEAT. ☐ IN COLUMBUS.

WE DO NOT REQUEST A HEARING. ☐
DID YOU MARK A BOX? IF NOT, THIS WILL BE CONSIDERED A LATE RESPONSE.

PLEASE SIGN BELOW AND MARK THE APPROPRIATE BOX INDICATING YOUR TITLE:

(Signature) (Title)- ☐ Clerk of County Commissioner (Date)
☐ Clerk of City Council
☐ Township Fiscal Officer

CLERK OF HUBER HGTS CITY COUNCIL
6131 TAYLORSVILLE RD
HUBER HGTS OHIO 45424

For Questions call
(614) 644-3162
Office Hours -
8:00 a.m. - 5:00 p.m.

Ohio Department of Commerce - Division of Liquor Control
6606 Tussing Road, Reynoldsburg, Ohio 43068-9005
http://www.com.ohio.gov/liqr

APPLICATION FOR CHANGE OF CORPORATE STOCK OWNERSHIP

PROCESSING FEE $100.00 CAUTION: ALLOW 10 TO 12 WEEKS FOR PROCESSING

PERMIT HOLDER REQUESTS APPROVAL OF THE DIVISION OF LIQUOR CONTROL OF THE FOLLOWING TRANSFER(S) OF STOCK

Permit Holder Name	Liquor Permit Number(s)
6290 Chambersburg Road, Inc.	8200121

Permit Premises Address: 6290 Chambersburg Road, Huber Heights, OH 45424

Email Address:

Attorney's Name, Address and Telephone Number (If represented)
Mark S. Gutentag, Esq. 22 E. Gay St. #201, Columbus, OH 43215 614-365-1700

Is Stock Traded on a National Exchange? ☐ YES ☒ NO

If YES, give Name of Exchange and Symbol

2023 FEB 28 PM 4:17 OHIO DEPT OF COMMERCE FISCAL

Please be advised that any social security numbers provided to the Division of Liquor Control in this application may be released to the Ohio Department of Public Safety, the Ohio Department of Taxation, the Ohio Attorney General, or to any other state or local law enforcement agency if the agency requests the social security number to conduct an investigation, implement an enforcement action, or collect taxes.

SECTION A: PREVIOUS 5% OR MORE STOCKHOLDERS Name	BIRTHDATE	Social Security Number/FTI#	Number of Shares Issued For Stock Transfer Only **(NOT Percentages)**
1) Alfredo Leon	5/28/57	[redacted]	100
2) N/A			
3) N/A			
4) N/A			
5) N/A			

SECTION B: REVISED 5% OR MORE STOCKHOLDERS Name	BIRTHDATE	Social Security Number/FTI#	Number of Shares Issued For Stock Transfer Only **(NOT Percentages)**
1) Liliana Jamie Estrada	7/17/82	[redacted]	50
2) Catarino Espinoza Leon	4/28/80		50
3) N/A			
4) N/A			
5) N/A			

NOTE: If any Stockholder is a business entity, that entity must list it's federal tax identification number (FTI #) above.

TOTAL NUMBER OF SHARES ISSUED 100

LIST THE TOP FOUR OFFICERS OF THE CAPTIONED CORPORATION. IF AN OFFICE IS NOT HELD, PLEASE INDICATE BY WRITING "NONE"	**Social Security Number**	**Birthdate**
1) CEO/President Liliana Jamie Estrada	[redacted]	7/17/82
2) Vice-President Catarino Espinoza Leon		4/28/80
3) Secretary N/A		
4) Treasurer N/A		