#### Honorable City Planning Commission Cincinnati, Ohio

**<u>SUBJECT</u>**: A report and recommendation on a proposed zone change from Office General-Transportation (OG-T) to Planned Development (PD), including a Concept Plan and Development Program Statement, at 198 E. McMillan Street and 237 William H. Taft Road in Mt. Auburn.

#### **GENERAL INFORMATION:**

Location: 198 E. McMillan Street and 237 William H. Taft Road, Cincinnati, OH, 45219

Petitioner/Owner: Union on Taft LLC, 2718 Short Vine Street, Cincinnati OH, 45219

Request: A proposed zone change from Office General-Transportation Corridor (OG-T) to Planned Development (PD), including the Concept Plan and Development Program Statement, to allow for a mixed-use development to include an existing multi-family apartment building and a new restaurant withdrive-through service.

#### **ATTACHMENTS:**

Provided in addition to this report are the following exhibits:

- Exhibit A Location Map
- Exhibit B Concept Plan and Site Plan
- Exhibit C Development Program Statement
- Exhibit D Architecture Drawings
- Exhibit E Signage Plan
- Exhibit F Development Schedule
- Exhibit G Land Survey
- Exhibit H Deed
- Exhibit I Coordinated Site Review
- Exhibit J Traffic Analysis Report
- Exhibit K DOTE Letter
- Exhibit L Applicant Letter
- Exhibit M Community Engagement Summary
- Exhibit N Public Comment
- Exhibit O Site Proximity to Student Housing
- Exhibit P Legal Description
- Exhibit Q Zoning Plat

#### **BACKGROUND:**

The subject property is an approximately 5.5-acre site at 198 E. McMillan Street and 237 William H. Taft Road in Mt. Auburn. It is generally bound by William H. Taft Road to the north, Highland Avenue to the east, and E. McMillan Road to the south. The site has an existing four-story apartment building (The Union on Taft apartments) ranging from studios to five-bedroom units with surrounding surface parking and open space. The site was formerly used as an office building before the applicant converted the offices into 103 apartment units for student housing in 2023. The property is within the Mt. Auburn neighborhood and adjacent to the Corryville neighborhood.

The proposed Planned Development (PD) includes a new use for a drive-through restaurant operated by Chick-fil-A Inc. The PD is necessary for the applicant because a restaurant with a drive-through service is not permitted in the existing zoning district (OG-T). The Department of City Planning and Engagement

(DCPE) reviewed the proposed restaurant during the Coordinated Site Review process. A zone change to CC-M-T was recommended because it's the only adjacent zoning district that allows for drive-through service. The recommended zone change to CC-M-T would have required changes to the proposed site plan to better comply with the zone's design standards, such as placing the building at the corner along the sidewalk, adding 50-60% transparency to the east and south elevations, and relocating the drive-through to one of the side yards and/or rear yard. The applicant was unable to make the site changes for the proposed Chick-fil-A because the changes would disrupt the restaurant's optimal traffic flow, as discussed in Exhibit L. A PD is the remaining option for the applicant to receive zoning approval for the proposed restaurant.

The request is being made by Union on Taft LLC, an Uptown Rental Properties controlled entity. Uptown Rental Properties is a commercial and residential development and management company based in Cincinnati, OH. Their portfolio includes 37 commercial properties, 44 conventional residential properties, and 88 student properties.

#### **ADJACENT LAND USE AND ZONING:**

The subject property is currently zoned Office General-Transportation Corridor (OG-T). The adjacent zoning and land uses are as follows:

#### North:

| 1,01 |               |  |
|------|---------------|--|
|      | Zoning:       | Office General-Transportation Corridor (OG-T)                                  |
|      | Existing Use: | Hamilton County office buildings   |
| Eas  | st:           |  |
|      | Zoning:       | Office General-Transportation Corridor (OG-T), Commercial Community-Mixed      |
|      |               | Transportation Corridor (CC-M-T), and Commercial Community-Pedestrian-         |
|      |               | Transportation Corridor (CC-P-T)   |
|      | Existing Use: | Multi-family housing, offices, and a fast-food restaurant with a drive-through |
| Sou  | ıth           |  |
|      | Zoning:       | Planned Development (PD) and Office General-Transportation Corridor (OG-T)     |
|      | Existing Use: | Multi-family apartment buildings and an office building                        |
| We   | st:           |  |
|      | Zoning:       | Office General-Transportation Corridor (OG-T)                                  |
|      | Existing Use: | Surface parking lot  |
|      |               |  |

#### **PROPOSED DEVELOPMENT:**

The proposed Concept Plan (Exhibit B) and Development Program Statement (Exhibit C) allow for a mixed use development on the 5.5-acre site. The existing apartment building (The Union on Taft) would remain on approximately 4 acres of the site and a new Chick-fil-A restaurant with drive-through would be developed on the remaining 1.47 acres of the site. The Chick-fil-A location is proposed on the existing surface parking lot in the southeast corner of the site at the corner of E. McMillan Street and Highland Avenue. Chick-fil-A locations like the proposed restaurant, on average, complete 150-200 transactions per hour and create 80-120 jobs.

The applicant intends to later subdivide the land for the two uses. Union on Taft LLC would maintain ownership of both properties while managing the apartment building and leasing the land to Chick-fil-A.

### **Future Uses**

The applicant has outlined the following uses to be permitted in the proposed Planned Development:

| Component                       | Uses                                       | Building Square<br>Footage | Height                     | Parking    |
|---------------------------------|--|----------------------------|----------------------------|------------|
| Phase one: The<br>Union on Taft | Residential multi-<br>family (103 units)   | 197,000 square feet        | 4 stories<br>Up to 70 feet | 180 spaces |
| Phase two: Chick-fil-<br>A      | Restaurant, limited,<br>with Drive-Through | 5,020 square feet          | 1 story<br>Up to 21 feet   | 76 spaces  |

#### **Buildings**

Two buildings would exist in the proposed Planned Development. The first is the existing Union on Taft apartment building, which is 70 feet tall and 197,000 square feet. The building is located on the north and west half of the site. No changes are proposed to this building at this time.

The second building is the proposed Chick-fil-A. This would be a one-story building, approximately 21 feet in height and 5,020 square feet. The building would be located in the southeast corner of the site and setback approximately 52 feet on E. McMillan Street and 45 feet on Highland Avenue. The main entrance would be located facing west on the site, with staff entrances facing east towards Highland Avenue. The restaurant would provide seating for up to 90 guests inside and four guests outdoors.

Two canopy structures are proposed on the Chick-fil-A site (Exhibit D). The first canopy would be located south of the primary building along E. McMillan Street. The canopy would be approximately 60 feet long. The second canopy would be located along the north façade and would be approximately 31 feet by 50 feet.

The restaurant's refuse and storage area would be located in the northwest corner of the Phase Two site and enclosed with the same materials used on the primary building (Exhibit D).

### Parking

The existing site includes 325 surface parking spaces. The proposal would maintain 180 parking spaces for the Union on Taft Apartments and 76 parking spaces for the Chick-fil-A restaurant. Driveway entrances for the Union of Taft Apartments would exist on William H Taft Road and E. McMillan Street, while Chick-fil-A would have separate driveway entrances on E. McMillan Street and Highland Avenue. The existing E. McMillan Street driveway, closest to the corner of Highland Avenue, would be moved approximately 100 feet west from its current location.

### Signage

The applicant has submitted a proposed signage plan for Phase Two, including five sign typologies (Exhibit E):

- 1. Main ID Sign (A1): A ground sign located along E. McMillan Street, measuring 9 feet by 8 feet (72 square feet) on a 2-foot masonry base. The upper half of the sign would display the business logo, and the bottom half would provide a non-digitized message board with 6-inch letters.
- 2. Shared Monument Sign (A2): A ground sign located near the corner of William H Taft Road and Highland Avenue, measuring 9 feet 4 inches by 7 feet 4 inches (63 square feet) on a 2-foot masonry base. The upper half of the sign would display the restaurant's business logo, and the bottom half would display the apartment building's logo.

- 3. Wall Sign-Script (B, C, E): A wall sign on the west, south, and east façades, measuring 11 feet 9 inches by 5 feet (58.75 square feet each). The sign would display a secondary business logo.
- 4. Wall Sign-Icon (D): A wall sign on the north façade, measuring 6 feet by 6 feet (36 square feet). The sign would display a secondary business logo.
- 5. Welcome Sign (F): A wall sign on the west façade, measuring 5 feet 6 inches by 4 feet 8.75 inches (26 square feet). The sign would display the message, "Welcome Friends and neighbors ... McMillan & Highland".

Staff from the Department of City Planning and Engagement (DCPE) supports the proposed signage plan with the exception of the *Shared Monument Sign (A2)*. If the proposed Planned Development were approved and the phases subdivided, this proposed ground sign at William H Taft Road and Highland Avenue would create a non-conforming off-site outdoor sign. DCPE suggests that the *Shared Monument Sign (A2)* be removed from the signage plan if the Concept Plan and Development Statement are approved.

#### **Circulation and Access**

The circulation of the two phases would operate independently. The Union on Taft Apartment building and the Chick-fil-A sites would be separated and buffered by landscaping, fences, and retaining walls.

The Union on Taft Apartments has vehicular access from driveway entrances on William H Taft Road and E. McMillan Street. An internal driveway provides through access and connects the entrances. Sidewalks border the apartment site on its north, east, and south sides, and pedestrian walkways abut the building on most sides. No walkways or crosswalks are proposed to connect the apartment's pedestrian network to the proposed Chick-fil-A on site.

The proposed Chick-fil-A would have vehicular access from a separate driveway entrance on E. McMillan Street and an entrance on Highland Avenue. A two-way drive would funnel traffic from both entrances towards a two-lane drive-through circling the structure on the north, east, and south facades (Exhibit B). Sidewalks would border the restaurant along most of its sides. A pedestrian access point is proposed off each E. McMillan Street and Highland Avenue. The Highland Avenue pedestrian access provides a sidewalk along the northern edge of the drive-through and a crosswalk at the end of the drive-through lanes. The E. McMillan Street pedestrian access provides a northbound sidewalk near the start of the drive-through lanes with two crosswalks to the building's main entrance.

#### **Common Open Space**

The Union on Taft Apartments includes an outdoor courtyard for residents along Highland Avenue with lounge areas and grilling stations. The Chick-fil-A would provide an outdoor area with dining for up to four guests along the west façade. The Union on Taft LLC would secure maintenance for the common open space areas.

#### **Fences and Walls**

The border between the two phases is defined by the existing four-foot chain link fence atop concrete retaining walls, which are proposed to remain, except for a 20-foot reduction to one internal wall running east-west. Phase Two proposes a new two-foot block retaining wall with a 3.5-foot fence along most of the site's Highland Avenue edge, continuing around the corner onto E. McMillan Street for approximately 35 feet.

### Landscaping

Final landscaping will be submitted with the Final Development Plan. The Concept Plan proposes that the impervious ratio of the site would be 0.73, where approximately 4.02 acres of the total 5.51 acres would be impervious surfaces.

#### Schedule

The applicant anticipates the development occurring under the following phasing program (Exhibit F):

**Phase One:** Renovation of the Union on Taft Apartment building was completed in 2023 and opened in 2024. This phase is considered complete, and no changes are proposed.

**Phase Two:** Construction of the Chick-fil-A restaurant would begin in September 2025 with an anticipated opening in February 2026.

#### SPECIFIC PURPOSES OF A PLANNED DEVELOPMENT DISTRICT:

Per § 1429-01 of the Cincinnati Zoning Code, *Specific Purposes*, the specific purposes of the PD Planned Development District are to:

a. Establish a procedure for the development of land in order to allow for a more efficient and economic development of property than ordinarily permitted by conventional zoning and subdivision regulations.

The proposed development is not more efficient and economical than permitted by conventional zoning. Constructing a one-story restaurant without drive-through service is permitted with conditions in the existing OG-T zoning district. Maintaining OG-T zoning would allow for higher potential use of the site and future development to be more efficient and economical. For instance, a mixed-use building up to 112 feet tall can be built with eating and drinking establishments on the ground floor.

b. Ensure orderly and thorough planning and review procedures that lead to quality design and development.

The planning and review procedures did not lead to quality design and development. Staff from the Department of City Planning and Engagement recommended the applicant team consider a re-design of the restaurant site to better comply with a zone change to the adjacent CC-M-T zoning district. The redesigned site would have brought the building to the sidewalk for pedestrians to engage with, and safely access, the restaurant while de-emphasizing the drive-through's visual impact.

*c.* Encourage creativity in developments by allowing greater flexibility in access, light, open space and amenities.

The proposed development does not encourage creativity in access, light, open space, and amenities.

*d. Encourage common open space and provide for its maintenance.* 

The proposed development provides common open space and the applicant will provide for its maintenance.

*e.* Encourage the coordinated development of properties that might otherwise be developed individually, which may be a detriment to the surrounding neighborhoods and the developer.

The proposed development does encourage the coordinated development of properties that might be developed individually, as Uptown Rental Properties will maintain ownership of both phases.

### **BASIC REQUIREMENTS OF A PLANNED DEVELOPMENT DISTRICT:**

Per §1429-05 of the Cincinnati Zoning Code, *Basic Requirements*, PD Districts and development within PD Districts must comply with the following:

a. *Minimum Area* – The minimum area of a PD must be two contiguous acres.

The proposed zone change area is approximately 5.5 contiguous acres (Exhibit G).

b. **Ownership** – Evidence that the applicant has sufficient control over the tract of land to affect the proposed plan, including a list of all ownership and beneficial interests in the tract of land and the proposed development are required.

The applicant has provided proof of ownership of the property (Exhibit H).

*c. Multiple Buildings on a Lot* – *More than one building is permitted on a lot.* 

The proposed Concept Plan (Exhibit B) and Development Program Statement (Exhibit C) indicate two buildings on the site, including the existing Union on Taft apartment building and proposed Chick-fil-A restaurant.

d. **Historic Landmarks and Districts** – Whenever a Planned Development application is filed for a property wholly or partially located within a historic landmark, historic district, or involving a historic structure, the Historic Conversation Board shall advise the City Planning Commission relating to approval of the Final Development Plan.

No portion of the site is located within a historic district, nor does it contain any historic landmark.

e. *Hillside Overlay Districts* – *Whenever a Planned Development application is filed for a property wholly or partially located within a Hillside Overlay District, the City Planning Commission shall approve the Final Development Plan.* 

No portion of the site is located within the Hillside Overlay District.

f. Urban Design Overlay District – Whenever a Planned Development application is filed for a property wholly or partially located within an Urban Design Overlay District, the City Planning Commission shall approve the Final Development Plan.

No portion of the site is located within an Urban Design Overlay District.

### CONCEPT PLAN AND DEVELOPMENT PROGRAM STATEMENT:

According to §1429-09 of the Cincinnati Zoning Code, *Concept Plan and Development Program Statement*, a petition to rezone a property to a Planned Development (PD) must include a Concept Plan and Development Program Statement. The purpose is to describe the proposed use or uses to be conducted in the PD District. The Concept Plan and Development Program Statement must include text or diagrams that specify:

a. **Plan Elements** – A survey of the tract to be developed, providing a metes and bounds description of the property and the survey of property lines and total acreage. Additionally, the plan should include the location in general terms, of land areas to be developed, including: type and description of proposed land uses, buildings and structures; street rights-of-way and driveways; parcel boundaries and proposed lots, including set back lines; building heights; pedestrian circulation systems and open space or other facilities; and proposed topography, drainage, landscaping and buffer plantings.

The petitioner has submitted a Concept Plan (Exhibit B) and Development Program Statement (Exhibit C) that includes sufficient information regarding proposed uses, building locations, street access, and open space and landscaping.

b. **Ownership** – Evidence that the applicant has sufficient control over the tract of land to affect the proposed plan, including a list of all ownership and beneficial interests in the tract of land and the proposed development.

The applicant has provided proof of ownership of the property (Exhibit H).

*c.* **Schedule** – Time schedule of projected development, if the total site is to be developed in phases or if construction is to extend beyond a two-year time period.

There are two anticipated phases for the overall development (Exhibit F). Phase One includes the completed development of the Union on Taft Apartments and has no proposed changes, while Phase Two will include a proposed restaurant with drive-through service. The restaurant construction is expected to be completed within one year.

*d.* **Preliminary Reviews** – A preliminary review of geo-technical, sewage, water, drainage and refuse collection.

The proposed development was preliminarily reviewed by City departments and reviewing agencies through the City's Coordinated Site Review process (Exhibit H), including the City's Metropolitan Sewer District (MSD), Stormwater Management Utility (SMU), and Greater Cincinnati Water Works (GCWW).

e. **Density and Open Space** – Calculations of density and open space area.

Approximately 73% of the site will be occupied by buildings or paved surfaces, leaving 27% of the site as open space.

*f.* **Other Information** – Any other information requested by the Director of City Planning or the City Planning Commission.

#### Signage

The applicant has submitted a proposed signage plan for Phase Two, including five sign typologies (Exhibit E):

- 1. Main ID Sign (A1): A ground sign located along E. McMillan Street, measuring 9 feet by 8 feet (72 square feet) on a 2-foot masonry base. The upper half of the sign would display the business logo, and the bottom half would provide a non-digitized message board with 6-inch letters.
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### FINAL DEVELOPMENT PLAN:

Under §1429-13 of the Cincinnati Zoning Code, a Final Development Plan shall be submitted to the City Planning Commission for any portion of an approved Concept Plan that the petitioner wishes to develop following approval of the Concept Plan, Development Program Statement, and Planned Development designation by City Council. The Final Development Plan must substantially conform to the approved Concept Plan and Development Program Statement and requires significantly more detail than the Concept Plan. Approval of the Final Development Plan will allow the applicant to obtain the necessary permits for development. The process allows the City Planning Commission to authorize staff to approve Minor Amendments that might be necessary and establishes the process for Major Amendments that must be reviewed and approved.

#### **COORDINATED SITE REVIEW:**

Phase Two (drive-through restaurant, Chick-fil-A) was reviewed by City departments and reviewing agencies through the City's Coordinated Site Review (CSR) process in September 2024 (Exhibit I). The Department of City Planning and Engagement recommended a zone change to Commercial Community-Mixed-Transportation Corridor (CC-M-T) with the need for additional conditions and variance relief, including drive-through and building location, setbacks, parking location, and building transparency.

A meeting with the applicant was held on October 1, 2024, to allow the development team the opportunity to discuss the comments outlined by each of the departments. Staff from the Department of City Planning and Engagement communicated that the department would have difficulty supporting the variances required and recommended that the applicant update the site plan to better conform with the proposed CC-M-T zoning district. Recommendations included placing the building at the corner along the sidewalk, adding 50-60% transparency to the east and south elevations, and relocating the drive-through to one of the side yards. The recommended changes are not out of character for the restaurant chain, as a similarly designed Chick-fil-A restaurant exists in the region.

The applicant team worked with the Department of Transportation and Engineering (DOTE) on the requirements for traffic analysis, including trip generation and distribution. On February 21, 2025, DOTE confirmed their completed review of the Traffic Analysis Report (Exhibit J), submitted by SHA Engineering, LLC, for the proposed Chick-fil-A and approved the findings and recommendations of the report (Exhibit K). Based on the report, DOTE determined that no changes were necessary for the right-of-way to support the traffic of the proposed restaurant. The report's recommendations included:

- The Highland Avenue driveway shall be constructed with a single inbound and single outbound lane.
- A stop sign shall be installed on the eastbound approach on the Highland Avenue driveway.
- The E. McMillan Street driveway shall be constructed with a single inbound and single outbound lane.
- A stop sign shall be installed on the southbound approach on the E. McMillan Street driveway.

### **ADDITIONAL CORRESPONDENCE:**

On January 7, 2025, staff from the Department of City Planning and Engagement (DCPE) met with the applicant team to discuss the proposed site design and zone change progress. The applicant team shared in an email prior to the meeting that they were unable to make the changes to the site that the staff suggested due to the following reasons:

- Relocating the drive-through to the Highland Avenue side yard would have removed the driveway entrance along Highland Avenue, which the applicant team stated was "essential for the traffic flow of the site and is necessary for access to the apartment building loading dock/trash compactor" (Exhibit K).
- The drive-through in the E. McMillan Street side yard "did not work because of the west property line as well as the large retaining wall that goes through the site."

• Chick-fil-A is "closing locations that they opened just a few years ago because of design flow on the site/site size cannot accommodate the amount of traffic."

The applicant team made the following revisions, which have been incorporated into the current Concept Plan and Development Program Statement:

- "Increased the landscape buffer. On E. McMillan Street, there is a 5 foot sidewalk, 5 foot tree lawn (per DOTE requirements) in addition to a planted landscape buffer. On Highland Avenue, there is a 7 foot sidewalk and a landscape buffer."
- "Privacy screening, masonry walls and fencing on E. McMillan Street. On E. McMillan Street where the order point is, they are proposing adding a privacy screening canopy built of brick with aluminum storefront infill panels. It is a substantial structure designed to bring the building to the street while screening cars."
- "Walls/fencing on Highland Avenue behind the landscape buffer there will be a masonry wall with a 3.5' fence on top."

Based on the site design, DCPE staff communicated to the applicant that the department could not support a zone change (with the necessary variances) to either of the adjacent commercial zoning districts (CC-P-T and CC-M-T), and suggested that a Planned Development would be the path forward for the drive-through restaurant, with the inclusion of the existing multi-family apartment building.

On March 5, 2025, DCPE staff met with the applicant team and shared concerns about the site's lack of pedestrian connectivity. Following the meeting, the applicant team resubmitted their site plan to add pedestrian walkways from both Highland Avenue and E. McMillan Street with internal crosswalks to the building's main entrance (Exhibit B).

#### **PUBLIC COMMENT AND NOTIFICATION:**

The applicant team has engaged with the Mt. Auburn Community Council (MACC), as reported in Exhibit M. The applicant attended three MACC meetings in August 2024, October 2024, and February 2025. In addition, they have met with Mt. Auburn and Corryville Community Development Corporations, the University of Cincinnati, and the Port of Greater Cincinnati. Staff from the DCPE attended the February 18, 2025, MACC meeting regarding the proposed Chick-fil-A, where the applicant presented the project and engaged with the neighborhood regarding traffic concerns. Staff from the DOTE also attended the meeting and shared the department's acceptance of the applicant's Traffic Analysis Report and stated no changes are necessary to the right-of-way to support the traffic for the proposed restaurant. Some MACC members requested that the report be shared with the community council and that DOTE return to discuss the trip generation figures in more detail. MACC has not held a vote to determine support for the proposal, so a letter of support has not been submitted.

The Department of City Planning and Engagement held a virtual Public Staff Conference on the proposed Concept Plan and Development Program Statement, and concurrently submitted Final Development Plan, on March 6, 2025. Three members of the public were in attendance. One MACC member provided public comment, which included praise to the applicant team for their continued collaboration with MACC on the proposal and their excitement that the E. McMillan Street driveway is moving further west away from the Highland Avenue intersection. The members' concerns were related to the potential for traffic congestion resulting from vehicles turning left off Highland Avenue to access the restaurant and the number of drive-through stacking spaces provided on site. The applicant team reiterated DOTE's approval of the Traffic Analysis and stated that if changes were needed on Highland Avenue, then DOTE would require interventions.

Notice of the March 6, 2025, Public Staff Conference and April 4, 2025, City Planning Commission

meeting was sent to all property owners within 400 feet of the site, Mt. Auburn Community Council, and Corryville Community Council. One member of the public submitted a letter in opposition of the proposed design, as reported in Exhibit N.

#### **CONSISTENCY WITH PLANS:**

*Plan Cincinnati (2012)* The proposal is consistent with the following *Plan Cincinnati* sections.

- *Compete* Initiative Area of *Plan Cincinnati*, specifically the goal to "Target investment to geographic areas where there is already economic activity" and the objective to "Focus development on the existing centers of activity" (p. 115-116).
- *Connect* Initiative Area, specifically the goal to "Expand options for non-automotive travel," the objective to "Expand connectivity and facilities for pedestrians, bicyclists, and transit users," and strategies "For all new development proposals, encourage pedestrian connections through sidewalks and other pedestrian facilities between private property and the public right-of-way" and "Review all new residential, commercial and mixed use developments to incorporate or extend multi-modal transportation networks (roads, bicycle paths, pedestrian systems)" (p.130-131).

The proposal adds a restaurant near the University of Cincinnati and student developments in Mt. Auburn and Corryville, aligning with the plan's goals of investing in and developing sites close to other economic activity. In addition, the applicant listened to feedback and updated the proposed restaurant site plan to include walkways connecting to the sidewalks along Highland Avenue and E. McMillan Street with internal crosswalks to the building's main entrance. These updates expand the options for non-auto-motive travel and encourage pedestrian connections between private property and public right-of-way.

The proposal is not consistent with the following *Plan Cincinnati* sections.

- *Policy Principle* to "Preserve or create a pedestrian-scaled city" (p. 78). The policy's language states, "we want Cincinnati to become truly human-scaled by focusing on accommodating the person and not the automobile," and continues in the policy recommendation that, "We will permeate our neighborhoods with compact, walkable mixed-use development, bikeable streets and trails, and transit of all types."
- *Live* Initiative Area, specifically the objective to "Increase mixed-use, compact walkable development throughout the basin and uptown, surrounding our centers of activity, and along transit corridors" (p. 157).
- *Sustain* Initiative Area, specifically the goal to "Make sustainable access to and use of fresh, healthy food a priority in all neighborhoods," the objective to "Eliminate Food Deserts in Cincinnati," and the strategy to "Consider a program to regulate the number and nature of fast-food establishments in the City" (p. 190-191).

The proposed drive-through restaurant is an auto-oriented use and fast-food establishment not supported by *Plan Cincinnati*. The plan strongly encourages development in the City that is designed for pedestrians and increases walkable, mixed-use developments. The proposal fails to meet the *Policy Principle* and *Live* strategies based on its design, which is primarily focused on attracting and circulating vehicles. The restaurant's heavy emphasis on its drive-through, including two lanes circling the building, forces the restaurant to be set back more than 45 feet from the street edge. This creates an uncomfortable buffer for pedestrians and the public space. In addition, the Planned Development is not an integrated mixed-use development as it does not connect the site's two uses or function as a mixed-use environment. Finally,

the fast-food nature of the proposed restaurant opposes the *Sustain* strategy to regulate fast-food establishments in the City and prioritize healthier food options.

#### Green Cincinnati (2023)

The proposal is consistent with the *Mobility* Focus Area of *Green Cincinnati*, specifically, the strategy to "Improve bike and pedestrian connectivity so that residents can safely access the places they need to go" and the action to "Improve sidewalk connectivity and maintenance in neighborhoods where connectivity/walkability is lacking" (p. 118-119). The applicant listened to feedback and updated the proposed restaurant site plan to include walkways connecting to the sidewalks along Highland Avenue and E. McMillan Street with internal crosswalks to the building's main entrance.

#### Mt. Auburn Community Plan (1992)

The proposal is consistent with the Commercial Development section of the *Mt. Auburn Community Plan*, specifically the goal to "Limit retail business development to centralized locations near transit and residences" (p. 46). The proposed restaurant is centrally located near several multi-family apartment buildings and student housing along multiple transit routes.

#### **CITY PLANNING COMMISSION ACTION:**

According to §1429-11(a) of the Cincinnati Zoning Code, the City Planning Commission may recommend approval or conditional approval, with restrictions on the establishment of a PD District on finding that all of the following circumstances apply:

1. The PD Concept Plan and Development Program Statement are consistent with applicable plans and policies and is compatible with surrounding development;

The proposed Concept Plan and Development Program Statement do not fully align with *Plan Cincinnati* (see *Consistency with Plans*) but are compatible with several sections of the *Green Cincinnati* plan, *Mt. Auburn Neighborhood Plan*, and surrounding development.

2. The PD Concept Plan and Development Program Statement enhance the potential for superior urban design in comparison with the development under the base district regulations that would apply if the plan were not approved;

The Concept Plan and Development Program Statement fails to enhance the potential for superior urban design compared to base zoning regulations. To meet the minimum design standards under the property's current zoning regulations, the applicant would need to:

- Request a conditional use for the building size of the restaurant (§1407-05)
- Remove the drive-through (§1407-05)
- Locate parking in the rear yard (§ 1407-04)
- Remove the ground sign near the corner of William H. Taft Road and E. McMillan Street (§ 895-1-O)
- Subdivide the lot into two properties for each use (the applicant intends to subdivide uses if the PD is approved)

Staff from the Department of City Planning and Engagement (DCPE) recommended that the applicant team revise the restaurant site plan to better comply with a zone change to the adjacent CC-M-T zoning district. Recommendations included placing the building at the corner along the sidewalk, adding 50-60% transparency to the fronting facades, and relocating the drive-through to one of the side yards. The redesigned site would have brought the building to the sidewalk for pedestrians to engage with, and safely access, the restaurant while de-emphasizing the drive-through's visual impact. The applicant provided reasons why the recommended site designs were not feasible (see *Additional* 

Correspondence).

DCPE believes the proposed site design does not provide a superior urban design, and the proposed restaurant use could exist within the City's zoning code in several forms.

3. Deviations from the base district regulations applicable to the property at the time of the PD application are justified by compensating benefits of the PD Concept Plan and Development Program Statement;

The proposed Planned Development can provide compensating benefits that justify deviations from the base district regulations. The deviations from the base district regulations that the proposed Planned Development is requesting are the building size, drive-through service, drive-through location, parking location, and a potential off-site outdoor advertising sign. The site for the proposed restaurant is currently a surface parking lot. Developing this site and replacing the parking lot with a restaurant can activate a corner lot on an arterial street, provide over 80-120 jobs, increase the land's value, improve the site's infrastructure, and increase the City's tax revenue.

4. The PD Concept Plan and Development Program Statement includes adequate provisions for utility services, refuse collection, open space, landscaping, pedestrian circulation and traffic circulation, building design and building location.

All aspects are outlined in the Concept Plan and Development Program Statement as submitted.

### ANALYSIS:

The proposed Planned Development (PD) is intended to be subdivided to create two lots, one for each use if the Concept Plan, Development Program Statement, and Final Development Plan are approved. No improvements are proposed on the completed multi-family apartment site (Phase One), so approving the PD will only result in a drive-through restaurant (Phase Two). The staff from the Department of City Planning and Engagement (DCPE) acknowledges that the proposed PD can benefit the area by activating an existing surface parking lot and offering a new commercial use near an economic activity center. In addition, the proposed Chick-fil-A restaurant is compatible with the existing surrounding development and the more auto-centric nature of arterial thoroughfares near interstates. However, DCPE believes that the City must be careful about the placement of auto-oriented uses, especially in an expanding college environment that is driving increased density and student housing near the site (Exhibit O) and when City policies are focused on creating pedestrian-scaled, walkable, mixed-use developments.

Planned Developments are intended to allow for zoning flexibility in projects to create more efficient use of land than conventional zoning, align with City policies, and provide superior urban design. DCPE did not support the restaurant's auto-oriented site design when reviewing the restaurant for a zone change to one of the adjacent commercial districts (see *Coordinated Site Review* and *Additional Correspondence*). The restaurant could better accommodate pedestrians (including nearby residents, college students, and transit users), deemphasize vehicular impact, and substantially fit within the City's zoning code. In addition, maintaining OG-T zoning would allow for higher potential use of the site and future development to be more efficient and economical.

DCPE staff recognizes and appreciates the effort the applicant team has put into engaging the Mt. Auburn Community Council (MACC). The applicant attended several council meetings and hosted a site walk with their members. It is important for the City's developers to engage with the public. The main concerns from MACC and the public are related to the site's ability to capture vehicular demand for the restaurant, congestion on the adjacent roadways surrounding the site, and disruption to typical traffic in this area. DCPE defer to the Department of Transportation and Engineering review and its approval of the Traffic Analysis Report submitted by the applicant (Exhibit K).

#### **FINDINGS:**

It is the opinion of the Department of City Planning and Engagement staff that the proposed Concept Plan and Development Program Statement are in compliance with §1429-05 *Basic Requirements* but are not in compliance with §1429-11 (a) *City Planning Commission Action*. The proposal is not consistent with the standards of establishing a Planned Development District.

#### **CONCLUSIONS:**

Staff from the Department of City Planning and Engagement does not support the proposed zone change from Office General-Transportation Corridor (OG-T) to Planned Development (PD), including a Concept Plan and Development Program Statement, at 198 E. McMillan Street and 237 William H. Taft Road in Mt. Auburn for the following reasons:

- 1. The proposed PD is not consistent with the specific purposes of the Planned Development districts (§ 1429-01).
- 2. The proposed PD does not fully align with *Plan Cincinnati (2012)*.
- 3. While the proposed PD would activate an existing surface parking lot, the site plan is auto-oriented and does not enhance the potential for superior urban design.
- 4. The proposed PD would only allow for the development of a drive-through restaurant, as no changes are proposed for the existing residential use. Further, the two uses would operate separately, not as a fully integrated mixed-use development.

#### **RECOMMENDATION:**

Staff from the Department of City Planning and Engagement recommends that the City Planning Commission take the following action:

- 1. ADOPT the Department of City Planning and Engagement Findings as detailed in this report; and
- 2. NOT APPROVE the Concept Plan and Development Program Statement as submitted; and
- 3. **DENY** the proposed zone change from Office General-Transportation (OG-T) to Planned Development (PD), including a Concept Plan and Development Program Statement, at 198 E. McMillan Street and 237 William H. Taft Road in Mt. Auburn.

Respectfully submitted:

J. Libbs

Kyle Gibbs, City Planner Department of City Planning & Engagement

Approved:

Katherine Keough-Jus

Katherine Keough-Jurs, FAICP, Director Department of City Planning & Engagement

# A PROPOSED ZONE CHANGE TO PLANNED DEVELOPMENT (PD) AT WILLIAM HOWARD TAFT, HIGHLAND, & MCMILLAN









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ast 3

ON C-100

DRAWN BY: BA CHECKED BY: SF RELIMINARY

SITE DEMOLITION PLAN





THE CONTRACTOR SHALL APPLY NECESSARY MOISTURE CONTROL TO THE CONSTRUCTION AREA AND HAUL ROADS TO PREVENT THE SPREAD OF DUST ALL FIELD TILES ENCOUNTERED SHALL BE REPLACED AND/OR CONNECTED TO THE STORM SEWER SYSTEM AND LOCATED AND IDENTIFIED ON THE RECORD PLANS BY THE CONTRACTOR.

TO PROPERTIES OUTSIDE THE STIFE BOUNDARY SHALL BE AT THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

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SITE SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS ALL SIDEWALK CROSS SLOPES SHALL BE A MAXIMUM OF 1.5%

BACKELL TO THE TOP OF CURBS.

MATCH EXISTING GRADES AT PROPERTY LINES AND/OR CONSTRUCTION LIMITS.

ALL STORM SEWER JOINTS SHALL HAVE O-RING GASKETS.

ALL CONCRETE CURB & GUTTER SHALL BE TYPE B-6.18 CURB UNLESS OTHERWISE NOTED ON THE PLANS.

SPOT ELEVATIONS SHOWN ARE @ EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON PLAN.

NO PART OF THE PROPOSED PROJECT IS LOCATED WITHIN A FLOOD HAZARD AREA

GENERAL CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES HAVING UNDERGROUND UTILITIES ON SITE OR IN RIGHT-OF-WAY PRICE TO EXCAVATION. CONTRACTOR SHALL CONTACT UTILITY LOCATING COMPANY AND LOCATE ALL UTILITIES PRIOR TO GRADING START.

ALL DRAINAGE STRUCTURES AND STORM SEWER PIPES SHALL MEET HEAVY DUTY TRAFFIC (H20) LOADING AND BE INSTALLED ACCORDINGL

ALL DRAINAGE STRUCTURES SHALL BE PRE-CAST.

ALL EXISTING STRUCTURES, UNLESS OTHERWISE NOTED TO REMAIN, FENCING, TREES, & ETC., WITHIN CONSTRUCTION AREA SHALL BE REMOVED & DISPOSED OF OFF SITE. NO ON SITE BURNING WILL BE ALLOWED

SEE EROSION CONTROL PLAN FOR EROSION CONTROL MEASURES AND NOTES

SITE GRADING SHALL NOT PROCEED UNTIL EROSION CONTROL MEASURES HAVE BEEN INSTALLED.

NTRACTOR SHALL BE REQUIRED TO SECURE ALL NECESSARY PERMITS AND PROVALS FOR ALL OFF-SITE MATERIAL SOURCES AND DISPOSAL FACILITIES CONTRACTOR SHALL SUPPLY A COPY OF APPROVALS TO ENGINEER AND OWNER PRIOR TO INITIATING WORK.

IN CASE OF DISCREPANCIES BETWEEN PLANS OR RELATIVE TO OTHER PLANS, THE SITE PLAN WILL TAKE PRECEDENCE. IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY CONFLICTS.

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CORRYVILLE Т

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DESCRIPTION

PRELIMINARY 01/27/2025





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- SPECIFICATIONS. 19. REMOVE STAKES AND GUYING FROM ALL TREES AFTER ONE YEAR FROM PLANTING.

#### LANDSCAPE CODE SUMMARY

1425-29. - SURFACE PARKING LOT LANDSCAPING.

REQUIREMENT: 1 TREE AND PER 10 PARKING SPACES (74 SPACES)

REQUIRED: 8 TREES PROVIDED: 8 TREES



#### LANDSCAPE LEGEND

630

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|   | ÷ |   | ٠ |   | •            | SOD (6,657 SF) |
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#### PERMANENT SOD BLEND

90% FINE LEAF FESCUE (FESTUCA ARUNDIN REBEL, REBEL II, WRANGLER, BONANZA 10% KENTUCKY BLUEGRASS (POA PRATENS IS) 9 OR EQUAL





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DESCRIPTION



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### Chick-fil-A – 198 E. McMillan Street Proposed PD District Program Statement (3-18-2025)

Union Taft LLC is the owner of approximately 5.5 acres at the northwest corner of E. McMillan Street and Highland Avenue, at 198 E McMillan Street. The property currently contains a parking lot on approximately 1.47 acres and a four story multifamily apartment building managed by Uptown Rental Properties on approximately 4 acres. The property is currently zoned OG-T Office General Transportation Corridor District. An application is being submitted to request approval of a zone change to PD Planned Development District to allow the development of a Chick-fil-A restaurant with drive through service on the existing 1.47 acre parking lot. The multifamily apartment building – The Union on Taft Apartments – will remain and will be part of the proposed PD District. Concurrent Concept Development Plan and Final Development Plan approval are requested.

The proposed Chick-fil-A restaurant will be located on approximately 1.47 acres at the intersection of E. McMillan Street and Highland Avenue replacing excess existing parking spaces. Union Taft LLC plans to create 2 lots from the existing 5.5 acre parcel, and will lease the 1.47 acre future lot to Chick-fil-A. The existing Union on Taft Apartments will be on a 4.0 acre parcel and will be owned by Union Taft LLC and will continue to be managed by Uptown Rental Properties. The restaurant will be 5,020 square feet and will have 76 off-street parking spaces for employees and customers. The restaurant will have a drive through service window with two lane customer circulation on the south, east and north side of the restaurant. The site will provide vehicular stacking spaces for the drive through exceeding the zoning requirements. One driveway for Chick-fil-A will be located on E. McMillan Street near the western property line, and one driveway will be on Highland Avenue replacing the existing driveway that serves the property. The project will allow northbound left turns on Highland Avenue at the proposed driveway within the existing right of way, complying with the findings of the traffic study by Chick-fil-A approved by DOTE.

The Chick-fil-A will be one story and 20 feet 10 inches tall. The restaurant will be a combination of dark brown and light brown brick veneer, with bronze prefinished metal coping, storefront and painted accents. Chick-fil-A wall signs are proposed on the west, south and east building elevations, and a Chick-fil-A logo sign is proposed on the north elevation. A ground sign with a brick base is proposed at both the intersections of E. McMillan Street and Highland Avenue and Highland Avenue and William H Taft. The drive through pickup window will be on the north side of the building and will be covered by a bronze metal canopy approximately 31 feet by 50 feet. A special design is proposed for the drive through order point on the south to provide building street presence along E. McMillan Street. A canopy structure with privacy screening is proposed along approximately 60 feet on E. McMillan Street. The canopy will have brick base walls and columns, and a bronze metal canopy roof to match the building. Aluminum storefront infill panels will replicate the storefront design of the restaurant. A decorative metal fence is proposed along the street east of the canopy structure, and at the corner of the property. A masonry retaining wall with a 3.5 foot tall decorative metal fence on top is proposed along the Highland Avenue frontage. We believe that the proposed order canopy structure, decorative fence, and retaining wall with fence along the street frontages provide a strong street presence for this development. There will be a 5 foot wide tree lawn, 5 foot wide sidewalk, and a 6 foot

wide landscape area along E. McMillan Street. There will be a 7 foot sidewalk and a 5 foot landscape area along Highland Avenue, enhancing the proposed canopy, fence and wall design. Approximately 16.4% of the Chick-fil-A site will be grass and landscape open space areas.

The Union on Taft Apartments (at 237 William Howard Taft Road) are part of the proposed PD District. The Union on Taft is a four story, 103 dwelling unit apartment building with 180 parking spaces that has a combination of apartment types ranging from studios to five bedroom units. The existing apartment driveway entrances on William Howard Taft Road and E. McMillan will remain. An access easement will be provided along the northern portion of the Chick-fil-A site to maintain vehicular access to the loading dock and trash compactor areas for the Union on Taft Apartments. The apartments are currently managed by Uptown Rental Properties and will continue under this management.

We believe the proposed PD District and Development Plans are appropriate for this site. To the east of the subject property across Highland Avenue is an existing Taco Bell restaurant with drive through service in the CC-P-T District. To the south of the site across E. McMillan Street is a multi-story multifamily apartment building zoned PD District. West of the subject site is an existing parking lot zoned OG-T District. North of the site across William Howard Taft Road is a combination of residential, institutional and office uses zoned OG-T District. We believe the proposed Development Plan and PD District are consistent with the current development pattern in the area and will be compatible with the mixed-use nature of the neighborhood. We believe that extra care has been provided to the site and building design for the Chick-fil-A to ensure compatibility of this project with the neighborhood.

The development team has presented the project to many neighborhood stakeholders, including the Mt Auburn Community Council on two occasions (and will do so again in February), the Mt Auburn CDC, the Corryville CDC and representatives from the University of Cincinnati.

A review of Plan Cincinnati makes few references to the Mt Auburn neighborhood relative to Neighborhood Centers and community development. It does refence Mt Auburn as having one of the highest percentages of housing units without vehicles which one could correlate to needing more services that are walkable within the neighborhood. The plan also points out under Geographic Principles that a portion of Mt Auburn is underserved by a center of activity as it does not have its own neighborhood center. The plan goes on to state Mt Auburn does have access to other neighborhood centers. There currently are no neighborhood or community plans for Mt Auburn available on the City Planning website, either completed or under preparation, for consideration.

The property owners and surrounding stakeholders are excited about the job creation and activation of a surface parking lot that the proposed project will provide. We believe the development will add needed food choices to the neighborhood. This development will provide job opportunities for the residents in the surrounding areas and represents a significant investment in an underdeveloped area on a site that has been a surface parking lot since the 1960s. We respectfully request approval of the zone change to PD District and combined Concept and Final Development Plan approval.







| Item | Description                   | Qty | Sign Area | Allowed |
|------|-------------------------------|-----|-----------|---------|
| A1   | Main ID Sign                  | 1   | 72.00     | 247.50  |
| A2   | Shared Monument Sign          | 1   | 63.00     |         |
| В    | Wall Sign - Script 5.0' (red) | 1   | 58.75     | 72.00   |
| С    | Wall Sign - Script 5.0' (red) | 1   | 58.75     | 72.00   |
| D    | Wall Sign - Icon 6.0'         | 1   | 36.00     |         |
| E    | Wall Sign - Script 5.0' (red) | 1   | 58.75     |         |
| F    | Welcome Sign                  | 1   | 26.01     |         |
|      |                               |     | 238.26    | 125.81  |

| ltem  | Description                     | Qty |
|-------|---------------------------------|-----|
| K1    | DOT - Handicapped Parking       | 3   |
| K2    | DOT - Handicapped Parking (Van) | 1   |
| L     | DOT - Pedestrian Sign           | 2   |
| М     | DOT - Stop (30")                | 2   |
| Ν     | DOT - Stop / Do Not Enter       | 2   |
| H1-H2 | Menu Board (Lane 1 and 2)       | 2   |
| CB-1  | Clearance Bar (single) 13.00'   | 2   |
| FP    | Flag pole (35') High Wind       | 1   |
|       | Playground Graphics             | 1   |
|       | Vestibule Graphics              | 2   |
|       | Vinyl Door Graphics             | 1   |





5198 North Lake Drive Lake City, GA 30260 un 404.361.3800 www.claytonsigns.com

SITE PLAN

ALL ELECTRICAL SIGNS ARE 120 VOLTS UNLESS OTHERWISE INDICATED DRAWING FILE - CFA - CORRYVILLE, OH SIGNAGE.CDR

| DRAWN BY      | Ben Holliday     | STORE NUMBER |
|---------------|------------------|--------------|
| ACCOUNT REP.  | Ben Holliday     |              |
| DRAWING DATE  | April 6, 2024    | L05724       |
| REVISION DATE | January 29, 2025 |              |

| ORE NUMBER | STORE ADDRESS  |
|------------|--|
| 05724      | Chick-fil-A at Corryville, OH<br>198 E McMillan Street<br>Cincinnati, Ohio 45219 |

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#### **SPECIFICATIONS**

SIGN CABINET IS SIGN COMP #2005 EXTRUDED CABINET WITH A SIGN COMP # 2085/2095 BLEED FLEX FACE FRAME CABINET IS INTERNALLY ILLUMINATED WHITE LED 6500K LIGHTS, SPACED EVENLY. PAINT INTERIOR OF CABINETS MATTE WHITE. CLOSED SUNDAY PANEL (IF SHOWN) IS .125" ALUM. ROUTED FACE BACKED ACRYLIC.

#### READER BOARD CABINET (IF SHOWN) .125" ALUM. FACE PANEL WITH ROUTED OPENING FOR READER BOARD AND COPY READING "CLOSED SUNDAY" APERCU SENTENCE CASE BOLD. HINGED VANDAL COVER FRAME WITH 187" THICK CLEAR POLYCARBONATE FACE WITH INSET .125" #7328 WHITE. READER FACE WITH ZIP TRACK TO ACCOMMODATE WAGNER ZIPLETTER SET THAT INCLUDES FRANKLIN GOTHIC EXTRA CONDENSED UPPERCASE LETTER SET OF 334 CHARACTERS WITH PUNCTUATION MARKS.

MASONRY WORK BY THE GENERAL CONTRACTOR FOUNDATION IS FURNISHED BY CLAYTON SIGNS, INC.

3M #3630-53 TRANSLUCENT CARDINAL RED TENSION FRAME COVER TO BE PAINTED GENESIS M SINGLE STAGE (G2-SERIES) RED #48247

WHITE BLEED 3M PANOGRAPHIC III FLEX FACE W/ .125" #7328 WHITE PLEX



PAINTED MATTHEWS #74155 DARK BRONZE, SEMI-GLOSS



MASONRY TO MATCH BUILDING



MAKING.





| MONUMENT | SIGN |
|----------|------|
|          |      |

DRAWING FILE - CFA - CORRYVILLE, OH SIGNAGE.CDR

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|                             | DRAWN BY      | Ben Holliday     |
|-----------------------------|---------------|------------------|
| ALL ELECTRICAL<br>SIGNS ARE | ACCOUNT REP.  | Ben Holliday     |
| 120 VOLTS<br>UNLESS         | DRAWING DATE  | April 6, 2024    |
| OTHERWISE INDICATED         | REVISION DATE | January 29, 2025 |

STORE ADDRESS Chick-fil-A at Corryville, OH L05724 198 E McMillan Street Cincinnati, Ohio 45219

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## DOUBLE FACED CABINET LIGHTING



THIS DRAWING IS INTENDED TO SHOW GENERAL CONSTRUCTION DETAILS SIZES OF CABINET AND BRICK MAY VARY



5198 North Lake Drive Lake City, GA 30260 404.361.3800 www.claytonsigns.com







STORE NUMBER STORE ADDRESS L0572

|   | Chick-fil-A at Corryv |
|---|-----------------------|
| 4 | 198 E McMillan Stree  |
|   | Cincinnati, Ohio 452  |

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| 5219       |         |



WET LOCATION

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**DETAIL A** 

**BOLT ANGLE IRON** TO ALUMINUM ANGLE

**DETAIL A** 

**DETAIL B** 

1 CIRC. 20 AMP / 120V

120 Amp.: 20 Circ.: 1

**GREEN ELECTRICAL WIRE** 

**BLACK ELECTRICAL WIRE** 

WHITE ELECTRICAL WIRE

145 SIGN IS ITENDED TO BE INSTALLED IN ACCORDANCE WITH REQUIREMENTS OF ARTICLE 6 LECTRICAL CODE AND/OR APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING &

DOUBLE FACED CABINET

OWER SUPPLY EP524 - 24V POWER SUPP

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Electrical specifications:

Colors:

END VIEW

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

Volts:

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**DETAIL B** 

STEEL PIPE

**BOLT ANGLE IRON** 

**ELEVATION** 

MASONRY PLAN VIEW

 $\Box 0$ 

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

TO ALUMINUM ANGLE

(SCH. 40) STEEL PIPE

1 1/2" x 1 1/2" ANGLE

WELD ANGLE IRON TO-

STEEL PIPE AND ANGLE IRON TO ANGLE ANGLE IRON

**IRON SADDLE** 

WHITE TETRA POWERSTRIP

DISCONNECT SWITCH

TO COMPLY WITH

NEC (2017) 600.6

6" OR LESS CMU

INSIDE OF BRICK

DS LEDs

#### **SPECIFICATIONS**



CHANNEL LETTER FACES 2793 RED ACRYLIC TRIMCAP RETAINER-1" RED JEWELITE TRIMCAP

ALUMINUM RETURNS PAINTED TO MATCH SHERWIN WILLIAMS SW6108 LATTE



ELEVATION SCALE - 1/2" = 1'- 0"



5'-0







DRAWING FILE - CFA - CORRYVILLE, OH SIGNAGE.CDR

ALL ELECTRICAL SIGNS ARE 120 VOLTS UNLESS OTHERWISE INDICATED

AL DRAWN BY Ben Holliday AL ACCOUNT REP. Ben Holliday S DRAWING DATE April 6, 2024 CATED REVISION DATE January 29, 2025  
 STORE NUMBER
 STORE ADDRESS

 L055724
 Chick-fil-A at Corryville, OH 198 E McMillan Street Cincinnati, Ohio 45219

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LOCATION

B,C,E



120 VOLT PRIMARY / 12 VOLT SECONDARY 3 AMPS PER SIGN PRIMARY WIRING 12 GAUGE WITH 14 GAUGE GROUND SECONDARY WIRING 18 GAUGE

#### **SPECIFICATIONS**

CABINET ALUMINUM CABINET HAS EXTRUDED ALUMINUM FACES FLEX FACES DECORATED WITH TRANSLUCENT VINYL FILM ON SURFACE OF ACRYLIC. INTERNALLY ILLUMINATED WITH WHITE LED 6500K LIGHTS. DISCONNECT SWITCH AS REQUIRED PER NEC.





**ELEVATION** SCALE - 1/2" = 1'- 0"

°-







DRAWING FILE - CFA - CORRYVILLE, OH SIGNAGE.CDR



DRAWN BY Ben Holliday ACCOUNT REP. Ben Holliday DRAWING DATE April 6, 2024 REVISION DATE January 29, 2025

36.00 SQUARE FEET

STORE NUMBER STORE ADDRESS Chick-fil-A at Corryville, OH L05724 198 E McMillan Street Cincinnati, Ohio 45219

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LOCATION

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TOGGLE BOLTS IN CONCRETE BLOCK OR PANEL WALLS. TEK SCREWS IN METAL STUDS. LAG-BOLTS IN WOOD STUDS. ALL THREAD BOLTS WITH BLOCKING BETWEEN STUDS.

**CROSS-SECTION** 

SCALE - 1/2" = 1'- 0"

WALL SHEATHING

120 VOLT PRIMARY / 12 VOLT SECONDARY **3 AMPS PER SIGN** PRIMARY WIRING 12 GAUGE WITH 14 GAUGE GROUND SECONDARY WIRING 18 GAUGE

#### EXHIBIT **SPECIFICATIONS** FLAT CUT-OUT ALUMINUM LETTERS, 1/2" THICK, PIN-MOUNTED TO WALL. 5'-6" 2'-11 1/4" COLORS 10 1/2" BAR IS 1/4" TALL ENSURE OPENING IN **GRAPHIC IS INCLUDED** MATTHEWS PAINT IN GRAPHICS EQUUS BRONZE METALLIC MP20181 6 3/8' BAR IS 1/2" TALL 8 3/4" **4**,-8 3/4" 5 3/4" BAR IS 1/2" TALL 8 3/4" Friends and 4'-9 1/2" BAR IS 1/4" TALL neig ors . . . MCMELEVANONHIGHLAND SCALE - 1" = 1'- 0" FONTS -APERCU BOLD CAECILIA COM 85 HEAVY Ben Holliday STORE NUMBER STORE ADDRESS DRAWN BY LOCATION 5198 North Lake Drive Lake City, GA 30260

ian

404.361.3800

www.claytonsigns.com

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F




#### **SPECIFICATIONS**



EXHIBIT E







| HEIGHT | А    | В   | С   |
|--------|------|-----|-----|
| 20'    | 3'6" | 30" | 24" |
| 25'    | 3'6" | 30" | 24" |
| 30'    | 3'6" | 30″ | 24" |
| 35'    | 4'0" | 36″ | 30" |
| 40'    | 4'6" | 42″ | 36" |
| 45'    | 5'0" | 48″ | 42" |
| 50'    | 5'6" | 48″ | 42" |

GROUND SLEEVE AND CONCRETE INSTALLED BY THE GENERAL CONTRACTOR POLE INSTALLED ON PRE-INSTALLED GROUND SLEEVE BY SIGN CONTRACTOR Π

CAST ALUMINUM TRUCK **REVOLVING NON -FOULING TYPE** SWIVEL SNAPS & COVERS HALYARD ROPE-HALYARD COVER (OPTIONAL) CLEAR COVER BOX (OPTIONAL) 9" CAST ALUMINUM CLEAT-(OPTIONAL) STANDARD FLASH COLLAR ALUMINUM FLASH COLLAR HARDWOOD WEDGES (SUPPLIED BY OTHERS) 3000 PSI CONCRETE 0'-0 " GRADE AT POLE BASE FILL SPACE WITH PACKED DRY SAND FOUNDATION SLEEVE HOT DIP-GALVANIZED STEEL ∢ STEEL CENTERING WEDGES STEEL BASE PLATE-STEEL SUPPORT PLATE WELDED TO GROUND SPIKE С В DRAWN BY 5198 North Lake Drive FLAG POLE

GOLD ANODIZED SPUN-

ALUMINUM BALL FLUSH SEAM



5198 North Lake Drive Lake City, GA 30260 404.361.3800 www.claytonsigns.com



ALL ELECTRICAL SIGNS ARE 120 VOLTS UNLESS OTHERWISE INDICATED

RICAL RE LTS DICATED S DICATED REVISION DATE REVISION DATE January 29, 2025  
 STORE NUMBER
 STORE ADDRESS

 L055724
 Chick-fil-A at Corryville, OH 198 E McMillan Street Cincinnati, Ohio 45219
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LOCATION FP







SCALE - 1/2" = 1'- 0"



OPAQUE WHITE APPLIED VINYL ALL GRAPHICS ARE APPLIED TO EXTERIOR SURFACE OF GLASS. (SHOWN IN GREY FOR ILLUSTRATION





5198 North Lake Drive Lake City, GA 30260 404.361.3800 www.claytonsigns.com

WINDOW GRAPHICS

ALL ELECTRICAL SIGNS ARE 120 VOLTS UNLESS OTHERWISE INDICATED

DRAWN BY Ben Holliday ACCOUNT REP. Ben Holliday DRAWING DATE April 6, 2024 REVISION DATE January 29, 2025 STORE NUMBER STORE ADDRESS Chick-fil-A at Corryville, OH L05724 198 E McMillan Street Cincinnati, Ohio 45219

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DRAWING FILE - CFA - CORRYVILLE, OH SIGNAGE.CDR



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#### PLAYGROUND ENTRY ELEVATION

SCALE - 1/2" = 1'- 0"

ONE EACH REQUIRED - MANUFACTURE AND INSTALL DIGITALLY PRINTED GRAPHICS. FONT = APERCU BOLD APPLIED FIRST SURFACE TO DOOR AS REQUIRED PER DOOR CONDITION. EACH TO ALIGN WITH EACH OTHER ON OPPOSITE SIDES OF DOOR. DECAL IS DIGITALLY PRINTED ON 3MIJ180MC-114 CLEAR GRAPHIC FILM AND LAMINATED WITH AVERY DOL 1360Z MATTE LAMINATE. DOUBLE-SIDED PRINT WITH WHITE COPY ON FRONT AND SOLID RED BACK



#### ELEVATION

SCALE - 6" = 1'- 0"



DETAIL B ELEVATION SCALE - 1" = 1'- 0"







| REVISION HISTORY |   |  |  |  |  |  |
|------------------|---|--|--|--|--|--|
| Date             | Description   |  |  |  |  |  |
| 05/14/24         | Added tenant sign and vestibule vinyl                   |  |  |  |  |  |
|                  | Added current site plan.                                |  |  |  |  |  |
| 07/30/24         | Changed prototype to SE-BS to match site plan.          |  |  |  |  |  |
| 07/30/24         | Discrepancies that remain:                              |  |  |  |  |  |
|                  | The clearance bars on the civil plans need to be repos  |  |  |  |  |  |
|                  | Added current site plan.                                |  |  |  |  |  |
| 08/12/24         | Added current elevations from Revit.                    |  |  |  |  |  |
|                  | Corrected the call out for Sign A2 on the site plan.    |  |  |  |  |  |
| 09/04/24         | Added address to title block. Added Push Pull graphics. |  |  |  |  |  |
| 01/29/25         | Added current site plan.                                |  |  |  |  |  |
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5198 North Lake Drive Lake City, GA 30260 404.361.3800 www.claytonsigns.com

REVISION HISTORY

ALL ELECTRICAL SIGNS ARE 120 VOLTS UNLESS OTHERWISE INDICATED DRAWN BY Ben Holliday STC ACCOUNT REP. Ben Holliday DRAWING DATE April 6, 2024 REVISION DATE January 29, 2025

 
 STORE NUMBER
 STORE ADDRESS

 L05724
 Chick-fil-A at Corryville, OH 198 E McMillan Street Cincinnati, Ohio 45219
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DRAWING FILE - CFA - CORRYVILLE, OH SIGNAGE.CDR

| 237 William H Taft and 198 E McMillan Development Schedule |                                    |  |  |  |  |
|--|------------------------------------|--|--|--|--|
| Phase I  |                                    |  |  |  |  |
| 237 William H Taft - Ur                                    | 237 William H Taft - Union on Taft |  |  |  |  |
| Office to residential conversion. 197,000 SF, 103 units    |                                    |  |  |  |  |
| Schedule   | Schedule                           |  |  |  |  |
| April 2023   | Demolition & Construction begins   |  |  |  |  |
| December 2023 Medical office vacates                       |                                    |  |  |  |  |
| August, 2024 Building Opens                                |                                    |  |  |  |  |

| Phase II                           |   |  |  |  |  |
|------------------------------------|---|--|--|--|--|
| 198 E McMillan - Chick F           | Fil A   |  |  |  |  |
| Current use as vacant p            | arking lot, to 5,020 SF restaurant with drive through |  |  |  |  |
| Schedule                           | Schedule  |  |  |  |  |
| July 2024                          | Entitlement Begins                                    |  |  |  |  |
| September 2025 Construction Begins |   |  |  |  |  |
| February 2026 Building Opens       |   |  |  |  |  |

#### Zoning Information

Surveyor was not provided zoning information by client pursuant to item 6b of Table A

#### Items Corresponding to Schedule B-II

11. Reservations, restrictions, covenants, limitations, easements and/or other conditions as stated in the instrument filed for record March 25, 1947, in Deed Volume 2228, Page 569, dthe Hamilton County, Ohio Records. Here lise within the subject property and is shown hereon.

(12) 12. Grant of Easement to The Cincinnati Gas & Electric Company, filed for record April 2, 1959, in Deed Volume 3017, Page 625, of the Hamilton County, Ohio Records. *Item iles within the subject* property and is shown hereon.



#### Miscellaneous Notes

The monuments referenced hereon (found or set) are in good condition and undisturbed (unless otherwise noted) at or near existing grade. All set pins are 5/8° wide x 30° long with an identification cap bearing the number '7911'.

(MM2) The visible posted address of the subject property is 237 William Howard Taft Road.

(MN3) The subject property surveyed contains an area of 5.5079 acres (239,924 square feet), more or less.

(MNA) There are 299 regular parking spaces and 26 handicapped parking spaces, for a total of 325 parking spaces located on the subject property.

No designation was given by the client to determine the relationship and location of certain division or party walls within respect to adjoining properties.

At the time of survey, there was no observable evidence of earth moving work, building construction or building additions.

At the time of survey, there were no changes in street right of way lines or observable evidence of street or sidewalk repairs.

Bearings shown hereon are based on the northerly Right-of-Way line of East McMilan Street, Hamilton County, Ohio. A bearing of N88'58'41'W was used.

Subject property has direct access to William Howards Taft Road, Highland Avenue & East McMillan Street, which are dedicated, public Rights-of-Way.

Some features shown on this plat may be shown out of scale for clarity. All dimensions shown are in feet and decimals thereof.

There are no gaps, gores, overlaps or hiatus inherent to the surveyed property based on the field survey performed and the title commitments provided, and all parcels are contiguous.

(IN12) At the time of survey, there was no observable evidence of site use as a cemetery or burial ground.

At the time of the survey, there was no observed evidence of substantial areas of refuse.

Survey prepared by: NV5, 3550 W. Market Street, Suite 200, Akron, OH 44333. Phone (800)787-8397, or Email Steve. Harsley@nv5.com

Π  $\times$ Ĩ Record Description Situated in Section 14, Town 3, Fractional Range 2, Between The Miamis, The City of Cincinna part of the lands of Union on Taft LLC as recorded in Official Record 14887, Page 215 of the Ha containing 5.5079 acres and being further described as follows: Ω Beginning at a point found by measuring from a found cross notch at the intersection of the west and with the north right of way of East McMillian Street, said cross notch being the True Point of thence, from the True Point of Beginning departing the west right of way of said Highland Avenu said East McMillan Street, North 83° 53' 00" West, 500.98 feet to a found 5/8' iron pin (cap illegi thence, departing the north right of way of East McMillian Street and with a new division line th LLC, North 05' 48' 41' East, 361.30 feet to a set 5/8' iron pin on the south right of way of Willa G Letters, departing and devision line and with the south right of way data with the Markov of the Markov of the following the course. The Markov of the south right of way and within Howard Taft Road & the following the Course. The Markov of the Markov of the South st 0.79 fee thence, departing the south right of way of said William Howard Taft Road and with the west right of way of said Highland Avenue, South 05' 45' 41' West, 557'.54 feet to the True Point of Beginning containing 5.50'9 acres of land, more or less, and being subject to all legah injumys, easements, restrictions and agreements of record. Basis of Bearings: NAD83(2011) Ohio State Plane Coordinates, South Zone (3402). The above description was prepared from a plat of survey made on May 2, 2023 under the direction of Jeffrey O. Lambert, Professional Surveyor #7568 in the State of Ohio. All set iron pins are 5/8" x 30" in size with cap "BAYER BECKER" The lands surveyed, shown and described hereon are the same lands as described in the Title Commitment pro Commonwealth Land Title Insurance Company, Commitment No. GLC2300094B, dated June 16, 2013. ALTA/NSPS Land Title Survey William Howard Taft Road Update NV5 Project No. 202300643-001 237 William Howard Taft road, Cincinnati, OH based upon Title Commitment No. GLC2300094 of Commonwealth Land Title Insurance Company bearing an effective date of June 16, 2023 Surveyor's Certification To: First Commonwealth Bank, a Pennsylvania banking corporation, its successors and/or assigns as their interests may appear Commonwealth Land Tife Insurance Company; HCII - 237 William Howard Taft Road LLC, a Delaware limited liability company; Carton Fields PA. and Bock & Cark Corporation, an NVS 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 ALTANSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes terms 1, 2, 3, 4, 5,5a, 9b, 7a, 7b1, 7c, 8, 9, 10, 13, 14, 16, 17, and 19 of Table A thereol. The field work was completed on March 7, 2023. David & Kuethe Registration No. 7911 In the State of Ohio Date of Survey: March 7, 2023 Date of Last Revision: June 28, 2023 Network Project No. 202300643-001 ICW Sheet 1 of 2 Bock & Clark Corporation an NV5 Compa

Transaction Services

1-800-SURVEYS (787-8397)

3550 W. Market Street, Suite 200, Akron, Ohio 44333 www.BockandClark.com maywehelpyou@bockandclark.com www.NV5.com

SURVEY - ZONING - ENVIRONMENTAL - ASSESSMENT

Flood Note

#### Project Revision Record

Significant Observations A Subject's site sign crosses into Right-of-Way by about 0.4 feet, as shown.

This survey was prepared for the purpose of this real estate transaction only and no further parties other than those certified above shall rely on it for any other purpose or transaction.

Legal

By graphic plotting only, this property is in Zone "X" of the Flood Insurance Rate Map, Community No. 380210, Map No. 380610202169 which bears an effective date of February 16, 2012 and in oro in a Special Flood Hazard Area. A shown on the FCMA webbite (http://mice.fema.gou/ by firmetia created on March 18, 2023 we have learned this community does currently participate in the program. No field surveying was unity does currently participate in the program. No field surveying was performed to determine this zone.





This instrument prepared by: Carlton Fields, P.A. 4221 W. Boy Scout Blvd. Tampa, Florida 33607 Attention: Jin Liu

After recording, this instrument should be returned to: Thompson Hine LLP 312 Walnut Street, Suite 2000 Cincinnati, OH 45202 Attention: Stephen M. King

#### LIMITED WARRANTY DEED

THIS LIMITED WARRANTY DEED is made and entered into as of the 31<sup>st</sup> day of March, 2023 by HCII-237 WILLIAM HOWARD TAFT ROAD, LLC, a Delaware limited liability company ("Grantor"), whose mailing address is 1001 Water Street, Suite 800, Tampa, Florida 33602, to UNION ON TAFT LLC, an Ohio limited liability company ("Grantee"), whose tax mailing address is 2718 Short Vine Street, Cincinnati, Ohio 45219.

#### WITNESSETH:

**GRANTOR**, for and in consideration of Ten and No/100 Dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, has granted, bargained and sold, and by these presents does hereby grant to Grantee, with limited warranty covenants, the following described land situate and being in Hamilton County, Cincinnati (the "**Property**"), to wit:

#### SEE EXHIBIT A ATTACHED HERETO AND MADE A PART HEREOF

TOGETHER WITH all the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining.

This conveyance, however, is made and accepted subject to the restrictions, encumbrances, easements, covenants and conditions, if any, described on Exhibit B attached hereto and incorporated herein for all purposes, to the extent that same are valid and existing and affect the Property, and any and all matters disclosed by that certain survey prepared by David J. Kuethe P.S.#7911 of Bock & Clark Corporation dated March 7, 2023, last revised March 30, 2023, Project No. 202300643-001 (collectively, the "Permitted Exceptions").

TO HAVE and to hold the same in fee simple forever.

**GRANTOR** hereby covenants with Grantee that it will defend the title to the Property only against the lawful claims of those persons claiming by, through, or under Grantor (other than any claim arising out of any of the Permitted Exceptions without re-imposing the same), but against no others.

Parcel No.: Street address of Property: Prior Instrument Reference:

092-0001-0001-00 237 William Howard Taft Road, Cincinnati, Ohio Official Records Book 12954, page 01503 Hamilton County, Ohio Recorder's Office

[Signature page follows.]

**IN WITNESS WHEREOF**, Grantor has caused this Limited Warranty Deed to be executed and delivered under seal by its duly authorized representative as of the date first written above.

**GRANTOR:** 

HCII-237 WILLIAM HOWARD TAFT ROAD, LLC, a Delaware limited liability company

By: Sila Realty Operating Partnership, LP, a Delaware limited partnership, its Sole Member

> By: Sila Realty Trust, Inc., a Maryland corporation, its General Partner

By: Name: Jon Sajesk

Title: Authorized Agent

STATE OF FLORIDA

) ) ss: )

COUNTY OF HILLSBOROUGH

The foregoing instrument was acknowledged before me, by way of  $[\nu]$  physical appearance or [] online notarization, this 29 day of March, 2023, by Jon Sajeski, as Authorized Agent of Sila Realty Trust, Inc., a Maryland corporation, as the General Partner of Sila Realty Operating Partnership, LP, a Delaware limited partnership, as the Sole Member of **HCII-237 WILLIAM HOWARD TAFT ROAD, LLC**, a Delaware limited liability company, on behalf of said companies. He is [1] personally known to me or [] produced \_\_\_\_\_\_\_ as identification.

[Notarial Seal]

Lisa A. Clarke NOTARY PUBLIC STATE OF FLORIDA Comm# GG974444 Expires 4/13/2024

Notary Public, State of <u>Florida</u> Print Name: Liza A. Clarke My Commission Expires: <u>4</u>13/2024

#### EXHIBIT A to Limited Warranty Deed PROPERTY DESCRIPTION

Situated in the City of Cincinnati, County of Hamilton, State of Ohio, described as follows: Situate in Section 14, Town 3, Fractional Range 2 of the Miami Purchase, City of Cincinnati, Hamilton County, Ohio, West of Highland Avenue, North of McMillan Street, South of William Howard Taft Road, more particularly described as follows:

Beginning at a recovered cross notch in a concrete walk at the northwest intersection of Highland Avenue and McMillan Street; Thence along the North line of McMillan Street, North 88°58'41" West, passing a recovered 5/8" steel rebar (PLS #6021) at 500.98, a recovered magnetic nail at 698.09 feet, a total distance of 955.32 feet to a point from which a recovered one-inch steel pipe bears North 00°59'19" East a distance of 0.33 feet to a point in the common line of the grantor and Carrier Properties, LTD (O.R. 8202 P.G. 1737); Thence leaving the North line of McMillan and with said common line North 00°59'19" East a distance of 174.37 feet to a point at the common corner of the grantor and Taft Road, LLC (O.R. 7535 P.G. 2025) from which a recovered cross notch bears North 00°59'19" East a distance of 0.23 feet; Thence with the line common to Taft Road LLC, South 89°02'41" East a distance of 113.90 feet to a point from which a recovered 1/2" steel rebar (PLS #6963) bears South 43°04'17" West a distance of 0.49 feet: Thence continuing with said line common to Taft Road LLC in part and with a line common to 205 WHT, LLC (O.R. 11599 P.G. 1717), North 89°01'19" East a distance of 143.09 feet to a point at a corner common to said 205 WHT, LLC from which a recovered 5/8" steel rebar (PLS #5724) bears South 35°00'02" West a distance of 0.86 feet; Thence with another line common to 205 WHT, LLC, North 00°53'19" East a distance of 174.95 feet to a recovered cross notch in the South line of William Howard Taft Road; Thence with said South line for six (6) calls:

North 89°01'19" East a distance of 196.13 feet to a point;

North 00°43'00" East a distance of 1.98 feet to a recovered 5/8" steel rebar (PLS #6021); North 88°44'00" East a distance of 12.17 feet to a point from which a recovered 5/8" steel rebar (PLS #6021) bears South 60°12'19" East a distance of 0.41 feet;

North 53°02'00" East a distance of 95.67 feet to a recovered 5/8" steel rebar (PLS #6021); North 70°29'11" East a distance of 357.57 feet to a point from which a recovered 5/8" steel rebar bears South 62°11'59" West a distance of 0.71 feet;

North 84°04'00" East a distance of 78.10 feet to a recovered 5/8" steel rebar at the Southwest corner of William Howard Taft and Highland Avenue;

Thence with the West line of said Highland Avenue, South 00°43'00" West a distance of 557.54 feet to the Point of Beginning.

Said parcel contains 8.161 acres.

Being all of the property to Taft Offices, LLC in Official Record 11908, Page 1384 and Official Record 11908, Page 1387 of the Hamilton County Recorder's Office at Cincinnati, Ohio. Said

herein description being the result of a field survey by Cardinal Engineering Corporation in September, 2011 under the direct supervision of Joseph G. Kramer PLS # S-8227. The bearings of this description are based on Official Record 7305, Page 2169 as recorded in the Hamilton County Recorder's Office at Cincinnati, Ohio.

#### EXHIBIT B to Limited Warranty Deed PERMITTED EXCEPTIONS

- 1. Rights of tenant as tenant only pursuant to that unrecorded lease with The Board of Hamilton County Commissioners for the Hamilton County Tuberculosis Control Unit as evidenced by deed filed for record December 26, 2013, in OR Volume 12496, Page 428, and the Subordination, Nondisturbance, and Attornment Agreement, filed for record December 26, 2013 and recorded in OR Volume 12496, Page 461, both of the Hamilton County, Ohio Records.
- 2. Oil and gas leases, pipeline agreements or any other instruments related to the production or sale of oil and gas which may arise subsequent to the date of the Policy, pursuant to Ohio Revised Code Section 1509.31(D).
- 3. Any lease, grant, exception or reservation of minerals or mineral rights together with any rights appurtenant thereto.
- 4. Easement for slope cuts, as stated in the instrument filed for record March 25, 1947, in <u>Deed Volume 2228</u>, <u>Page 569</u>, of the Hamilton County, Ohio Records.
- 5. Grant of Easement to The Cincinnati Gas & Electric Company, filed for record April 2, 1959, in <u>Deed</u> <u>Volume 3017, Page 625</u>, of the Hamilton County, Ohio Records.
- 6. Taxes and assessments for the second half of 2022 and subsequent years that are a lien but are not yet due and payable.
- 7. Zoning ordinances.
- 8. Legal highways.

EXHIBIT H





September 27, 2024

Mr. Shaun Walker Chick-fil-A 5200 Buffington Road Atlanta, GA 30349

Re: 198 E. McMillan Street | Chick-fil-A Corryville (D) – (CPRE240074) Final Recommendations

Dear Mr. Walker,

This letter is to inform you that our CSR Advisory-TEAM and CSPRO Committee has reviewed your proposed development of a 1-story fast-food restaurant and associated parking. The information provided is the recommendations of the City of Cincinnati and must be followed as you move forward with your project. As a reminder, we will have a <u>Microsoft Teams conference</u> <u>call meeting</u> with you on <u>October 1, 2024 @ 10 am</u> to discuss this information. Please see the feedback listed below. Thank you for developing within the City of Cincinnati.

### City Planning & Engagement – Planning Division

#### Immediate Requirements to move the project forward:

- A zone change would be required for this project. Planning staff recommends a zone change to CC-M-T with additional conditions and variance relief based on a Zoning Division review. Applications for a zone change should be submitted through the Department of City Planning and Engagement. Information and materials can be found at https://bit.ly/ZoneChangePacket
- Zone change process (approximately): Public Staff Conference - 2-4 weeks City Planning Commission - 4-6 weeks. City Council - 4-14 weeks
- 3. Please set up a meeting with Planning and Zoning staff to discuss the zone change and its process.
- 4. The proposed project will require a subdivision of land. A process of determination will decide whether the project is a Minor or Major subdivision per sections 200-01-S5 and 200-01-S6 of the City's Subdivision Regulations. The subdivision may be submitted to the Department of City Planning and Engagement.
- 5. Minor Subdivisions take approximately 2-4 weeks. Major Subdivisions take approximately 8-12 weeks.

#### Requirements to obtain permits:

None

#### **Recommendations:**

1. The Department of City Planning and Engagement recommends that the applicant team meet with the Corryville Community Council, Mt. Auburn Community Council, and





surrounding stakeholders. Contact information for the community council can be found here: https://bit.ly/CommunityCouncilContacts

#### Contact:

• Kyle Gibbs | City Planning | 513-352-4886 | kyle.gibbs@cincinnati-oh.gov

### City Planning & Engagement – Zoning Division

#### Immediate Requirements to move the project forward:

- 1. Variance for parking in the corner side yard of the proposed building (T district requires parking in the rear yard) for the row of parking along McMillan as per section 1407-04 part C of the zoning code.
- 2. Landscaping is required around the dumpster location as per Section 1421-35. This would need to be added to landscape plan.
- 3. Drive-thru is not a permitted component as part of a restaurant use in the OG. A use variance for the drive thru component would be required. A use variance requires showing that other uses permitted in the OG district are not economically feasible.
- 4. Driveways are noted as 25' wide on the site plan which is 5' more than the maximum driveway width of 20 feet. Confirmation of if these are existing driveways or new driveways is needed to determine if a variance is needed for driveway width.

#### Requirements to obtain permits:

- 1. Parking is conforming (no parking required in T district).
- 2. Building height is conforming.
- 3. Setbacks appear to be conforming but need to be delineated on the site plan.
- 4. FAR is conforming to the 1.75 limit. Proposed FAR of 0.08 based on the site size of approx. 63,000 SF and the building size of 5,000 SF.
- 5. Signage would be a separate permit.
- 6. All exterior light sources on private property, including canopy, perimeter, and flood, must be energy-efficient, stationary, and shielded or recessed within the roof canopy to ensure that all light is directed away from adjacent properties and public rights-of-way. The maximum height may not exceed 20 feet above grade.

# Note: If re-zoned to CC-M-T, there will be several zoning relief parameters and or more information would be needed as follows:

- 7. Drive-thru is required to be on rear façade as 1409-13 and a variance would be needed. The rear façade is the west façade for the proposed parcel. It appears that the entrance is on the west façade.
- 8. Conditional use required for a drive-thru on a corner lot as per section 1409-13.
- 9. Setback variance for the front setback as the CC-M-T section 1409-09 requires a maximum front setback of 12'. The proposed setback is greater than 12 feet to Highland (Highland is the front for zoning setback purposes).
- 10. Special exception for building placement relief as per section 1409-21 (for a corner lot location) which requires that the building be built to the front lot line if one building on the corner is built to the front lot line (building at SE corner of the intersection is built to the lot line).



- 11. Variance for parking in the corner side yard of the proposed building (T district requires parking in the rear yard) for the row of parking along McMillan as per section 1407-04 part C of the zoning code.
- 12. Additional information is needed on transparency of the south and east facades to evaluate conformance with 1409-23 as this section requires 60% transparency of the façade between 2.5' and 7' above the ground on the McMillan (south) façade and 50% transparency on the Highland (east) façade. This would be a special exception zoning relief.

#### **Recommendations:**

• None

#### Contact:

• Wes Munzel | ZPE | 513-352-2442 | weston.munzel@cincinnati-oh.gov

### Metropolitan Sewer District (MSD)

#### Immediate Requirements to move the project forward:

None

#### Requirements to obtain permits:

- 1. This site will require stormwater detention in accordance with MSD Rules Section 303.
- 2. A grease trap review will be required. Go to https://msdgc.org/customers/food-servicecustomers/ for information and link to online application.

#### Recommendations

None

Contact:

• Rob Kern | MSD | 513-244-5588 | rob.kern@cincinnati-oh.gov

### Stormwater Management Utility (SMU)

#### Immediate Requirements to move the project forward:

None

#### Requirements to obtain permits:

- 1. Detention
  - If detention is required by MSD, provide SMU with a copy of the follow items: Approved detention calculations, drainage map, detailed drawing of detention control structure with elevations.
- 2. Storm Requirements
  - Calculations for storm water conveyance system, major storm calculations / flood routing.
- 3. Utility Plan
  - Label all pipes materials.
  - In the public R/W, pipes to be DIP or RCP.
  - Show Top & Invert elevations for all Appurtenances.
  - Show slopes for all pipes.
  - Show how downspouts tie to the underground sewer system.
  - Curb cuts: driveway aprons at min. 5' away from SMU inlets.
  - Tie into Curb inlets are NOT PERMITTED.
- 4. Grading Plan

## EXHIBIT I



- o Grading must show existing and proposed contours.
- Impervious surfaces are NOT permitted to drain towards adjacent properties.
- Contours changes are NOT allowed to push more runoff towards adjacent properties (as compared to pre-development conditions).
- Runoff from all pavements must be captured and conveyed to the stormwater system. Only 800 sf of pavement may sheet flow to the public R/W.
- 5. Erosion & Sediment Control Plan is required. Refer to link: https://cincinnatioh.gov/stormwater/construction-and-design/standards/sediment-and-erosion-control/
- SMU Standards Plans Notes is required. Refer to link: https://www.cincinnatioh.gov/stormwater/construction-and-design/standards/smu-standard-plan-notes-april-2022/
- 7. SMU will require an As-Built survey at the end of construction. The survey should include the following information:
  - State Plane Coordinates (N,E) for all MH's and Catch Basins.
  - Inverts and Top elevations for all MHs and Catch Basins.
  - o Slopes, sizes, and materials for all storm lines.

#### **Recommendation:**

None

Contact:

Kevin Gold | SMU | 513-222-3643 | <u>kevin.gold@cincinnati-oh.gov</u>

#### Water Works

#### Immediate Requirements to move the project forward:

• None.

#### Requirements to obtain permits:

- The current water main system does meet the current fire flow requirements for commercial development. Per the direction of the Cincinnati Fire Department this development will require a sprinkler system installed. Depending on the pressure required for the sprinkler system, some water main replacement work may need to be done by the development. The available and residual pressures in this part of the water system are low and before a sprinkler system is designed the developer will need to consult with GCWW. Please contact Maria Meyer at Maria.Meyer@gcww.cincinnati-oh.gov.
- 2. Must have a stamped and recorded plat for each parcel before any building permits will be approved or water service branches sold.
- 3. Each parcel will need to have its own water service branch. Water service lines are not to cross parcel lines.
- 4. GCWW requires an outside meter pit setting followed by a backflow preventer in a heated structure.
- 5. The subject development property is receiving water service from the following:

| Address                 | Branch # | Size | Meter # | Size |  |
|-------------------------|----------|------|---------|------|--|
| 237 William H. Taft Rd. | H-189827 | 6"   | 189827  | 6"   |  |

#### **Recommendations:**

- 1. It is advised that GCWW currently has a water main construction project in the Design section of Engineering for Highland/E. McMillan/Maplewood to be constructed in 2029.
- 2. The Owner(s)/Developer(s) will need to hire a Greater Cincinnati Water Works certified licensed and bonded fire protection company and plumber to perform the private water service branch design work and installation.



3. The Owner(s)/Developer(s) must have a licensed fire protection company and plumber that is bonded and certified with GCWW and fill out the Online Branch application https://www.cincinnati-oh.gov/water/engineering-construction/forms-specifications/ for water service.

#### Contact:

• Rick Roell | WaterWorks | 513-591-7858 | richard.roell@gcww.cincinnati-oh.gov

### Fire Department

#### Immediate Requirements to move the project forward:

- 1. The site plan should show 2 readily accessible Fire Hydrants within 400 feet of all sides of your project.
- 2. The minimum fire flow requirements for commercial structures is 2,000 gallons/per/minutes (GPM) @ 20 pressure/per/square inch (psi) (138Kpa).
- 3. The site plan should show the location of any proposed FDCs. A fire hydrant should be located within 50' of each FDC.

#### **Requirements to obtain Permits:**

- 1. Access Streets, Roadways or Driveways. (b) The surface shall be of sufficient strength and type to adequately support any fire division apparatus under any weather conditions.
- 2. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet.
- 3. The angles of approach and departure for fire apparatus access roads shall be within the limits established by the fire code official based on the fire department's apparatus.
- 4. The weight of our apparatus is as follow:

| Apparatus | Width | Length | Height | Weight | Front axle | Rear<br>axle | Turn radius<br>inside/outside |
|-----------|-------|--------|--------|--------|------------|--------------|-------------------------------|
| Ladder    | 10'   | 41'10" | 11' 9" | 70,000 | 21,600     | 48,000       | 35.45/39.25                   |
| Engine    | 10'   | 31'6"  | 9'5"   | 44,000 | 20,000     | 24,000       | 34'6"/41'6"                   |
| Ambulance | 9' 4" | 22'2"  | 9' 2"  | 18,500 |            |              | 34'/41'                       |

#### **Recommendations:**

1. The Fire Department Connection can be on the building face within 50' of a fire hydrant. **Contact:** 

• Gregory M. Phelia Jr. | Fire Dept. | 513-357-7598 | gregory.pheliajr@cincinnati-oh.gov

### Office of Environment and Sustainability (OES)

#### Immediate Requirements to move forward with project:

None

### Requirements to obtain permits:

1. Commercial waste, including construction and demolition debris, generated during this development project must utilize a City franchised commercial waste collection service per Cincinnati Municipal Code Chapter 730. Additional information can be found at https://www.cincinnati-oh.gov/oes/commercial-waste-hauler-program/.



- If site plans require excavation or fill of quantities above 1000 cy, an environmental review will be required by OES. When completing the excavation and fill permit, identify the disposal and borrow site locations for all material. "TBD" will not be accepted. Specify if fill material will be soil or engineered fill, such as sand or gravel.
- 3. If offsite sourced fill is to be placed onsite which exceeds 1000 cy, then it must receive OES environmental approval as per City Municipal Code Chapters 1101 and 1031. A current Phase I ESA performed to the ASTM Standard E1527-21 of the proposed offsite borrow source property must be submitted for review. Stockpiled soils that will be used as fill material from an offsite borrow source require environmental sampling and analysis and the results be submitted for review. Please contact OES for a recommended sampling plan.

#### **Recommendations:**

- 1. The following recommendations are based on adopted City of Cincinnati environmental and sustainability policies and help to achieve the goals of the Green Cincinnati Plan:
  - a. The development goal should be to earn at a minimum the LEED Certified rating level.
  - b. Rooftop solar should be considered in the design as a renewable energy source.
  - c. Site parking should include electric vehicle charging stations.
  - d. Site areas designated for trash dumpsters should also have at least equal space designated for recycling dumpsters.
  - e. The use of trees in the landscape design should be included to enhance urban forestry.
  - f. The use of pervious surfaces should be maximized to the extent practical in the design.
  - g. Landscape design should consider the use of native species.
  - h. The use of heat reflective surfaces in paved parking areas should be considered to reduce the heat-island effect.

#### Contact:

• Amanda Testerman | OES | 513-352-5310 | amanda.testerman@cincinnati-oh.gov

#### Parks Department (Urban Forestry)

Immediate Requirements to move the project forward:

None

**Requirements to obtain permits:** 

None

**Recommendations:** 

None

Contact:

• Doug Fritsch | Urban Forestry | 513-861-9070 | douglas.fritsch@cincinnati-oh.gov



### **Department of Transportation & Engineering (DOTE)**

#### Immediate Requirements to move the project forward:

• None

#### Requirements to obtain permits:

1. 10' of right of way is needed on McMillan and Highland. The sidewalk can be 5' wide with a 4.5' tree lawn or 10'.

Install sidewalk assuming a 6" curb. The cross slope is 2%.

- 2. A Traffic Analysis for trip generation and trip distribution will be needed.
- 3. Remove unused driveway aprons and restore them to City standards.
- 4. Curb is granite on McMillan and Highland. It needs to be replaced/repaired with granite.
- 5. The maximum driveway width is 24'.
- 6. The driveways and aprons are to meet City standards. Driveway aprons can be modified for commercial (no ramps).
- 7. There need to be 2 curb ramps at the corner.
- 8. All work in the public right-of-way will require a separate DOTE permit.
- Based on the site plan provided, the assigned address for the project is 198 E MCMILLAN ST. Once the building has been constructed, the address number must be posted and be visible from the street, per the Ohio Fire Code and the Cincinnati Municipal Code. Contact DTEaddress@cincinnati-oh.gov with questions.

#### **Recommendations:**

• None

#### Contact:

Morgan Kolks | DOTE | 513-335-7322 | morgan.kolks@cincinnati-oh.gov

### **Buildings & Inspections – Buildings**

#### Immediate Requirements to move the project forward:

None

#### Requirements to obtain permits:

- 1. Provide a Geo-technical report at time of building permit submittal.
- 2. Code Analysis needed at time of building permit submittal.

#### **Recommendations:**

### None

Contact:

• Art Dahlberg | B&I Plans Exam | 513-352-2424 | art.dahlberg@cincinnati-oh.gov

#### Law Department

#### Immediate Requirements to move the project forward:

- 1. No requirement at this time.
- 2. If this development were to create an encroachment in City right of way or property, a permanent change in the use of City right of way or City property or would require additional right of way to be dedicated, a Coordinated Report will be required. Application for Coordinated Report can be requested at real.estate@cincinnati-oh.gov.

### Requirements to obtain permits:



• None

#### **Recommendations:**

None

Contact:

• Renee Bunch | Law | 513-352-3338 | renee.bunch@cincinnati-oh.gov

### **Department of Community & Economic Development (DCED)**

Immediate Requirements to move the project forward:

None

### Requirements to obtain permits:

None

Recommendations:

None

Contact:

• Robert Bertsch | DCED | 513-352-3773 | robert.bertsch@cincinnati-oh.gov

### Health Department

### Immediate Requirements to move the project forward:

• None

### Requirements to obtain permits:

 A food facility plan review by the Cincinnati Health Department (CHD) will be required if future or current commercial space (or tenant) is licensable (or is currently licensed) as a food service operation (FSO) or retail food establishment (RFE). If licensable, plumbing will not issue permits until CHD has completed the food facility review and approved the project.

### **Recommendations:**

1. For assistance in determining whether the facility is licensable as an FSO/RFE or not, please contact me (Trisha Blake) at the information listed below.

#### Contact:

• Trisha Blake | Health Dept. | 513-352-2447 | trisha.blake@cincinnati-oh.gov

### Police Department

Immediate Requirements to move the project forward:

• None currently.

### Requirements to obtain permits:

• No comments.

### **Recommendations:**

• None

Contact:

- Katalin Howard | Police Dept. | 513-352-3298 | katalin.howard@cincinnati-oh.gov
- Brandon Kyle | Police Dept. | 513-564-1870 | brandon.kyle@cincinnati-oh.gov





FINAL ACTION: The CSR Advisory-TEAM and CSPRO Committee believes that the proposed project plans are moving in the appropriate direction and recommends that the project move forward to City Planning Commission subject to the following condition.

• The subject development must follow the requirements listed above to ensure that the development meets the requirements of all agencies as they apply for all permits.

Sincerely,

h 1ber Art Dahlberg,

Director of Buildings and Inspections Department & CSPRO Committee Chair

Rodney D. Ringer,

Development Manager

AD:RDR:hs

### **TRAFFIC ANALYSIS REPORT**

## FOR PROPOSED CHICK-FIL-A

## HIGHLAND AVENUE, CINCINNATI, OHIO

Prepared For: Woolpert 4454 Idea Center Boulevard Dayton, OH 45430

Prepared By: Jamal Adhami, PE, PTOE SHA Engineering, LLC January 30, 2025 Updated February 20, 2025



Engineering, LLC

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Appendix E - Capacity Analysis

## 1. Introduction

The purpose of this Traffic Analysis Report (TAR) is to:

- Describe and measure the impact of traffic generated by the proposed Chick-fil-A on the adjacent existing public street system; and
- Provide a list of conclusions and recommendations related to traffic operations and analysis of the proposed access drives on Highland Avenue and East McMillan Street.

The new Chick-fil-A is proposed at the northwest quadrant of the intersection of Highland Avenue and East McMillan Street in Cincinnati, Ohio. Chick-fil-A store with 5,020 SF is proposed with two access locations. The first access is proposed on Highland Avenue at the north end of the development. The second access drive is proposed on East McMillan Street near the west end of the development. Access Drive (Drive A in Figure 1) on Highland Avenue is proposed with all movements allowed. East McMillan is one-way serving eastbound traffic. Therefore, access on McMillan Street is proposed with left turn in and left turn out only. The location of the site and access locations are shown in Figure 1, and the preliminary site plan is included in Appendix A.



#### **Figure 1 – Site Location**

**Study Area Access Locations** 

A – Access Drive A on Highland Avenue B- Access Drive B on East McMillan Street N

## 2. Scope of Services

SHA Engineering prepared a Memorandum of Understanding (MOU) and submitted it to City of Cincinnati on October 15, 2024. No additional comments were received from the city on MOU. A copy of the MOU is attached in Appendix B.

## 3. Existing Conditions

East McMillan Street in the vicinity of the site is one way eastbound only with three lanes. Roadside parking is allowed on East McMillan Street, west of the location of Drive B. It is posted at 35 mph.

Highland Avenue is carrying two-way traffic in northbound and southbound directions. It is posted at 30 mph. In the vicinity of the proposed access drive, Highland Avenue operates with 4 narrow lanes (about 9' wide).

The turning movement counts were completed at the intersection of Highland Avenue and East McMillan Street. The counts were completed October 22, 2024. The counts were used to calculate through volumes on East McMillan Street and Highland Avenue in the vicinity of the proposed access drives. Based on the recorded traffic counts, the Midday Peak Hour was recorded from 12:30 PM to 1:30 PM and the PM Peak Hour was recorded from 3:30 PM to 4:30 PM.

The observed 2024 Midday and PM Peak Hour traffic counts are shown in Figure 2.

The traffic data is included in Appendix C.





Midday/PM

xxx/xxx/

## 4. Proposed Development

The new Chick-fil-A is proposed at the northwest quadrant of the intersection of Highland Avenue and East McMillan Street in the city of Cincinnati, Ohio. Chick-fil-A store with 5,020 SF is proposed with two access locations. The first access is proposed on Highland Avenue at the north end of the development. The second access drive is proposed on East McMillan Street near the west end of the development. Access Drive (Drive A in Figure 1) is proposed Highland Avenue will allow all movements. East McMillan is operating eastbound one-way. Therefore, access on McMillan Street is proposed with left turn in and left turn out only.

The site plan is attached in Appendix A.

## 5. Trip Generation and Distribution

SHA Engineering completed trip generation calculations for the proposed Chick-fil-A site using the rates identified in Palmer Study referenced in the MOU. The summary of estimated trips is included in Table 1.

|             | Table 1 - Summary of Estimated Trips |       |       |            |       |         |      |       |
|-------------|--------------------------------------|-------|-------|------------|-------|---------|------|-------|
| I and Use   | Unit                                 | Size  | Μ     | lidday Pea | ak    | PM Peak |      |       |
| Lana Ose    | Unu                                  |       | Enter | Exit       | Total | Enter   | Exit | Total |
|             | SF                                   | 5,020 | 205   | 197        | 402   | 154     | 147  | 301   |
| Chick-fil-A | Pass                                 | -by   | 101   | 101        | 202   | 75      | 75   | 150   |
|             | Prim                                 | ary   | 104   | 96         | 200   | 79      | 72   | 151   |

The existing traffic counts were used for estimating the trip distribution of the new trips. The trip distribution for the new development is based on the following assumptions. Table 2 shows trip distribution used in the study.

| Table 2 - Directional Assignment of |                           |  |  |  |
|-------------------------------------|---------------------------|--|--|--|
|                                     | Estimated Vehicular Trips |  |  |  |
| Midday/PM Peak                      |                           |  |  |  |
|                                     | From/To                   |  |  |  |
| North                               | 30%                       |  |  |  |
| South                               | 20%                       |  |  |  |
| West                                | 30%                       |  |  |  |
| East                                | 20%                       |  |  |  |

Figure 3 shows the new trip distribution percentage, and the estimated new trips are shown in Figure 4. Pass-by Trip percentages are shown in Figure 5 and estimated Pass-by Trips are shown in Figure 6. Figure 7 shows 2025 Build traffic volumes.

# EXHIBIT J



| Figure<br>(Perce | 3 – Trip Distribu<br>ntages) | tion |  |
|------------------|------------------------------|------|--|
| xx%              | Entering Trips               |      |  |
| xx%              | Exiting Trips                |      |  |
| Midda            | y/PM                         | ххх  |  |








### 6. Analysis

### Turn Lane Warrants

The turn lane warrants were completed using the procedure identified in ODOT Location and Design Manual, Volume 1. The turn lane warrants were analyzed at Drive A on Highland Avenue. The results of the turn lane warrants are summarized below, and detailed warrants are included in Appendix E.

### Highland Avenue at Drive A

- The northbound left turn lane from Highland Avenue to westbound on Drive A *is warranted*.
- The southbound right turn lane from Highland Avenue to westbound on Drive A *is not warranted*.

### East McMillan Street at Drive B

East McMillan Street operates with 3 lanes for the eastbound traffic at Drive B. An exclusive lane for the eastbound left turn lane, with no opposing traffic, is not required.

### Capacity Analysis

Capacity analyses were performed for the two access locations for the Chick-fil-A. All the analyses were completed for the Build traffic using Highway Capacity Software (HCS). Capacity of an intersection is quantified by the Level of Service (LOS) which is based upon the amount of delay a vehicle experience while at an intersection. The criterion for both signalized and unsignalized intersections (including roundabouts) are listed below in Table 3 as defined in Chapter 19, 20 and 22 of the Highway Capacity Manual (6<sup>th</sup> edition) Volume 3.

| Table 3 – Signalized/Unsignalized Intersection LOS Criteria (Exhibits 19-8, 20-2, 22-8 |   |  |  |  |  |  |  |  |  |  |  |  |
|--|---|--|--|--|--|--|--|--|--|--|--|--|
| HCM)   |   |  |  |  |  |  |  |  |  |  |  |  |
| Level of Service   | Control Delay - Signalized<br>Intersections | *Control Delay –<br>Unsignalized Intersections |  |  |  |  |  |  |  |  |  |  |
|  | (seconds/vehicle)                           | (seconds/vehicles)                             |  |  |  |  |  |  |  |  |  |  |
| A  | 0-10  | < 10   |  |  |  |  |  |  |  |  |  |  |
| В  | > 10 - 20                                   | >10-15   |  |  |  |  |  |  |  |  |  |  |
| С  | >20-35                                      | >15-25   |  |  |  |  |  |  |  |  |  |  |
| D  | >35-55                                      | >25-35   |  |  |  |  |  |  |  |  |  |  |
| E  | > 55 - 80                                   | >35-50   |  |  |  |  |  |  |  |  |  |  |
| F  | >80   | $>\overline{50}$                               |  |  |  |  |  |  |  |  |  |  |

\*If v/c ratio exceeds 1, LOS F

The following is a list of code definitions that are used in the capacity analysis results:

EB/WB/NB/SB-Eastbound/Westbound/Northbound/Southbound

- L Left Turn Movement (exclusive left-turn lane or lanes)
- T Through Movement (exclusive through lane or lanes)
- R Right Turn Movement (exclusive right turn lane or lanes)

LT– Shared left turn and through movement lane LTR – This provides movements in all directions. TR – Shared through and right turn movement lane.

The summary of the capacity analysis completed for the intersections in the study area are included below and the results of the capacity analysis are included in Appendix F.

### Highland Avenue at Drive A

The intersection will operate with stop control on the eastbound approach on Drive A. The results of capacity analysis are summarized in Table 4.

The analysis completed shows LOS B for the eastbound approach on Drive A. The northbound left turns show LOS A.

# **Table 4 –** Capacity Analysis – Midday/PM Peak – 2025 Build – Highland Avenue at Drive A

|              | 2(                        | 25 Midda<br>Sig | y Peak<br>nalize | : Build<br>d) | (Un-                                    | 2025 PM Peak Build (Un-Signalized) |                    |     |     |   |  |
|--------------|---------------------------|-----------------|------------------|---------------|---|------------------------------------|--------------------|-----|-----|---|--|
|              | LOS Delay<br>(Sec/veh) v, |                 | v/c              | QSR           | 95 <sup>th</sup> %ile<br>queue<br>(ft.) | LOS                                | Delay<br>(Sec/veh) | v/c | QSR | 95 <sup>th</sup> %ile<br>queue<br>(ft.) |  |
| NBL          | А                         | 7.8             | .03              |               | 3                                       | А                                  | 8.6                | .02 |     | 3                                       |  |
| EBLR         | В                         | 11.4            | .13              |               | 10                                      | В                                  | 13.5               | .09 |     | 8                                       |  |
| EB Approach  | B                         | 11.4            |                  |               |   | B                                  | 13.5               |     |     |   |  |
| Intersection | N/A                       |                 |                  |               |   |                                    | N/A                |     |     |   |  |

### East McMillan Street at Drive A

The intersection operates with eastbound one-way traffic on McMillan Road and left turn out only movement allowed at Drive B. The intersection will operate with 3 lanes on East McMillan Street. The southbound left turns from Drive B will yield to the eastbound through movement on East McMillan Street. With three lanes on East McMillan Street, the southbound right turn will operate without significant delay. The summary of capacity analysis is included in Table 5 below.

# **Table 5 –** Capacity Analysis – Midday/PM Peak – 2025 Build – East McMillan Street at Drive B

|              | 20  | 25 Midda<br>Sig    | y Peak<br>nalize | : Build<br>d)                           | (Un- | 2025 PM Peak Build (Un-Signalized) |      |     |   |    |  |
|--------------|-----|--------------------|------------------|---|------|------------------------------------|------|-----|---|----|--|
|              | LOS | Delay<br>(Sec/veh) | QSR              | 95 <sup>th</sup> %ile<br>queue<br>(ft.) | LOS  | Delay<br>(Sec/veh)                 | v/c  | QSR | 95 <sup>th</sup> %ile<br>queue<br>(ft.) |    |  |
| SBL          | С   | 17.0               | .30              |   | 33   | С                                  | 19.1 | .28 |   | 28 |  |
| SB Approach  | С   | 17.0               |                  |   |      | С                                  | 19.1 |     |   |    |  |
| Intersection |     |                    |                  |   | N/A  |                                    |      |     |   |    |  |

### 7. Findings

The preceding analysis and recommendations listed below are based on the typical procedure used for evaluating the impact of the proposed development on the adjacent roadway infrastructure and usual customary traffic engineering standards.

The results of the analysis completed at each intersection in the study area are summarized below.

### Highland Avenue at Drive A

The capacity analysis completed for the intersection shows LOS B for the eastbound approach on Drive A. The turn lane warrants completed for the intersection show the northbound left turn lane from Highland Avenue to westbound on Drive A is warranted. The northbound and southbound approaches on Highland Avenue are operating with two lanes in each direction. The through traffic on Highland Avenue is less than 500 vehicles per hour for all scenarios. The capacity for a single lane section on street similar to Highland Avenue would be around 1200 to 1500 vehicles/hour. The hourly volumes for the northbound through movement on Highland Avenue at Drive A are 260 vehicles/hour and 246 vehicles/hour for the Midday and PM Peak Hours. Therefore, a single lane for the northbound through movement will be adequate at Access Drive A. *The turning from the shared lane will have no significant impact on the northbound and southbound traffic on Highland Avenue*. Therefore, the existing lane-use on Highland Avenue in the vicinity of Drive A should be maintained.

The southbound approach at the intersection of Highland Avenue and East McMillan Street was examined to check the estimated 95<sup>th</sup> percentile queues. The summary of estimated 95<sup>th</sup> percentile queues for the southbound approach are shown in Table 6. Drive A is located about 200 feet north of the intersection with East McMillan Street. The estimated queues shown in Table 3 indicate the queues for the southbound approach at the intersection of Highland Avenue and East McMillan Street will not block Drive A.

| Table 6 - Estimated Queues – Highland Avenue at East McMillan Street |                            |               |  |  |  |  |  |  |  |
|--|----------------------------|---------------|--|--|--|--|--|--|--|
|  | 95 <sup>th</sup> Percentil | e Queue (Ft.) |  |  |  |  |  |  |  |
|  | Midday Peak                | PM Peak       |  |  |  |  |  |  |  |
| Southbound Left  | 25                         | 83            |  |  |  |  |  |  |  |
| Southbound Through   | 21                         | 86            |  |  |  |  |  |  |  |

#### East McMillan Street at Drive B

East McMillan Street in the vicinity of Drive B is one way carrying traffic in the eastbound direction. The left turns from East McMillan Street to northbound on Drive B can be made with no opposing traffic. Similarly, the southbound left turns from Drive B will only yield to the eastbound traffic on East McMillan Street with 3 lanes available for the movement. The left turns from Drive B can be made with minimal delays. Access Drive B will serve the exiting traffic from the site efficiently and safely.

### Recommendations

All improvements to be made as per the recommendations in this study shall be completed following Standards published by Ohio Department of Transportation and supplements to these standards followed by City of Cincinnati.

### Highland Avenue at Drive A

- Drive A shall be constructed with a single inbound and single outbound lane.
- A stop sign shall be installed on the eastbound approach on Drive.

### East McMillan Street at Drive B

- Drive B shall be constructed with a single inbound and single outbound lane.
- Stop Sign shall be installed on the southbound approach on Drive B.

Appendix A

Site Plan



Appendix B

# Memorandum of Understanding



### **MEMORAMDUM OF UNDERSTANDING**

October 15, 2024

**Consultant: SHA Engineering, LLC** 

Submitted to

Morgan Kolb City of Cincinnati Transportation Department 801 Plum Street Cincinnati, OH 45202

### RE: TIS – Proposed Chick-fil-A, Highland Avenue, Cincinnati, Ohio

### Background

The scope of work included in the Memorandum of Understanding (MOU) is for completing a traffic analysis report for the proposed Chick-fil-A at the northwest quadrant of the intersection of Highland Avenue and East McMillan Street in City of Cincinnati, Ohio. Chick-fil-A store with 5,020 SF is proposed with two access locations. The first access is proposed on Highland Avenue at the north end of the development. The second access drive is proposed on East McMillan Street near the west end of the development. Access Drive (Drive A in Figure 1) is proposed Highland Avenue will allow all movements. East McMillan is operating eastbound one-way. Therefore, access on McMillan Street is proposed with left turn in and left turn out only. The location of the site and access locations is shown in Figure 1 and the preliminary site plan is included in the Appendix.

A coordination meeting was held with the City on October 10, 2024. The scope of work included in this Memorandum of Understanding (MOU) is developed based on the discussions and feedback provided by the city during the meeting on October 11, 2024.

The scope of services for the traffic impact study will include the following:

### Study Area

The study area intersections are listed below and shown in Figure 1 (Location Map) included in the last page of this Memorandum of Understanding.

- Highland Avenue at Access Drive A.
- East McMillan Avenue at Access Drive B.

### **Traffic Counts**

The turning movement traffic count data during the weekday Mid-day Peak and PM peak hours will be recorded at the intersection of Highland Avenue and East McMillan Street. The traffic counts will be recorded during the hours from 6:00 AM to 7:00 PM. The counts will be used for estimating the directional



counts on Highland Avenue and East McMillan Street in the vicinity of access locations. The counts will also be used for establishing Midday and PM Peak Hours for the analysis.

### **Trip Generation/Distribution**

SHA Engineering completed trip generation calculations for the proposed Chick-fil-A site. Trip generation equations were referenced from the *Proposed Chick-fil-A Traffic Impact Study, Palmer Engineering, 2021* which return higher values than the Institute of Transportation Engineers (ITE) *Trip Generation Manual* equations for fast food restaurants. Based on the referenced study data, it is assumed that 50% of the trips generated will be pass-by trips. **Table 1** shows the equations used to estimate total trips for the Chick-fil-A restaurant and **Table 2** shows the trip estimated for the site.

#### **Table 1- Growth Rate**

| Land Use     | I luit        | Weekday        |                |  |  |  |  |
|--------------|---------------|----------------|----------------|--|--|--|--|
| Land Use     |               |                | PM Peak Hour   |  |  |  |  |
| Chick fil A  | Per 1 000 SE  | T = 80 (X)     | T = 60 (X)     |  |  |  |  |
| CIIICK-III-A | 1 el 1,000 SI | 51% in/49% out | 51% in/49% out |  |  |  |  |

### **Table 2- Estimated New Trips**

| Land Use    | Unit | Sizo  |       | AM Peak       |     | PM Peak    |     |       |  |  |
|-------------|------|-------|-------|---------------|-----|------------|-----|-------|--|--|
| Lana Use    | Unu  | Size  | Enter | Enter Exit To |     | Enter Exit |     | Total |  |  |
|             | SF   | 5,020 | 205   | 197           | 402 | 154        | 147 | 301   |  |  |
| Chick-fil-A | Pass | -by   | 101   | 101           | 202 | 75         | 75  | 150   |  |  |
|             | Prim | ary   | 104   | 96            | 200 | 79         | 72  | 151   |  |  |

The following scenarios will be developed for analysis.

#### - 2025 Build Traffic

### **Analysis**

The following analyses will be completed.

#### Turn Lane Warrants

Turn Lane Warrants will be completed to determine if the exclusive lanes for the left and right turns are required at access drives included in the study area. The turn lane warrants will be completed for the free flow approaches of the intersections. The turn lane warrants will be completed using the procedure identified in the ODOT Location and Design Manual, volume 1.

#### Level of Service/Queue Analyses:

The intersections identified in the study area will be analyzed for Level of Service (LOS) and Delay using **Highway Capacity Software (HCS-2023)**. Traffic operations will be evaluated during the **Weekday Mid-day Peak and PM peak hours** for the scenarios identified earlier in this report.



### Storage Analyses:

Turn lane storage length analysis will be performed in accordance with the standards used by ODOT Figures 401-9 and 401-10 ODOT Location and Design Manual, volume 1).

### **Conclusions/Summary**

This report will provide an evaluation of the scenario identified above and will include recommendations for improvements, if any, necessary to mitigate the impacts of the additional traffic from the proposed site and maintain an acceptable level of service and operational safety. An appendix will be included containing the traffic counts data and analysis output.

### **Deliverables**

The Traffic Analysis Report will be completed and submitted to the city for review and approval. The study will provide a summary of the findings and will include recommendations to mitigate the impact of additional traffic generated by the development.



### Figure 1 – Locadtion Map



Proposed Site



A – Access Drive A on Highland Avenue B- Access Drive B on East McMillan Street



## Pages from Proposed Chick-fi-A Palmer Study

## For Columbus Site, 2021

APPENDIX C.

Pages from Proposed Chick-fil-A Traffic Impact Study Columbus, OH, Palmer Engineering, 2021

### A Traffic Impact Study

### Columbus, OH

| Store Location       | Time          | Entering | Exiting | Total          | Drive Thru Queue          |
|----------------------|---------------|----------|---------|----------------|---------------------------|
|                      | Period        | Volume   | Volume  | Volume         | Length (Vehicles)         |
| Weekday (AM Peak)    |               |          |         |                |                           |
| Sancus Blvd          | 9:15 - 10:15  | 64       | 52      | 116            | Less than 5 Vehicles      |
| Tuttle Crossing      | 7:45 - 8:45   | 76       | 60      | 136            | Less than 5 Vehicles      |
| Reynoldsburg         | 8:00 - 9:00   | 79       | 71      | 150            | Less than 5 Vehicles      |
|                      |               |          |         |                |                           |
| Weekday (Noon Peak)  |               |          |         |                |                           |
| Sancus Blvd          | 12:00 - 1:00  | 203      | 149     | 352            | 25 Vehicles, 8 Vehicles*  |
| Tuttle Crossing      | 12:00 - 1:00  | 247      | 216     | 463            | 21 Vehicles               |
| Reynoldsburg         | 1145 - 12:45  | 240      | 210     | 450            | 18 Vehicles               |
|                      |               |          |         |                |                           |
| Weekday (PM Peak)    |               |          |         |                |                           |
| Sancus Blvd          | 4:30 - 5;30   | 158      | 129     | 287            | 23 Vehicles, 8 Vehicles*  |
| Tuttle Crossing      | 6:00 - 7:00   | 174      | 182     | 356            | 9 Vehicles                |
| Reynoldsburg         | 5:30 - 6:30   | 189      | 174     | 363            | 15 Vehicles               |
|                      |               |          |         |                |                           |
| Saturday (AM Peak)   |               |          |         |                |                           |
| Sancus Blvd          | 8:15 - 9:15   | 97       | 72      | 169            | 12 Vehicles               |
| Tuttle Crossing      | 8:00 - 9:00   | 59       | 54      | 113            | Less than 5 Vehicles      |
| Reynoldsburg         | 8:00 - 9:00   | 67       | 64      | 131            | Less than 5 Vehicles      |
|                      |               |          |         |                |                           |
| Saturday (Noon Peak) |               |          |         |                |                           |
| Sancus Blvd          | 12:00 - 1:00  | 169      | 121     | 290            | 25 Vehicles, 11 Vehicles* |
| Tuttle Crossing      | 11:15 - 12:15 | 196      | 169     | 365            | 9 Vehicles                |
| Reynoldsburg         | 11:45 - 12:45 | 202      | 210     | 412            | 17 Vehicles               |
|                      |               |          |         |                |                           |
| Saturday (PM Peak)   |               |          |         |                |                           |
| Sancus Blvd          | 5:30 - 6:30   | 161      | 125     | 286            | 24 Vehicles, 12 Vehicles* |
| Tuttle Crossing      | 5:15 - 6:15   | 174      | 183     | 357            | 11 Vehicles               |
| Reynoldsburg         | 4:15 - 5:15   | 188      | 158     | 346            | 13 Vehicles               |
|                      |               |          |         | * Denotes temp | oorary drive thru lane    |

Table 1. Chick-Fil-A Store Use Summary



Figure 1. Drive Thru Queue Simulation



### **Traffic Impact Study**

Based on this data and the traffic simulation of the drive thru we are able to make sure adequate queue storage is provided at the proposed Chick-Fil-A. As part of the study we collected the amount of time a vehicle spends at the ordering station and then when they pulled up to the window to get their food. This data has been collected at multiple sites including Grand Rapids, Michigan, Richmond, Ky, and Columbus Ohio. Included in the Appendix is the data gathered for ordering and pick-up window times. This data allows us to accurately model the drive thru restaurant with a double thru and the median results of the data are that it takes 42 second for ordering and 28 seconds for the delivery of food once the vehicles stops at the window. With the COVID pandemic ongoing, the drive thru orders are at a higher than normal volume so the drive thru is modeled with only a few dine-in and pick-up orders and confirms the worst case of queueing. The current layout can queue 23 vehicles in each lane without impacting traffic flow around the site. The Sancus Blvd location currently serves about 200 entering vehicles at the highest volume and the other restaurants are serving over 240 entering vehicles during the peak period with queue length less than Sancus Blvd due to the double drive thru. The double drive thru provides significant capacity for the store and reduces the on-site queueing. This site will be able to adequately serve the increased volume if demand increases at this location.

### **ROADWAY TRAFFIC ANALYSIS**

The flow of traffic along the roadways surrounding the Mall was also analyzed to determine if adequate capacity was provided for vehicles to enter and exit the proposed site. Manual traffic counts were taken from 7:30 AM to 9:00 AM, 11:00 AM to 1:00 PM, and 4:00 PM to 7:00 PM on November 20, 2021 and November 23, 2021 at the intersection of Polaris Parkway/Town Centre(West), Polaris Parkway/Town Centre(East), Mall Connector Road/Town Centre(East), and Mall Connector Rd/Town Centre(West). The highest hourly traffic volumes were selected for the analysis of the roadway and traffic simulation. All existing traffic volumes can be found in the Appendix and are shown on Figures 1 and 2.

The estimated completion date for the proposed development is by the end of 2022. Based on ODOT count stations the AADT along Polaris Parkway has been flat from 2018 to 2020 so traffic was not increased from the existing counts. Currently Polaris Parkway has 48,000 vehicles per day. The existing count station data can be found in the Appendix.

### Methodology

Level of Service and delay were measures of effectiveness analyzed using the SYNCHRO 11 software. HCS and the HCM method does not calculate shared lanes therefore, SYCNHRO 11 uses similar methods to calculate the delay, level of service, and queue length for the signalized intersections while SYCNHRO 11 used HCM methods for calculating the same values for the stop controlled intersections.

Trips were generated for the proposed development and then distributed to the roadway system based on the existing traffic patterns and engineering judgment. For the analysis, the study uses traffic volumes from the counts that were gathered in the field. The assigned volumes from the proposed development and the background traffic volumes combined to produce the total proposed traffic volumes for existing conditions. Background traffic volumes were grown by a percentage



### **Traffic Impact Study**

determined based on historic traffic volumes, for this study that was 0%. These increased volumes were considered the background traffic volumes for the design year, 2032. Generated trips were then added to the design year background traffic to determine the design year build volumes. HCS7 was used to analyze the roadway network for existing and proposed conditions in during the opening year and design year, 2022 and 2032 respectively. The background, level-of-service, and vehicle delay can be found in the Appendix along with 2022 Weekday Existing (Fig 1), 2022 Weekday Build (Fig 3), 2022 Saturday No Build (Fig 2), and 2022 Saturday Build (Fig 4) traffic volumes.

### Level of Service and Delay

Level of Service (LOS) was used as the measure of effectiveness for each lane and turning movement. According to the Highway Capacity Manual, the level of service is defined in terms of delay (See Tables 2 and 3). Delay results in driver discomfort, frustration, fuel consumption, and lost travel time. Delay is caused by a number of factors including traffic signal timing, geometrics, traffic congestion, and accidents at an intersection. Level of Service is based on a grade scale from A to F with A being excellent and F being failure. A Level of Service C is desirable, and D is acceptable in an urban setting.

| Table 2 – Unsignalized Intersections |                             |  |  |  |  |  |  |
|--------------------------------------|-----------------------------|--|--|--|--|--|--|
| Level of Service                     | Delay (Seconds per Vehicle) |  |  |  |  |  |  |
| А                                    | <=10                        |  |  |  |  |  |  |
| В                                    | >10 and <=15                |  |  |  |  |  |  |
| С                                    | >15 and <=25                |  |  |  |  |  |  |
| D                                    | >25 and <=35                |  |  |  |  |  |  |
| Е                                    | >35 and <=50                |  |  |  |  |  |  |
| F                                    | >50                         |  |  |  |  |  |  |
|                                      |                             |  |  |  |  |  |  |
|                                      |                             |  |  |  |  |  |  |
| Table 3 – Signalized Intersections   |                             |  |  |  |  |  |  |
| Level of Service                     | Delay (Seconds per Vehicle) |  |  |  |  |  |  |
| А                                    | <=10                        |  |  |  |  |  |  |
| В                                    | >10 and <=20                |  |  |  |  |  |  |
| С                                    | >20 and <=35                |  |  |  |  |  |  |
| D                                    | >35 and <=55                |  |  |  |  |  |  |
| Е                                    | >55 and <=80                |  |  |  |  |  |  |
| F                                    | >80                         |  |  |  |  |  |  |

### **Trip Generation and Proposed Traffic Volumes**

Trip estimates for the proposed development are based upon data provided in the *Trip Generation*, 11<sup>th</sup> Edition, a nationally recognized resource of trip generation rates published by the Institute of Transportation Engineers. The average rates that the ITE generates are less than typical Chick-Fil-A restaurants so we have adjusted that volumes to replicate data that is specific to Chick-Fil-A.



### Site Trip Generation

The proposed site will consist of a Chick-fil-A restaurant store. For this study a Fast-Food Restaurant with Drive-Through Window (Code 934) was checked versus the information provided by Chick-fil-A and determined to be below the average rates. The ITE average rates generate 229 (AM Peak), 256 (Mid-Day Peak), and the 230 vehicles (PM peak). For this study we have used higher rates to provide a conservative analysis and to accurately replicate what Chick-Fil-A generates during peak hours. The rates shown on the charts below closely replicate the total number of vehicles that would visit this location based on counts that were taken at the site and are at the higher range of the ITE provided data.

As part of other traffic impact studies Palmer Engineering has counted existing Chick-Fil-A stores in Columbus, OH, Cincinnati, OH, Virginia Beach, VA, and Richmond, KY and determined that the Mid Day Peak is typically 360 vehicles (190 Entering and 170 Exiting). Based on these findings, experience, and engineering judgement it was determined that approximately 16% of the weekday trips generated occur during the Mid-Day Peak. Using 16% the average rate for the Mid-Day Peak was taken to be approximately 80.00.

|             | Chick-fil-  | -A Propose      | ed Developr     | nent Trip Genera | ation Tabl | e       |      |        |  |  |  |  |  |
|-------------|---|-----------------|-----------------|------------------|------------|---------|------|--------|--|--|--|--|--|
| ITE<br>Code | Land Use  | Sq Ft/<br>Units | Average<br>Rate | AM Peak          | Enter      | Enter % | Exit | Exit % |  |  |  |  |  |
| 934         | Fast-Food Restaurant with<br>Drive-Through Window | 4.48            | 51              | 229              | 119        | 52%     | 110  | 48%    |  |  |  |  |  |
|             | Total   |                 |                 | 229              | 119        |         | 110  |        |  |  |  |  |  |
|             |   |                 |                 |                  |            |         |      |        |  |  |  |  |  |
| ITE<br>Code | Land Use  | Sq Ft/<br>Units | Average<br>Rate |                  |            |         |      |        |  |  |  |  |  |
|             |   |                 |                 | Mid-Day Peak     | Enter      | Enter % | Exit | Exit % |  |  |  |  |  |
| 934         | Fast-Food Restaurant with<br>Drive-Through Window | 4.48            | 80              | 359              | 183        | 51%     | 176  | 49%    |  |  |  |  |  |
|             | Total   |                 |                 | 359              | 183        |         | 176  |        |  |  |  |  |  |
|             |   |                 |                 |                  |            |         |      |        |  |  |  |  |  |
| ITE         | Land Lisa   | Sq Ft/          | Average         |                  |            |         |      |        |  |  |  |  |  |
| Code        | Land Use  | Units           | Rate            | PM Peak          | Enter      | Enter % | Exit | Exit % |  |  |  |  |  |
| 934         | Fast-Food Restaurant with<br>Drive-Through Window | 4.48            | 65              | 291              | 148        | 51%     | 143  | 49%    |  |  |  |  |  |
|             | Total   |                 |                 | 291              | 148        |         | 143  |        |  |  |  |  |  |

This report and analysis assumes that pass-by trips will utilize the Chick-fil-A restaurant. Pass-by trips are vehicles who are already on the roadway today and will choose to stop at the new development, utilize the development's service, and then continue on their way. An example of this type of trip would be someone who currently uses this route to go to work, stops at the restaurant on the way to or from work to pick up food, and then continues on their route. This analysis assumes a 50% pass-by rate for the Chick-fil-A restaurant. This is conservative in this area since the existing store is located at the next signal and an argument could be made that all the trips are already using the roadway and just need to be redirected to the site. Table 5 shows the reduced new trips generated by the development and the remaining trips are redirected from the existing traffic on Polaris Parkway.



### A Traffic Impact Study

|             | Chick-fil-  | -A Propose      | ed Developn     | nent Trip Genera | ation Table | e       |      |        |  |  |  |  |  |
|-------------|---|-----------------|-----------------|------------------|-------------|---------|------|--------|--|--|--|--|--|
| ITE         | Land Lisa   | Sq Ft/          | Average         |                  |             |         |      |        |  |  |  |  |  |
| Code        | Land Use  | Units           | Rate            | AM Peak          | Enter       | Enter % | Exit | Exit % |  |  |  |  |  |
| 934         | Fast-Food Restaurant with<br>Drive-Through Window | 4.48            | 51              | 132              | 69          | 52%     | 63   | 48%    |  |  |  |  |  |
|             | Total   |                 |                 | 132              | 69          |         | 63   |        |  |  |  |  |  |
|             |   |                 |                 |                  |             |         |      |        |  |  |  |  |  |
| ITE<br>Code | ITE Land Use                                      | Sq Ft/<br>Units | Average<br>Rate |                  |             |         |      |        |  |  |  |  |  |
|             |   |                 |                 | Mid-Day Peak     | Enter       | Enter % | Exit | Exit % |  |  |  |  |  |
| 934         | Fast-Food Restaurant with<br>Drive-Through Window | 4.48            | 80              | 179              | 91          | 51%     | 88   | 49%    |  |  |  |  |  |
|             | Total   |                 |                 | 179              | 91          |         | 88   |        |  |  |  |  |  |
|             |   |                 |                 |                  |             |         |      |        |  |  |  |  |  |
| ITE         | Land Lisa   | Sq Ft/          | Average         |                  |             |         |      |        |  |  |  |  |  |
| Code        | Land Ose  | Units           | Rate            | PM Peak          | Enter       | Enter % | Exit | Exit % |  |  |  |  |  |
| 934         | Fast-Food Restaurant with<br>Drive-Through Window | 4.48            | 65              | 146              | 74          | 51%     | 72   | 49%    |  |  |  |  |  |
|             | Total   |                 |                 | 146              | 74          |         | 72   |        |  |  |  |  |  |

Table 5 – New Trip Generation Table with Pass-by Trips



Figure 2. Site Map



Appendix C

**Traffic Data** 

30 Intersection of Highland Avenue at Drive A SHA ENGINEERING LLC - 24054

|  |         | Dri  | ve A  |        |           | 1       | N/A         |             |             | Highlan      | d Avenue |        |        | Highlan | d Avenue    |        | Total (All |
|--|---------|------|-------|--------|-----------|---------|-------------|-------------|-------------|--------------|----------|--------|--------|---------|-------------|--------|------------|
| Start Time                               |         | East | bound |        | Westbound |         |             | Northbound  |             |              |          | South  | nbound |         | Approaches) |        |            |
|  | Left    | Thru | Right | U-Turn | Left      | Thru    | Right       | U-Turn      | Left        | Thru         | Right    | U-Turn | Left   | Thru    | Right       | U-Turn |            |
| MIDDAY PEAK HOUR TURNING MOVEMENT COUNTS |         |      |       |        |           |         |             |             |             |              |          |        |        |         |             |        |            |
|  |         |      |       |        |           | 2024 0  | Counted Tra | affic Volum | es/2025 N   | o Build Traf | fic      |        |        |         |             |        |            |
| 12:30 - 1:30 PM                          | 246 176 |      |       |        |           |         |             |             |             |              |          |        |        |         |             |        |            |
| New Trips                                |         |      |       |        |           |         |             |             |             |              |          |        |        |         |             |        |            |
| 12:30 - 1:30 PM                          | 29      |      | 19    |        |           |         |             |             | 21          | 29           |          |        |        |         | 52          |        |            |
| Pass-by Trips                            |         |      |       |        |           |         |             |             |             |              |          |        |        |         |             |        |            |
| 12:30 - 1:30 PM                          | 15      |      | 15    |        |           |         |             |             | 15          | -15          |          |        |        | -15     | 15          |        |            |
|  |         |      |       |        |           |         |             | 2025 Build  | Traffic     |              |          |        |        |         |             |        |            |
| 12:30 - 1:30 PM                          | 44      | 0    | 34    |        | 0         | 0       | 0           |             | 36          | 260          | 0        |        | 0      | 161     | 67          |        |            |
|  |         |      |       |        |           | PM PEAK | HOURS       | TURNING     | <b>MOVE</b> | MENT CO      | UNTS     |        |        |         |             |        |            |
|  |         |      |       |        |           | 2024 0  | Counted Tra | affic Volum | es/2025 N   | o Build Traf | fic      |        |        |         |             |        |            |
| 3:30 - 4:30 PM                           |         |      |       |        |           |         |             |             |             | 231          |          |        |        | 457     |             |        |            |
|  |         |      |       |        |           |         |             | New Tri     | ps          |              |          |        |        |         |             |        |            |
| 3:30 - 4:30 PM                           | 22      |      | 14    |        |           |         |             |             | 16          | 22           |          |        |        |         | 39          |        |            |
|  |         |      |       |        |           |         |             | Pass-by     | Trips       |              |          |        |        |         |             |        |            |
| 3:30 - 4:30 PM                           | 7       |      | 15    |        |           |         |             |             | 7           | -7           |          |        |        | -15     | 15          |        |            |
|  |         |      |       |        |           |         |             | 2025 Build  | Traffic     |              |          |        |        |         |             |        |            |
| 3:30 - 4:30 PM                           | 29      | 0    | 29    |        | 0         | 0       | 0           |             | 23          | 246          | 0        |        | 0      | 442     | 54          |        |            |

30 Intersection of East McMillan Street at Drive B SHA ENGINEERING LLC - 24054

|                  |                    | East McM | lillan Street |        | East McMillan Street |         |            |              |              | Ν          | I/A   |        |      | Total (All  |       |        |  |
|------------------|--------------------|----------|---------------|--------|----------------------|---------|------------|--------------|--------------|------------|-------|--------|------|-------------|-------|--------|--|
| Start Time       |                    | East     | bound         |        |                      | West    | bound      |              |              | North      | bound |        |      | Approaches) |       |        |  |
|                  | Left               | Thru     | Right         | U-Turn | Left                 | Thru    | Right      | U-Turn       | Left         | Thru       | Right | U-Turn | Left | Thru        | Right | U-Turn |  |
|                  |                    |          |               |        | MI                   | DDAY PE | AK HOU     | R TURNII     | NG MOVE      | EMENT C    | OUNTS |        |      |             |       |        |  |
|                  |                    |          |               |        |                      | 2024 C  | ounted Tra | affic Volume | es/2025 No   | Build Traf | fic   |        |      |             |       |        |  |
| 12:30 - 1:30 PM  | 950                |          |               |        |                      |         |            |              |              |            |       |        |      |             |       |        |  |
|                  |                    |          |               |        |                      |         |            | New Tri      | os           |            |       |        |      |             |       |        |  |
| 7:30 AM- 8:30 AM | 31                 |          |               |        |                      |         |            |              |              |            |       |        | 48   |             |       |        |  |
|                  |                    |          |               |        |                      |         |            | Pass-by 1    | 「rips        |            |       |        |      |             |       |        |  |
|                  | 71                 | -71      |               |        |                      |         |            |              |              |            |       |        | 71   |             |       |        |  |
|                  | 2025 Build Traffic |          |               |        |                      |         |            |              |              |            |       |        |      |             |       |        |  |
| 7:30 AM- 8:30 AM | 102                | 879      | 0             |        | 0                    | 0       | 0          |              | 0            | 0          | 0     |        | 119  | 0           | 0     |        |  |
|                  |                    |          |               |        | F                    | PM PEAK | HOURS      | TURNING      | 6 MOVEN      | IENT CO    | UNTS  |        |      |             |       |        |  |
|                  |                    |          |               |        |                      | 2024 C  | ounted Tra | affic Volume | es/2025 No   | Build Traf | fic   |        |      |             | -     |        |  |
| 3:30 - 4:30 PM   |                    | 1496     |               |        |                      |         |            |              |              |            |       |        |      |             |       |        |  |
|                  |                    |          |               |        |                      |         |            | New Tri      | os           |            |       |        |      |             |       |        |  |
| 3:30 - 4:30 PM   | 24                 |          |               |        |                      |         |            |              |              |            |       |        | 36   |             |       |        |  |
|                  | -                  |          |               |        |                      |         |            | Pass-by 1    | <b>Frips</b> |            |       |        |      |             |       |        |  |
| 3:30 - 4:30 PM   | 53                 | -53      |               |        |                      |         |            |              |              |            |       |        | 53   |             |       |        |  |
|                  |                    |          |               |        |                      |         |            | 2025 Build   | Traffic      |            |       |        |      |             |       |        |  |
| 3:30 - 4:30 PM   | 77                 | 1443     | 0             |        | 0                    | 0       | 0          |              | 0            | 0          | 0     |        | 89   | 0           | 0     |        |  |

Tue Oct 22, 2024

Full Length (6 AM-10 AM, 2 PM-7 PM) All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1239203, Location: 39.126778, -84.503402, Site Code: Highland Avenue at East McMillan

| Leg  | East McMil  | lan Street |             |                | Highland A | venue       |     |       | Highland Av | /enue |      |       |        |
|--|-------------|------------|-------------|----------------|------------|-------------|-----|-------|-------------|-------|------|-------|--------|
| Direction  | Eastbound   |            |             |                | Northbound |             |     |       | Southbound  |       |      |       |        |
| Time   | R           | Т          | L           | Арр            | R          | Т           | U   | Арр   | Т           | L     | U    | Арр   | Int    |
| 2024-10-22 6:00AM  | 0           | 28         | 7           | 35             | 7          | 3           | 0   | 10    | 2           | 3     | 0    | 5     | 50     |
| 6:15AM   | 5           | 42         | 14          | 61             | 10         | 20          | 0   | 30    | 5           | 3     | 0    | 8     | 99     |
| 6:30AM   | 7           | 77         | 8           | 92             | 6          | 61          | 0   | 67    | 12          | 7     | 0    | 19    | 178    |
| 6:45AM   | 11          | 76         | 18          | 105            | 14         | 41          | 0   | 55    | 8           | 10    | 0    | 18    | 178    |
| Hourly Total   | 23          | 223        | 47          | 293            | 37         | 125         | 0   | 162   | 27          | 23    | 0    | 50    | 505    |
| 7:00AM   | 12          | 106        | 13          | 131            | 15         | 29          | 0   | 44    | 9           | 9     | 0    | 18    | 193    |
| 7:15AM   | 11          | 131        | 14          | 156            | 8          | 51          | 0   | 59    | 7           | 9     | 0    | 16    | 231    |
| 7:30AM   | 22          | 159        | 33          | 214            | 27         | 35          | 0   | 62    | 10          | 15    | 0    | 25    | 301    |
| /:45AM   | 19          | 159        | 3/          | 215            | 15         | 160         | 0   | 69    | 51          | 12    | 0    | 43    | 327    |
| Houny Total  | 10          | 222        | 9/          | 200            | 14         | 109         | 0   | 234   | 5/          | 45    | 0    | 102   | 200    |
| 8:00AM   | 19          | 101        | 20          | 200            | 14         | 51          | 0   | 65    | 15          | 12    | 0    | 27    | 296    |
| 8:15AM   | 16          | 139        | 23          | 1/8            | 16         | 45          | 0   | 61    | 22          | 14    | 0    | 30    | 2/5    |
| 8:30AM   | 23          | 152        | 22          | 197            | 23         | 46          | 0   | 69    | 10          | 9     | 0    | 25    | 291    |
| 8:45AM   | 1/          | 154        | 19          | 771            | 11<br>C4   | 107         | 0   | 201   | 12          | 19    | 0    | 110   | 28/    |
|  | 75          | 147        | 90          | 107            | 12         | 197         | 0   | 201   | 20          | 10    | 0    | 20    | 276    |
| 9:00AM   | 21          | 14/        | 19          | 10/            | 12         | 39          | 0   | 31    | 20          | 10    | 0    | 30    | 2/0    |
| 9.30AM   | 14          | 141        | 23          | 132            | 11         | 20          | 0   | 38    | 17          | 9     | 0    | 26    | 230    |
| 9:45AM   | 23          | 136        | 19          | 105            | 10         | 20          | 0   | 34    | 17          | 14    | 0    | 31    | 243    |
| Hourly Total   | 74          | 539        | 89          | 702            | 51         | 119         | 0   | 170   | 81          | 53    | 0    | 134   | 1006   |
| 2:00PM   | 37          | 220        | 25          | 282            | 16         | 20          | 0   | 36    | 21          | 20    | 0    | 41    | 359    |
| 2:15PM   | 46          | 192        | 29          | 267            | 17         | 19          | 0   | 36    | 34          | 22    | 0    | 56    | 359    |
| 2:30PM   | 34          | 242        | 23          | 299            | 8          | 22          | 0   | 30    | 35          | 34    | 0    | 69    | 398    |
| 2:45PM   | 33          | 210        | 23          | 266            | 18         | 37          | 0   | 55    | 38          | 29    | 0    | 67    | 388    |
| Hourly Total   | 150         | 864        | 100         | 1114           | 59         | 98          | 0   | 157   | 128         | 105   | 0    | 233   | 1504   |
| 3:00PM   | 36          | 241        | 27          | 304            | 9          | 33          | 0   | 42    | 57          | 36    | 0    | 93    | 439    |
| 3:15PM   | 28          | 228        | 30          | 286            | 14         | 24          | 0   | 38    | 59          | 30    | 0    | 89    | 413    |
| 3:30PM   | 51          | 321        | 26          | 398            | 27         | 35          | 0   | 62    | 66          | 51    | 0    | 117   | 577    |
| 3:45PM   | 44          | 273        | 32          | 349            | 15         | 31          | 0   | 46    | 57          | 50    | 0    | 107   | 502    |
| Hourly Total   | 159         | 1063       | 115         | 1337           | 65         | 123         | 0   | 188   | 239         | 167   | 0    | 406   | 1931   |
| 4:00PM   | 37          | 335        | 31          | 403            | 17         | 22          | 0   | 39    | 62          | 56    | 0    | 118   | 560    |
| 4:15PM   | 36          | 279        | 31          | 346            | 26         | 23          | 0   | 49    | 56          | 59    | 0    | 115   | 510    |
| 4:30PM   | 32          | 287        | 25          | 344            | 30         | 25          | 0   | 55    | 73          | 56    | 0    | 129   | 528    |
| 4:45PM   | 35          | 310        | 23          | 368            | 18         | 24          | 0   | 42    | 62          | 52    | 0    | 114   | 524    |
| Hourly Total   | 140         | 1211       | 110         | 1461           | 91         | 94          | 0   | 185   | 253         | 223   | 0    | 476   | 2122   |
| 5:00PM   | 40          | 262        | 25          | 327            | 18         | 25          | 0   | 43    | 81          | 47    | 0    | 128   | 498    |
| 5:15PM   | 43          | 235        | 32          | 310            | 18         | 18          | 0   | 36    | 72          | 34    | 0    | 106   | 452    |
| 5:30PM   | 33          | 248        | 26          | 307            | 18         | 24          | 0   | 42    | 52          | 41    | 0    | 93    | 442    |
| 5:45PM   | 22          | 191        | 28          | 241            | 8          | 29          | 0   | 37    | 42          | 31    | 0    | 73    | 351    |
| Hourly Total   | 138         | 936        | 111         | 1185           | 62         | 96          | 0   | 158   | 247         | 153   | 0    | 400   | 1743   |
| 6:00PM   | 34          | 171        | 23          | 228            | 19         | 25          | 0   | 44    | 32          | 23    | 0    | 55    | 327    |
| 6:15PM   | 28          | 170        | 29          | 227            | 11         | 14          | 0   | 25    | 22          | 15    | 0    | 37    | 289    |
| 6:30PM   | 36          | 15/        | 28          | 221            | 14         | 2/          | 0   | 41    | 25          | 19    | 0    | 44    | 306    |
| 6:45PM   | 2/          | 166        | 1/          | 210            | 14         | 25          | 0   | 39    | 16          | 21    | 0    | 3/    | 286    |
| Hourry Total   | 125         | 004        | 97          | 000            | 50         | 91          | 0   | 149   | 95          | /0    | 0    | 1/3   | 1206   |
| Total  | 948         | 6661       | 856         | 8465           | 552        | 1112        | 0   | 1664  | 1192        | 901   | 0    | 2093  | 12222  |
| % Approach   | 11.2%       | 78.7%      | 10.1%       | -              | 33.2%      | 66.8%       | 0%  | -     | 57.0%       | 43.0% | 0%   | -     |        |
| % Iotal  | /.8%        | 54.5%      | /.0%        | 09.3%          | 4.5%       | 9.1%        | 0%  | 13.6% | 9.8%        | /.4%  | 0%   | 1/.1% | -      |
| Lights and Motorcycles   | 02 10/      | 0528       | 825         | 8236<br>07 20/ | 02 00/     | 10//        | 00/ | 1623  | 07 20/      | 893   | 0    | 2053  | 07 50/ |
| 70 LIGHTS and MODORCYCLES  | 93.1%<br>CE | 30.0%      | 30.4%<br>01 | 37.3%          | 90.9%<br>C | 30.9%<br>DE | 0%  | 37.5% | 37.3%<br>27 | 99.1% | 0%   | 30.1% | 37.5%  |
| Marya Carteria Carter | 6.0%        | 2 0%       | 3.6%        | 223            | 1 10/2     | 3 10/       | 0%  | 2 504 | ) 7%        | 0 00% | 0%   | 1 0%  | 2 510  |
| 70 Heavy   | 0.970       | 2.070      | 5.070       | 2./70          | 1.170      | 5.170       | 070 | 2.5%  | 2./70       | 0.970 | U /0 | 1.970 | 2.3%   |

EXHIBIT J



Tue Oct 22, 2024 Full Length (6 AM-10 AM, 2 PM-7 PM) All Classes (Lights and Motorcycles, Heavy) All Movements

ID: 1239203, Location: 39.126778, -84.503402, Site Code: Highland Avenue at East McMillan



EXHIBIT J

Total: 3804 [S] Highland Avenue [E] East McMillan Street

### Highland Avenue at East McMillan - TMC Tue Oct 22, 2024

EXHIBIT J

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy) All Movements

ID: 1239203, Location: 39.126778, -84.503402, Site Code: Highland Avenue at East McMillan

| Leg                      | East McMil | lan Street |       |       | Highland A | venue |    |       | Highland Av | /enue |    |               |       |
|--------------------------|------------|------------|-------|-------|------------|-------|----|-------|-------------|-------|----|---------------|-------|
| Direction                | Eastbound  |            |       |       | Northbound |       |    |       | Southbound  |       |    |               |       |
| Time                     | R          | Т          | L     | Арр   | R          | Т     | U  | Арр   | Т           | L     | U  | Арр           | Int   |
| 2024-10-22 7:30AM        | 22         | 159        | 33    | 214   | 27         | 35    | 0  | 62    | 10          | 15    | 0  | 25            | 301   |
| 7:45AM                   | 19         | 159        | 37    | 215   | 15         | 54    | 0  | 69    | 31          | 12    | 0  | 43            | 327   |
| 8:00AM                   | 19         | 161        | 26    | 206   | 14         | 51    | 0  | 65    | 15          | 12    | 0  | 27            | 298   |
| 8:15AM                   | 16         | 139        | 23    | 178   | 16         | 45    | 0  | 61    | 22          | 14    | 0  | 36            | 275   |
| Total                    | 76         | 618        | 119   | 813   | 72         | 185   | 0  | 257   | 78          | 53    | 0  | 131           | 1201  |
| % Approach               | 9.3%       | 76.0%      | 14.6% | -     | 28.0%      | 72.0% | 0% | -     | 59.5%       | 40.5% | 0% | -             | -     |
| % Total                  | 6.3%       | 51.5%      | 9.9%  | 67.7% | 6.0%       | 15.4% | 0% | 21.4% | 6.5%        | 4.4%  | 0% | 10 <b>.9%</b> | -     |
| PHF                      | 0.864      | 0.960      | 0.804 | 0.945 | 0.667      | 0.856 | -  | 0.931 | 0.629       | 0.883 | -  | 0.762         | 0.918 |
| Lights and Motorcycles   | 61         | 599        | 113   | 773   | 71         | 176   | 0  | 247   | 75          | 51    | 0  | 126           | 1146  |
| % Lights and Motorcycles | 80.3%      | 96.9%      | 95.0% | 95.1% | 98.6%      | 95.1% | 0% | 96.1% | 96.2%       | 96.2% | 0% | 96.2%         | 95.4% |
| Heavy                    | 15         | 19         | 6     | 40    | 1          | 9     | 0  | 10    | 3           | 2     | 0  | 5             | 55    |
| % Heavy                  | 19.7%      | 3.1%       | 5.0%  | 4.9%  | 1.4%       | 4.9%  | 0% | 3.9%  | 3.8%        | 3.8%  | 0% | 3.8%          | 4.6%  |

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

Tue Oct 22, 2024 AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1239203, Location: 39.126778, -84.503402, Site Code: Highland Avenue at East McMillan



EXHIBIT J

Out: 154 In: 257 Total: 411 [S] Highland Avenue Provided by: SHA Engineering 6221 Thornberry Court, Mason, OH, 45040, US

Tue Oct 22, 2024

PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1239203, Location: 39.126778, -84.503402, Site Code: Highland Avenue at East McMillan

| Leg                      | East McMill | an Street |       |       | Highland A | venue |    |       | Highland Av | venue |    |       |       |
|--------------------------|-------------|-----------|-------|-------|------------|-------|----|-------|-------------|-------|----|-------|-------|
| Direction                | Eastbound   |           |       |       | Northbound | l     |    |       | Southbound  |       |    |       |       |
| Time                     | R           | Т         | L     | Арр   | R          | Т     | U  | Арр   | Т           | L     | U  | Арр   | Int   |
| 2024-10-22 3:30PM        | 51          | 321       | 26    | 398   | 27         | 35    | 0  | 62    | 66          | 51    | 0  | 117   | 577   |
| 3:45PM                   | 44          | 273       | 32    | 349   | 15         | 31    | 0  | 46    | 57          | 50    | 0  | 107   | 502   |
| 4:00PM                   | 37          | 335       | 31    | 403   | 17         | 22    | 0  | 39    | 62          | 56    | 0  | 118   | 560   |
| 4:15PM                   | 36          | 279       | 31    | 346   | 26         | 23    | 0  | 49    | 56          | 59    | 0  | 115   | 510   |
| Total                    | 168         | 1208      | 120   | 1496  | 85         | 111   | 0  | 196   | 241         | 216   | 0  | 457   | 2149  |
| % Approach               | 11.2%       | 80.7%     | 8.0%  | -     | 43.4%      | 56.6% | 0% | -     | 52.7%       | 47.3% | 0% | -     | -     |
| % Total                  | 7.8%        | 56.2%     | 5.6%  | 69.6% | 4.0%       | 5.2%  | 0% | 9.1%  | 11.2%       | 10.1% | 0% | 21.3% | -     |
| PHF                      | 0.824       | 0.901     | 0.938 | 0.928 | 0.787      | 0.793 | -  | 0.790 | 0.913       | 0.915 | -  | 0.968 | 0.931 |
| Lights and Motorcycles   | 158         | 1188      | 118   | 1464  | 84         | 106   | 0  | 190   | 237         | 214   | 0  | 451   | 2105  |
| % Lights and Motorcycles | 94.0%       | 98.3%     | 98.3% | 97.9% | 98.8%      | 95.5% | 0% | 96.9% | 98.3%       | 99.1% | 0% | 98.7% | 98.0% |
| Heavy                    | 10          | 20        | 2     | 32    | 1          | 5     | 0  | 6     | 4           | 2     | 0  | 6     | 44    |
| % Heavy                  | 6.0%        | 1.7%      | 1.7%  | 2.1%  | 1.2%       | 4.5%  | 0% | 3.1%  | 1.7%        | 0.9%  | 0% | 1.3%  | 2.0%  |

EXHIBIT J

<sup>\*</sup>L: Left, R: Right, T: Thru, U: U-Turn

Tue Oct 22, 2024 PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1239203, Location: 39.126778, -84.503402, Site Code: Highland Avenue at East McMillan



EXHIBIT J

Out: 409 In: 196 Total: 605 [S] Highland Avenue [E] East McMillan Street

Tue Oct 22, 2024 Full Length (10 AM-2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1248004, Location: 39.126778, -84.503402, Site Code: Highland Avenue at East McMillan

| Leg                      | East McMil | lan Street |       |       | Highland A | venue |    |       | Highland Av | /enue |    |       |       |
|--------------------------|------------|------------|-------|-------|------------|-------|----|-------|-------------|-------|----|-------|-------|
| Direction                | Eastbound  |            |       |       | Northbound |       |    |       | Southbound  |       |    |       |       |
| Time                     | R          | Т          | L     | Арр   | R          | Т     | U  | Арр   | Т           | L     | U  | Арр   | Int   |
| 2024-10-22 10:00AM       | 16         | 131        | 16    | 163   | 15         | 16    | 0  | 31    | 13          | 10    | 0  | 23    | 217   |
| 10:15AM                  | 21         | 117        | 11    | 149   | 5          | 27    | 0  | 32    | 20          | 7     | 0  | 27    | 208   |
| 10:30AM                  | 21         | 121        | 25    | 167   | 11         | 33    | 0  | 44    | 12          | 13    | 0  | 25    | 236   |
| 10:45AM                  | 31         | 139        | 27    | 197   | 9          | 21    | 0  | 30    | 11          | 15    | 0  | 26    | 253   |
| Hourly Total             | 89         | 508        | 79    | 676   | 40         | 97    | 0  | 137   | 56          | 45    | 0  | 101   | 914   |
| 11:00AM                  | 29         | 156        | 20    | 205   | 16         | 20    | 0  | 36    | 18          | 20    | 0  | 38    | 279   |
| 11:15AM                  | 29         | 144        | 21    | 194   | 13         | 22    | 0  | 35    | 15          | 23    | 0  | 38    | 267   |
| 11:30AM                  | 30         | 176        | 22    | 228   | 13         | 14    | 0  | 27    | 16          | 16    | 0  | 32    | 287   |
| 11:45AM                  | 27         | 149        | 27    | 203   | 11         | 29    | 0  | 40    | 15          | 19    | 0  | 34    | 277   |
| Hourly Total             | 115        | 625        | 90    | 830   | 53         | 85    | 0  | 138   | 64          | 78    | 0  | 142   | 1110  |
| 12:00PM                  | 33         | 167        | 32    | 232   | 17         | 29    | 0  | 46    | 23          | 25    | 0  | 48    | 326   |
| 12:15PM                  | 47         | 181        | 16    | 244   | 11         | 23    | 0  | 34    | 21          | 16    | 0  | 37    | 315   |
| 12:30PM                  | 38         | 169        | 39    | 246   | 17         | 23    | 0  | 40    | 19          | 25    | 0  | 44    | 330   |
| 12:45PM                  | 39         | 175        | 33    | 247   | 16         | 33    | 0  | 49    | 19          | 18    | 0  | 37    | 333   |
| Hourly Total             | 157        | 692        | 120   | 969   | 61         | 108   | 0  | 169   | 82          | 84    | 0  | 166   | 1304  |
| 1:00PM                   | 27         | 162        | 24    | 213   | 11         | 31    | 0  | 42    | 28          | 18    | 0  | 46    | 301   |
| 1:15PM                   | 23         | 192        | 29    | 244   | 16         | 34    | 0  | 50    | 20          | 29    | 0  | 49    | 343   |
| 1:30PM                   | 28         | 181        | 24    | 233   | 15         | 31    | 0  | 46    | 20          | 23    | 0  | 43    | 322   |
| 1:45PM                   | 31         | 174        | 24    | 229   | 13         | 16    | 0  | 29    | 15          | 17    | 0  | 32    | 290   |
| Hourly Total             | 109        | 709        | 101   | 919   | 55         | 112   | 0  | 167   | 83          | 87    | 0  | 170   | 1256  |
| Total                    | 470        | 2534       | 390   | 3394  | 209        | 402   | 0  | 611   | 285         | 294   | 0  | 579   | 4584  |
| % Approach               | 13.8%      | 74.7%      | 11.5% | -     | 34.2%      | 65.8% | 0% | -     | 49.2%       | 50.8% | 0% | -     | -     |
| % Total                  | 10.3%      | 55.3%      | 8.5%  | 74.0% | 4.6%       | 8.8%  | 0% | 13.3% | 6.2%        | 6.4%  | 0% | 12.6% | -     |
| Lights and Motorcycles   | 414        | 2466       | 369   | 3249  | 205        | 384   | 0  | 589   | 268         | 291   | 0  | 559   | 4397  |
| % Lights and Motorcycles | 88.1%      | 97.3%      | 94.6% | 95.7% | 98.1%      | 95.5% | 0% | 96.4% | 94.0%       | 99.0% | 0% | 96.5% | 95.9% |
| Heavy                    | 56         | 68         | 21    | 145   | 4          | 18    | 0  | 22    | 17          | 3     | 0  | 20    | 187   |
| % Heavy                  | 11.9%      | 2.7%       | 5.4%  | 4.3%  | 1.9%       | 4.5%  | 0% | 3.6%  | 6.0%        | 1.0%  | 0% | 3.5%  | 4.1%  |

EXHIBIT J

<sup>\*</sup>L: Left, R: Right, T: Thru, U: U-Turn

Tue Oct 22, 2024 Full Length (10 AM-2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1248004, Location: 39.126778, -84.503402, Site Code: Highland Avenue at East McMillan



EXHIBIT J

Out: 755 In: 611 Total: 1366 [S] Highland Avenue

2 of 8

[E] East McMillan Street

Tue Oct 22, 2024 AM Peak (10 AM - 11 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1248004, Location: 39.126778, -84.503402, Site Code: Highland Avenue at East McMillan

| Leg                      | East McMill | an Street |       |       | Highland Av | /enue |    |       | Highland Av | enue  |    |       |       |
|--------------------------|-------------|-----------|-------|-------|-------------|-------|----|-------|-------------|-------|----|-------|-------|
| Direction                | Eastbound   |           |       |       | Northbound  |       |    |       | Southbound  |       |    |       |       |
| Time                     | R           | Т         | L     | Арр   | R           | Т     | U  | Арр   | Т           | L     | U  | Арр   | Int   |
| 2024-10-22 10:00AM       | 16          | 131       | 16    | 163   | 15          | 16    | 0  | 31    | 13          | 10    | 0  | 23    | 217   |
| 10:15AM                  | 21          | 117       | 11    | 149   | 5           | 27    | 0  | 32    | 20          | 7     | 0  | 27    | 208   |
| 10:30AM                  | 21          | 121       | 25    | 167   | 11          | 33    | 0  | 44    | 12          | 13    | 0  | 25    | 236   |
| 10:45AM                  | 31          | 139       | 27    | 197   | 9           | 21    | 0  | 30    | 11          | 15    | 0  | 26    | 253   |
| Total                    | 89          | 508       | 79    | 676   | 40          | 97    | 0  | 137   | 56          | 45    | 0  | 101   | 914   |
| % Approach               | 13.2%       | 75.1%     | 11.7% | -     | 29.2%       | 70.8% | 0% | -     | 55.4%       | 44.6% | 0% | -     | -     |
| % Total                  | 9.7%        | 55.6%     | 8.6%  | 74.0% | 4.4%        | 10.6% | 0% | 15.0% | 6.1%        | 4.9%  | 0% | 11.1% | -     |
| PHF                      | 0.718       | 0.914     | 0.731 | 0.858 | 0.667       | 0.735 | -  | 0.778 | 0.700       | 0.750 | -  | 0.935 | 0.903 |
| Lights and Motorcycles   | 72          | 493       | 73    | 638   | 40          | 91    | 0  | 131   | 54          | 45    | 0  | 99    | 868   |
| % Lights and Motorcycles | 80.9%       | 97.0%     | 92.4% | 94.4% | 100%        | 93.8% | 0% | 95.6% | 96.4%       | 100%  | 0% | 98.0% | 95.0% |
| Heavy                    | 17          | 15        | 6     | 38    | 0           | 6     | 0  | 6     | 2           | 0     | 0  | 2     | 46    |
|                          |             |           |       |       |             |       |    |       |             |       |    |       |       |

EXHIBIT J

<sup>\*</sup>L: Left, R: Right, T: Thru, U: U-Turn

Tue Oct 22, 2024 AM Peak (10 AM - 11 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1248004, Location: 39.126778, -84.503402, Site Code: Highland Avenue at East McMillan



EXHIBIT J

Out: 145 In: 137 Total: 282 [S] Highland Avenue Provided by: SHA Engineering 6221 Thornberry Court, Mason, OH, 45040, US

Tue Oct 22, 2024

Midday Peak (12:30 PM - 1:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1248004, Location: 39.126778, -84.503402, Site Code: Highland Avenue at East McMillan

| Leg                      | East McMil | lan Street |       |       | Highland A | venue |    |       | Highland Av | 'enue |    |       |       |
|--------------------------|------------|------------|-------|-------|------------|-------|----|-------|-------------|-------|----|-------|-------|
| Direction                | Eastbound  |            |       |       | Northbound |       |    |       | Southbound  |       |    |       |       |
| Time                     | R          | Т          | L     | Арр   | R          | Т     | U  | Арр   | Т           | L     | U  | Арр   | Int   |
| 2024-10-22 12:30PM       | 38         | 169        | 39    | 246   | 17         | 23    | 0  | 40    | 19          | 25    | 0  | 44    | 330   |
| 12:45PM                  | 39         | 175        | 33    | 247   | 16         | 33    | 0  | 49    | 19          | 18    | 0  | 37    | 333   |
| 1:00PM                   | 27         | 162        | 24    | 213   | 11         | 31    | 0  | 42    | 28          | 18    | 0  | 46    | 301   |
| 1:15PM                   | 23         | 192        | 29    | 244   | 16         | 34    | 0  | 50    | 20          | 29    | 0  | 49    | 343   |
| Total                    | 127        | 698        | 125   | 950   | 60         | 121   | 0  | 181   | 86          | 90    | 0  | 176   | 1307  |
| % Approach               | 13.4%      | 73.5%      | 13.2% | -     | 33.1%      | 66.9% | 0% | -     | 48.9%       | 51.1% | 0% | -     | -     |
| % Total                  | 9.7%       | 53.4%      | 9.6%  | 72.7% | 4.6%       | 9.3%  | 0% | 13.8% | 6.6%        | 6.9%  | 0% | 13.5% | -     |
| PHF                      | 0.814      | 0.909      | 0.801 | 0.962 | 0.882      | 0.890 | -  | 0.905 | 0.768       | 0.776 | -  | 0.898 | 0.953 |
| Lights and Motorcycles   | 115        | 681        | 120   | 916   | 58         | 117   | 0  | 175   | 81          | 89    | 0  | 170   | 1261  |
| % Lights and Motorcycles | 90.6%      | 97.6%      | 96.0% | 96.4% | 96.7%      | 96.7% | 0% | 96.7% | 94.2%       | 98.9% | 0% | 96.6% | 96.5% |
| Heavy                    | 12         | 17         | 5     | 34    | 2          | 4     | 0  | 6     | 5           | 1     | 0  | 6     | 46    |
| % Heavy                  | 9.4%       | 2.4%       | 4.0%  | 3.6%  | 3.3%       | 3.3%  | 0% | 3.3%  | 5.8%        | 1.1%  | 0% | 3.4%  | 3.5%  |

EXHIBIT J

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



EXHIBIT J Tue Oct 22, 2024 Midday Peak (12:30 PM - 1:30 PM) - Overall Peak Hour All Classes (Lights and Motorcycles, Heavy) All Movements

ID: 1248004, Location: 39.126778, -84.503402, Site Code: Highland Avenue at East McMillan



Out: 213 ln: 181 Total: 394 [S] Highland Avenue Provided by: SHA Engineering 6221 Thornberry Court, Mason, OH, 45040, US
## Highland Avenue at East McMillan - TMC

Tue Oct 22, 2024 PM Peak (1 PM - 2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1248004, Location: 39.126778, -84.503402, Site Code: Highland Avenue at East McMillan

| Leg                      | East McMill | lan Street |        |       | Highland A | venue |    |       | Highland Av |       |    |       |       |
|--------------------------|-------------|------------|--------|-------|------------|-------|----|-------|-------------|-------|----|-------|-------|
| Direction                | Eastbound   |            |        |       | Northbound |       |    |       | Southbound  |       |    |       |       |
| Time                     | R           | Т          | L      | Арр   | R          | Т     | U  | Арр   | Т           | L     | U  | Арр   | Int   |
| 2024-10-22 1:00PM        | 27          | 162        | 24     | 213   | 11         | 31    | 0  | 42    | 28          | 18    | 0  | 46    | 301   |
| 1:15PM                   | 23          | 192        | 29     | 244   | 16         | 34    | 0  | 50    | 20          | 29    | 0  | 49    | 343   |
| 1:30PM                   | 28          | 181        | 24     | 233   | 15         | 31    | 0  | 46    | 20          | 23    | 0  | 43    | 322   |
| 1:45PM                   | 31          | 174        | 24     | 229   | 13         | 16    | 0  | 29    | 15          | 17    | 0  | 32    | 290   |
| Total                    | 109         | 709        | 101    | 919   | 55         | 112   | 0  | 167   | 83          | 87    | 0  | 170   | 1256  |
| % Approach               | 11.9%       | 77.1%      | 11.0%  | -     | 32.9%      | 67.1% | 0% | -     | 48.8%       | 51.2% | 0% | -     | -     |
| % Total                  | 8.7%        | 56.4%      | 8.0%   | 73.2% | 4.4%       | 8.9%  | 0% | 13.3% | 6.6%        | 6.9%  | 0% | 13.5% | -     |
| PHF                      | 0.879       | 0.923      | 0.871  | 0.942 | 0.859      | 0.824 | -  | 0.835 | 0.741       | 0.750 | -  | 0.867 | 0.915 |
| Lights and Motorcycles   | 96          | 688        | 97     | 881   | 53         | 108   | 0  | 161   | 79          | 86    | 0  | 165   | 1207  |
| % Lights and Motorcycles | 99 10/      | 97.0%      | 96.0%  | 95.9% | 96.4%      | 96.4% | 0% | 96.4% | 95.2%       | 98.9% | 0% | 97.1% | 96.1% |
| 8                        | 00.170      | 57.070     | 50.070 |       |            |       |    |       |             |       |    |       |       |
| Heavy                    | 13          | 21         | 4      | 38    | 2          | 4     | 0  | 6     | 4           | 1     | 0  | 5     | 49    |

EXHIBIT J

<sup>\*</sup>L: Left, R: Right, T: Thru, U: U-Turn

### Highland Avenue at East McMillan - TMC

Tue Oct 22, 2024 PM Peak (1 PM - 2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1248004, Location: 39.126778, -84.503402, Site Code: Highland Avenue at East McMillan



EXHIBIT J

Out: 192 In: 167 Total: 359 [S] Highland Avenue Appendix D

**Turn Lane Warrants** 



# 4-Lane Highway Left Turn Lane Warrant



Ohio Department of Transportation State Highway Access Management Manual

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# Highland Avenue at Drive A

| REQ | Intersection                  | Advancing<br>Traffic Volume | Right Turning<br>Traffic | Result |
|-----|-------------------------------|-----------------------------|--------------------------|--------|
| 1   | Southbound RT - 2025 AM Build | 228                         | 67                       | NO     |
| 2   | Southbound RT - 2025 PM Build | 446                         | 54                       | NO     |
| 3   |                               |                             |                          |        |
| 4   |                               |                             |                          |        |
| 5   |                               |                             |                          |        |
| 6   |                               |                             |                          |        |
| 7   |                               |                             |                          |        |
| 8   |                               |                             |                          |        |
| 9   |                               |                             |                          |        |
| 10  |                               |                             |                          |        |
| 11  |                               |                             |                          |        |
| 12  |                               |                             |                          |        |
| 13  |                               |                             |                          |        |
| 14  |                               |                             |                          |        |
| 15  |                               |                             |                          |        |
| 16  |                               |                             |                          |        |
| 17  |                               |                             |                          |        |
| 18  |                               |                             |                          |        |
| 19  |                               |                             |                          |        |
| 20  |                               |                             |                          |        |

Appendix E

**Capacity Analysis** 

# EXHIBIT J

# HCS Two-Way Stop-Control Report

| EXHIBIT                  |                              |                            |                            |  |  |  |  |  |  |  |
|--------------------------|------------------------------|----------------------------|----------------------------|--|--|--|--|--|--|--|
| General Information      |                              | Site Information           |                            |  |  |  |  |  |  |  |
| Analyst                  | JA                           | Intersection               | Highland Avenue at Drive A |  |  |  |  |  |  |  |
| Agency/Co.               | SHA Engineering              | Jurisdiction               | Cincinnati                 |  |  |  |  |  |  |  |
| Date Performed           | 11/18/2024                   | East/West Street           | Drive A                    |  |  |  |  |  |  |  |
| Analysis Year            | 2025                         | North/South Street         | Highland Avenue            |  |  |  |  |  |  |  |
| Time Analyzed            | Midday Peak - Build          | Peak Hour Factor           | 0.92                       |  |  |  |  |  |  |  |
| Intersection Orientation | North-South                  | Analysis Time Period (hrs) | 0.25                       |  |  |  |  |  |  |  |
| Project Description      | Chick-fil-A, Highland Avenue |                            |                            |  |  |  |  |  |  |  |
|                          |                              |                            |                            |  |  |  |  |  |  |  |

#### Lanes



### Vehicle Volumes and Adjustments

| Approach                                |      | Eastb | ound   |      |       | Westb | ound |   |    | North | oound |   | Southbound |   |     |    |  |  |  |  |
|---|------|-------|--------|------|-------|-------|------|---|----|-------|-------|---|------------|---|-----|----|--|--|--|--|
| Movement                                | U    | L     | Т      | R    | U     | L     | Т    | R | U  | L     | Т     | R | U          | L | Т   | R  |  |  |  |  |
| Priority                                |      | 10    | 11     | 12   |       | 7     | 8    | 9 | 1U | 1     | 2     | 3 | 4U         | 4 | 5   | 6  |  |  |  |  |
| Number of Lanes                         |      | 0     | 1      | 0    |       | 0     | 0    | 0 | 0  | 0     | 2     | 0 | 0          | 0 | 2   | 0  |  |  |  |  |
| Configuration                           |      |       | LR     |      |       |       |      |   |    | LT    | Т     |   |            |   | Т   | TR |  |  |  |  |
| Volume (veh/h)                          |      | 44    |        | 34   |       |       |      |   |    | 36    | 260   |   |            |   | 161 | 67 |  |  |  |  |
| Percent Heavy Vehicles (%)              |      | 3     |        | 3    |       |       |      |   |    | 3     |       |   |            |   |     |    |  |  |  |  |
| Proportion Time Blocked                 |      |       |        |      |       |       |      |   |    |       |       |   |            |   |     |    |  |  |  |  |
| Percent Grade (%)                       |      | (     | C      |      |       |       |      |   |    |       |       |   |            |   |     |    |  |  |  |  |
| Right Turn Channelized                  |      |       |        |      |       |       |      |   |    |       |       |   |            |   |     |    |  |  |  |  |
| Median Type   Storage                   |      |       |        | Undi | vided |       |      |   |    |       |       |   |            |   |     |    |  |  |  |  |
| Critical and Follow-up Headways         |      |       |        |      |       |       |      |   |    |       |       |   |            |   |     |    |  |  |  |  |
| Base Critical Headway (sec)             |      | 7.5   |        | 6.9  |       |       |      |   |    | 4.1   |       |   |            |   |     |    |  |  |  |  |
| Critical Headway (sec)                  |      | 6.86  |        | 6.96 |       |       |      |   |    | 4.16  |       |   |            |   |     |    |  |  |  |  |
| Base Follow-Up Headway (sec)            |      | 3.5   |        | 3.3  |       |       |      |   |    | 2.2   |       |   |            |   |     |    |  |  |  |  |
| Follow-Up Headway (sec)                 |      | 3.53  |        | 3.33 |       |       |      |   |    | 2.23  |       |   |            |   |     |    |  |  |  |  |
| Delay, Queue Length, and                | Leve | of Se | ervice |      |       |       |      |   |    |       |       |   |            |   |     |    |  |  |  |  |
| Flow Rate, v (veh/h)                    |      |       | 85     |      |       |       |      |   |    | 39    |       |   |            |   |     |    |  |  |  |  |
| Capacity, c (veh/h)                     |      |       | 648    |      |       |       |      |   |    | 1308  |       |   |            |   |     |    |  |  |  |  |
| v/c Ratio                               |      |       | 0.13   |      |       |       |      |   |    | 0.03  |       |   |            |   |     |    |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |       | 0.4    |      |       |       |      |   |    | 0.1   |       |   |            |   |     |    |  |  |  |  |
| Control Delay (s/veh)                   |      |       | 11.4   |      |       |       |      |   |    | 7.8   | 0.2   |   |            |   |     |    |  |  |  |  |
| Level of Service (LOS)                  |      |       | В      |      |       |       |      |   |    | А     | А     |   |            |   |     |    |  |  |  |  |
| Approach Delay (s/veh)                  |      | 11    | 1.4    |      |       |       |      |   |    | 1.    | .1    |   |            |   |     |    |  |  |  |  |
| Approach LOS                            |      | E     | 3      |      |       |       |      |   | A  |       |       |   |            |   |     |    |  |  |  |  |

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HCS T TWSC Version 2023 1-3-AM-Build-2025-Highland-Drive-A.xtw

| EVHIRIT | I |
|---------|---|
|         | J |

# HCS Two-Way Stop-Control Report

| EXHIBIT                  |                              |                            |                            |  |  |  |  |  |  |  |
|--------------------------|------------------------------|----------------------------|----------------------------|--|--|--|--|--|--|--|
| General Information      |                              | Site Information           |                            |  |  |  |  |  |  |  |
| Analyst                  | A                            | Intersection               | Highland Avenue at Drive A |  |  |  |  |  |  |  |
| Agency/Co.               | SHA Engineering              | Jurisdiction               | Cincinnati                 |  |  |  |  |  |  |  |
| Date Performed           | 11/18/2024                   | East/West Street           | Drive A                    |  |  |  |  |  |  |  |
| Analysis Year            | 2025                         | North/South Street         | Highland Avenue            |  |  |  |  |  |  |  |
| Time Analyzed            | PM Peak - Build              | Peak Hour Factor           | 0.92                       |  |  |  |  |  |  |  |
| Intersection Orientation | North-South                  | Analysis Time Period (hrs) | 0.25                       |  |  |  |  |  |  |  |
| Project Description      | Chick-fil-A, Highland Avenue |                            |                            |  |  |  |  |  |  |  |

#### Lanes



# Vehicle Volumes and Adjustments

| Approach                                |      | Eastb   | ound   |      |       | Westb | ound |   |    | North | oound |   | Southbound |   |     |    |  |
|---|------|---------|--------|------|-------|-------|------|---|----|-------|-------|---|------------|---|-----|----|--|
| Movement                                | U    | L       | Т      | R    | U     | L     | Т    | R | U  | L     | Т     | R | U          | L | Т   | R  |  |
| Priority                                |      | 10      | 11     | 12   |       | 7     | 8    | 9 | 1U | 1     | 2     | 3 | 4U         | 4 | 5   | 6  |  |
| Number of Lanes                         |      | 0       | 1      | 0    |       | 0     | 0    | 0 | 0  | 0     | 2     | 0 | 0          | 0 | 2   | 0  |  |
| Configuration                           |      |         | LR     |      |       |       |      |   |    | LT    | Т     |   |            |   | Т   | TR |  |
| Volume (veh/h)                          |      | 29      |        | 29   |       |       |      |   |    | 23    | 246   |   |            |   | 442 | 54 |  |
| Percent Heavy Vehicles (%)              |      | 3       |        | 3    |       |       |      |   |    | 3     |       |   |            |   |     |    |  |
| Proportion Time Blocked                 |      |         |        |      |       |       |      |   |    |       |       |   |            |   |     |    |  |
| Percent Grade (%)                       |      | (       | )      |      |       |       |      |   |    |       |       |   |            |   |     |    |  |
| Right Turn Channelized                  |      |         |        |      |       |       |      |   |    |       |       |   |            |   |     |    |  |
| Median Type   Storage                   |      |         |        | Undi | vided |       |      |   |    |       |       |   | -          |   |     |    |  |
| Critical and Follow-up He               | adwa | ys      |        |      |       |       |      |   |    |       |       |   |            |   |     |    |  |
| Base Critical Headway (sec)             |      | 7.5     |        | 6.9  |       |       |      |   |    | 4.1   |       |   |            |   |     |    |  |
| Critical Headway (sec)                  |      | 6.86    |        | 6.96 |       |       |      |   |    | 4.16  |       |   |            |   |     |    |  |
| Base Follow-Up Headway (sec)            |      | 3.5     |        | 3.3  |       |       |      |   |    | 2.2   |       |   |            |   |     |    |  |
| Follow-Up Headway (sec)                 |      | 3.53    |        | 3.33 |       |       |      |   |    | 2.23  |       |   |            |   |     |    |  |
| Delay, Queue Length, and                | Leve | l of Se | ervice |      |       |       |      |   |    |       |       |   |            |   |     |    |  |
| Flow Rate, v (veh/h)                    |      |         | 63     |      |       |       |      |   |    | 25    |       |   |            |   |     |    |  |
| Capacity, c (veh/h)                     |      |         | 486    |      |       |       |      |   |    | 1018  |       |   |            |   |     |    |  |
| v/c Ratio                               |      |         | 0.13   |      |       |       |      |   |    | 0.02  |       |   |            |   |     |    |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |         | 0.4    |      |       |       |      |   |    | 0.1   |       |   |            |   |     |    |  |
| Control Delay (s/veh)                   |      |         | 13.5   |      |       |       |      |   |    | 8.6   | 0.2   |   |            |   |     |    |  |
| Level of Service (LOS)                  |      |         | В      |      |       |       |      |   |    | А     | А     |   |            |   |     |    |  |
| Approach Delay (s/veh)                  |      | 13      | 8.5    |      |       |       |      |   |    | 0     | 9     |   |            |   |     |    |  |
| Approach LOS                            |      | E       | 3      |      |       |       |      |   |    | A     | 4     |   |            |   |     |    |  |

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HCSTM TWSC Version 2023 1-7-PM-Build-2025-Highland-Drive-A.xtw

| EXHIBIT J                | HCS Two-Way Stop             | -Control Report            |                               |
|--------------------------|------------------------------|----------------------------|-------------------------------|
| General miormation       |                              | Site Information           |                               |
| Analyst                  | JA                           | Intersection               | E. McMillan Street at Drive B |
| Agency/Co.               | SHA Engineering              | Jurisdiction               | Cincinnati                    |
| Date Performed           | 11/18/2024                   | East/West Street           | East McMillan Street          |
| Analysis Year            | 2025                         | North/South Street         | Drive B                       |
| Time Analyzed            | Midday Peak - Build          | Peak Hour Factor           | 0.92                          |
| Intersection Orientation | East-West                    | Analysis Time Period (hrs) | 0.25                          |
| Project Description      | Chick-fil-A, Highland Avenue |                            |                               |
|                          |                              |                            |                               |

#### Lanes



### Vehicle Volumes and Adjustments

| ,                                       |        |         |        |      |       |      |       |   |   |       |       |   | - ·· · |       |       |    |  |  |  |
|---|--------|---------|--------|------|-------|------|-------|---|---|-------|-------|---|--------|-------|-------|----|--|--|--|
| Approach                                |        | Eastb   | ound   |      |       | West | oound |   |   | North | bound |   |        | South | bound |    |  |  |  |
| Movement                                | U      | L       | Т      | R    | U     | L    | Т     | R | U | L     | Т     | R | U      | L     | Т     | R  |  |  |  |
| Priority                                | 1U     | 1       | 2      | 3    | 4U    | 4    | 5     | 6 |   | 7     | 8     | 9 |        | 10    | 11    | 12 |  |  |  |
| Number of Lanes                         | 0      | 0       | 3      | 0    | 0     | 0    | 0     | 0 |   | 0     | 0     | 0 |        | 1     | 0     | 0  |  |  |  |
| Configuration                           |        | LT      | Т      |      |       |      |       |   |   |       |       |   |        | L     |       |    |  |  |  |
| Volume (veh/h)                          |        | 102     | 879    |      |       |      |       |   |   |       |       |   |        | 119   |       |    |  |  |  |
| Percent Heavy Vehicles (%)              |        | 3       |        |      |       |      |       |   |   |       |       |   |        | 3     |       |    |  |  |  |
| Proportion Time Blocked                 |        |         |        |      |       |      |       |   |   |       |       |   |        |       |       |    |  |  |  |
| Percent Grade (%)                       |        |         |        |      |       |      |       |   |   |       |       |   | 0      |       |       |    |  |  |  |
| Right Turn Channelized                  |        |         |        |      |       |      |       |   |   |       |       |   |        |       |       |    |  |  |  |
| Median Type   Storage                   |        |         |        | Undi | vided |      |       |   |   |       |       |   |        |       |       |    |  |  |  |
| Critical and Follow-up He               |        |         |        |      |       |      |       |   |   |       |       |   |        |       |       |    |  |  |  |
| Base Critical Headway (sec)             |        | 5.3     |        |      |       |      |       |   |   |       |       |   |        | 6.4   |       |    |  |  |  |
| Critical Headway (sec)                  |        | 5.36    |        |      |       |      |       |   |   |       |       |   |        | 5.76  |       |    |  |  |  |
| Base Follow-Up Headway (sec)            |        | 3.1     |        |      |       |      |       |   |   |       |       |   |        | 3.8   |       |    |  |  |  |
| Follow-Up Headway (sec)                 |        | 3.13    |        |      |       |      |       |   |   |       |       |   |        | 3.83  |       |    |  |  |  |
| Delay, Queue Length, and                | l Leve | l of Se | ervice |      |       |      |       |   |   |       |       |   |        |       |       |    |  |  |  |
| Flow Rate, v (veh/h)                    |        | 111     |        |      |       |      |       |   |   |       |       |   |        | 129   |       |    |  |  |  |
| Capacity, c (veh/h)                     |        | 1150    |        |      |       |      |       |   |   |       |       |   |        | 428   |       |    |  |  |  |
| v/c Ratio                               |        | 0.10    |        |      |       |      |       |   |   |       |       |   |        | 0.30  |       |    |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |        | 0.3     |        |      |       |      |       |   |   |       |       |   |        | 1.3   |       |    |  |  |  |
| Control Delay (s/veh)                   |        | 8.5     | 0.7    |      |       |      |       |   |   |       |       |   |        | 17.0  |       |    |  |  |  |
| Level of Service (LOS)                  |        | А       | А      |      |       |      |       |   |   |       |       |   |        | С     |       |    |  |  |  |
| Approach Delay (s/veh)                  |        | 1.      | .5     |      |       |      |       |   |   |       |       |   |        | 17    | 7.0   |    |  |  |  |
| Approach LOS                            |        | ļ       | 4      |      |       |      |       |   |   |       |       |   | С      |       |       |    |  |  |  |

# EXHIBIT J

# HCS Two-Way Stop-Control Report

| General Information      |                              | Site Information           |                               |  |  |  |  |  |  |  |  |
|--------------------------|------------------------------|----------------------------|-------------------------------|--|--|--|--|--|--|--|--|
| Analyst                  | A                            | Intersection               | E. McMillan Street at Drive B |  |  |  |  |  |  |  |  |
| Agency/Co.               | SHA Engineering              | Jurisdiction               | Cincinnati                    |  |  |  |  |  |  |  |  |
| Date Performed           | 11/18/2024                   | East/West Street           | East McMillan Street          |  |  |  |  |  |  |  |  |
| Analysis Year            | 2025                         | North/South Street         | Drive B                       |  |  |  |  |  |  |  |  |
| Time Analyzed            | PM Peak - Build              | Peak Hour Factor           | 0.92                          |  |  |  |  |  |  |  |  |
| Intersection Orientation | East-West                    | Analysis Time Period (hrs) | 0.25                          |  |  |  |  |  |  |  |  |
| Project Description      | Chick-fil-A, Highland Avenue |                            |                               |  |  |  |  |  |  |  |  |
|                          |                              |                            |                               |  |  |  |  |  |  |  |  |

#### Lanes



### Vehicle Volumes and Adjustments

| ,                                       |      |         |        |      |       |      |       |   |   |       |       |   |      |       |       |    |  |  |  |
|---|------|---------|--------|------|-------|------|-------|---|---|-------|-------|---|------|-------|-------|----|--|--|--|
| Approach                                |      | Eastb   | ound   |      |       | West | oound |   |   | North | bound |   |      | South | bound |    |  |  |  |
| Movement                                | U    | L       | Т      | R    | U     | L    | Т     | R | U | L     | Т     | R | U    | L     | Т     | R  |  |  |  |
| Priority                                | 1U   | 1       | 2      | 3    | 4U    | 4    | 5     | 6 |   | 7     | 8     | 9 |      | 10    | 11    | 12 |  |  |  |
| Number of Lanes                         | 0    | 0       | 3      | 0    | 0     | 0    | 0     | 0 |   | 0     | 0     | 0 |      | 1     | 0     | 0  |  |  |  |
| Configuration                           |      | LT      | Т      |      |       |      |       |   |   |       |       |   |      | L     |       |    |  |  |  |
| Volume (veh/h)                          |      | 77      | 1443   |      |       |      |       |   |   |       |       |   |      | 89    |       |    |  |  |  |
| Percent Heavy Vehicles (%)              |      | 3       |        |      |       |      |       |   |   |       |       |   |      | 3     |       |    |  |  |  |
| Proportion Time Blocked                 |      |         |        |      |       |      |       |   |   |       |       |   |      |       |       |    |  |  |  |
| Percent Grade (%)                       |      |         |        |      |       |      |       |   |   |       |       |   | 0    |       |       |    |  |  |  |
| Right Turn Channelized                  |      |         |        |      |       |      |       |   |   |       |       |   |      |       |       |    |  |  |  |
| Median Type   Storage                   |      |         |        | Undi | vided |      |       |   |   |       |       |   |      |       |       |    |  |  |  |
| Critical and Follow-up He               |      |         |        |      |       |      |       |   |   |       |       |   |      |       |       |    |  |  |  |
| Base Critical Headway (sec)             |      | 5.3     |        |      |       |      |       |   |   |       |       |   |      | 6.4   |       |    |  |  |  |
| Critical Headway (sec)                  |      | 5.36    |        |      |       |      |       |   |   |       |       |   |      | 5.76  |       |    |  |  |  |
| Base Follow-Up Headway (sec)            |      | 3.1     |        |      |       |      |       |   |   |       |       |   |      | 3.8   |       |    |  |  |  |
| Follow-Up Headway (sec)                 |      | 3.13    |        |      |       |      |       |   |   |       |       |   |      | 3.83  |       |    |  |  |  |
| Delay, Queue Length, and                | Leve | l of Se | ervice |      |       |      |       |   |   |       |       |   |      |       |       |    |  |  |  |
| Flow Rate, v (veh/h)                    |      | 84      |        |      |       |      |       |   |   |       |       |   |      | 97    |       |    |  |  |  |
| Capacity, c (veh/h)                     |      | 1150    |        |      |       |      |       |   |   |       |       |   |      | 351   |       |    |  |  |  |
| v/c Ratio                               |      | 0.07    |        |      |       |      |       |   |   |       |       |   |      | 0.28  |       |    |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      | 0.2     |        |      |       |      |       |   |   |       |       |   |      | 1.1   |       |    |  |  |  |
| Control Delay (s/veh)                   |      | 8.4     | 0.7    |      |       |      |       |   |   |       |       |   |      | 19.1  |       |    |  |  |  |
| Level of Service (LOS)                  |      | А       | А      |      |       |      |       |   |   |       |       |   |      | С     |       |    |  |  |  |
| Approach Delay (s/veh)                  |      | 1       | .1     |      |       |      |       |   |   |       |       |   | 19.1 |       |       |    |  |  |  |
| Approach LOS                            |      | /       | 4      |      |       |      |       |   |   |       |       |   | С    |       |       |    |  |  |  |

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EXHIBIT J

# **HCS Signalized Intersection Results Summary**

| General Inform    | nation   |   |          |           |           |                              |               |               | Inte          | ersecti  | on Info | ormatio   | on          | 4        | 4244        | þa l <sub>al</sub> |
|-------------------|--|---|----------|-----------|-----------|------------------------------|---------------|---------------|---------------|----------|---------|-----------|-------------|----------|-------------|--------------------|
| Agency            |  | SHA Engineering                                 |          |           |           |                              |               |               | Du            | ration,  | h       | 0.250     | )           |          | + <u>5</u>  |                    |
| Analyst           |  | JA  |          | Analys    | sis Dat   | e 11/16                      | 2024          |               | Are           | ea Type  | ;       | Other     |             |          |             | ۲.<br>۵            |
| Jurisdiction      |  | Cincinnati                                      |          | Time F    | Period    | Miday                        | ,             |               | PH            | F        |         | 0.92      |             |          | w  E        | <i>₽</i>           |
| Urban Street      |  | Highland Avenue                                 |          | Analys    | sis Yea   | ar 2025                      | - Build       |               | Ana           | alysis F | Period  | 1> 7:0    | 00          | **       |             | Ť                  |
| Intersection      |  | Highland Avenue at                              | Driv     | File Na   | ame       | 1-3-M                        | idday-2       | 025-E         | Build         | -Highla  | nd-Mc   | Millan.>  | us          |          | <u>†</u> 7  | ×                  |
| Project Descrip   | tion   | Chick-fil-A, Cincinn                            | ati      | Л         |           |                              | <u> </u>      |               |               |          |         |           |             | 1        | * 1 * * * 1 | ۲ <u>۲</u>         |
|                   |  | *   |          |           |           |                              | r             |               |               |          | r       |           |             | <u> </u> |             |                    |
| Demand Inform     | nation   |   |          |           | EB        |                              |               | V             | VB            |          |         | NB        |             | <u> </u> | SB          | 1                  |
| Approach Move     | ement  |   |          | L         | Т         | R                            | <u> </u>      |               | Т             | R        | L       | Т         | R           | L        | Т           | R                  |
| Demand ( v ), v   | eh/h   |   |          | 154       | 708       | 8 136                        |               |               |               |          |         | 142       | 60          | 99       | 96          |                    |
| Signal Informa    | tion   |   |          |           |           |                              |               |               |               |          |         |           |             |          |             |                    |
|                   |  | Reference Dhase                                 | 2        | -         | 142       | - <b>- - - - - - - - - -</b> |               |               |               |          |         | ļ         |             | 17       |             | ~                  |
| Offect o          | 00.0   | Reference Priase                                | Z<br>End |           |           | 1                            | "F            |               |               |          |         |           | 1           | 2        | 3           |                    |
| Unseerdingtod     | U  |   | Enu      | Green     | 5.0       | 24.0                         | 13.0          | 0.            | 0             | 0.0      | 0.0     |           |             |          |             |                    |
|                   | Tixed  | Simult Cap N/S                                  | On       | Yellow    | 4.0       | 4.0                          | 4.0           | 0.            | 0             | 0.0      | 0.0     | _         |             |          | _           | 0                  |
| Force Mode        | Fixed  | Simult. Gap N/S                                 | On       | Rea       | 2.0       | 2.0                          | 2.0           | 0.            | 0             | 0.0      | 0.0     |           | 5           | 6        | 7           | 8                  |
| Timor Posults     |  |   | _        | EDI       | _         | EBT                          | \//R          | 1             | ۱۸/           |          | NRI     | _         | NRT         | SBI      |             | SBT                |
| Assigned Phase    |  |   |          |           |           |                              |               |               | • •           |          | INDL    |           | 2           | 1        |             | 6                  |
| Case Number       |  |   |          |           |           | 12.0                         |               | $\rightarrow$ |               |          |         |           | 73          | 1.0      | _           | 4.0                |
| Phase Duration    | S  |   |          |           | -         | 12.0                         |               | -             |               |          |         |           | 7.5<br>30.0 | 11.0     | , — —       | 4.0<br>41.0        |
| Change Period     | (V+R   | a) e  |          |           | 6.0       |                              | $\rightarrow$ |               | -             |          |         | 6.0       | 6.0         |          | 6.0         |                    |
| Max Allow Head    | nge Period, ( Y+R ҫ), s<br>Allow Headway ( <i>MAH</i> ), s |   |          |           | -         | 3.1                          |               | -             |               |          |         |           | 0.0         | 3.1      |             | 0.0                |
| Queue Clearan     | ce Time  | e (gs), s                                       |          |           | +         | 10.8                         |               |               |               |          |         |           |             | 3.8      |             |                    |
| Green Extensio    | n Time   | (ge), s   |          |           |           | 2.2                          |               |               |               |          |         |           | 0.0         | 0.1      |             | 0.0                |
| Phase Call Prol   | bability   |   |          |           | $\neg$    | 1.00                         |               |               |               |          |         |           |             | 0.83     | 5           |                    |
| Max Out Proba     | bility   |   |          |           |           | 0.03                         |               |               |               |          |         |           |             |          | )           |                    |
|                   | ·  |   |          |           |           |                              |               | 1             |               |          |         |           |             |          |             |                    |
| Movement Gro      | oup Res  | sults   |          |           | EB        |                              |               | W             | В             |          |         | NB        |             |          | SB          |                    |
| Approach Move     | ement  |   |          | L         | Т         | R                            | L             | Т             | $\rightarrow$ | R        | L       | Т         | R           | L        | Т           | R                  |
| Assigned Move     | ment   |   |          | 7         | 4         | 14                           |               |               |               |          |         | 2         | 12          | 1        | 6           |                    |
| Adjusted Flow F   | Rate ( v   | ), veh/h  |          | 292       | 543       | 250                          |               |               | _             | _        |         | 154       | 65          | 108      | 104         |                    |
| Adjusted Satura   | ation Flo  | w Rate ( $s$ ), veh/h/l                         | n        | 1847      | 1900      | 1717                         |               |               | $\rightarrow$ |          |         | 1900      | 1610        | 1810     | 1900        |                    |
| Queue Service     | Time ( 🤅   | g s ), S  |          | 8.8       | 7.8       | 8.0                          |               |               | _             | _        |         | 3.2       | 1.5         | 1.8      | 1.5         |                    |
| Cycle Queue C     | learanc  | e Time ( <i>g c</i> ), s                        |          | 8.8       | 7.8       | 8.0                          |               |               | _             | -        |         | 3.2       | 1.5         | 1.8      | 1.5         |                    |
| Green Ratio (g    | /C)  |   |          | 0.22      | 0.22      | 0.22                         |               |               | +             | _        |         | 0.40      | 0.40        | 0.52     | 0.58        |                    |
| Capacity ( c ), v | /eh/h  | ·· / <b>)</b> / <b>)</b>                        |          | 400       | 823       | 3/2                          |               |               | +             | -        |         | 760       | 644         | 705      | 1109        |                    |
| Volume-to-Capa    |  | $\frac{1}{\sqrt{2}} \left( \frac{X}{2} \right)$ | )        | 0.729     | 0.660     | 0.673                        |               |               | +             | -        |         | 0.203     | 0.101       | 0.153    | 0.094       |                    |
| Back of Queue     | (Q), T   | vin (195 in percentile                          |          | 160.1     | 143.0     | 5 135                        |               |               | +             |          |         | 0.10      | 23.0        | 25.5     | 21.4        |                    |
|                   | (Q), V   | RO) (95 th percent                              | tila)    | 0.4       | 0.38      | 0.36                         |               |               | +             |          |         | 2.3       | 0.9         | 0.28     | 0.9         |                    |
| Uniform Delay     |  | /veb  |          | 0.4Z      | 21.50     | 21.6                         |               |               | +             |          |         | 11.8      | 0.24        | 0.20     | 5.5         |                    |
| Incremental De    | lav (da  |   |          | 1.9       | 03        | 0.8                          |               |               | +             |          |         | 0.6       | 0.3         | 0.0      | 0.2         |                    |
|                   | ay (u 2  |   |          | 1.0       | 0.5       | 0.0                          |               |               | +             |          |         | 0.0       | 0.3         | 0.0      | 0.2         |                    |
| Control Dolay (   | d) chu   | 3 ), 3/VEII                                     |          | 22.8      | 21.0      | 22.3                         |               |               | +             |          |         | 12.4      | 11.6        | 7.7      | 5.7         |                    |
| Level of Service  | u ), sive  |   |          | 22.0<br>C | 21.0<br>C | 22.J                         |               |               | -             |          |         | 12.4<br>R | B           | Δ        |             |                    |
| Approach Delay    | $\sqrt{s/vah}$   | /1.05   |          | 22.0      |           | C                            | 0.0           |               |               |          | 12 1    |           | B           | 67       |             | Δ                  |
| Intersection Do   |  | h/108   |          | 22.2      | -         | 10                           | 3.6           |               |               | -        | 12.1 B  |           |             | 0.7<br>R |             | ~                  |
|                   | ay, 5/VC   |   |          |           |           |                              |               |               |               |          |         |           |             |          |             |                    |
| Multimodal Re     | Multimodal Results   |   |          |           | EB        |                              | W             |               | В             |          | N       |           | NB          |          | SB          |                    |
| Pedestrian LOS    | Score  | / LOS   |          | 1.93      | 3         | В                            | 1.93          | 3             | E             | в        | 2.08    |           | В           | 2.05     | ;           | В                  |
| Bicycle LOS Sc    | ore / LC   | )S  |          | 0.94      | ı T       | А                            |               |               |               |          | 0.85    |           | А           | 0.84     |             | А                  |

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# **HCS Signalized Intersection Results Summary**

| EXHIR  | JI J  |                 | 5            |         |            |                   |          |               |                 |                          |         | J     |             |            |            |                      |              |
|--|-------|-----------------|--------------|---------|------------|-------------------|----------|---------------|-----------------|--------------------------|---------|-------|-------------|------------|------------|----------------------|--------------|
| General Information                            |       |                 |              |         |            |                   |          |               |                 | Intersection Information |         |       |             |            | Į į        | 4244                 | ⊨ l <u>⊾</u> |
| Agency SHA Engineering                         |       |                 |              |         |            |                   |          | Duration, h   |                 |                          | 0.250   |       |             | + <u>,</u> |            |                      |              |
| Analyst  |       | JA              | Analys       | ite 11/ | 11/16/2024 |                   |          | Area Type     |                 |                          | Other   |       |             |            | ۲.<br>هد   |                      |              |
| Jurisdiction Cincinnati                        |       |                 | Time Period  |         | I PM       | PM Build          |          |               | PHF             |                          |         | 0.92  |             |            | W A E      | ₽<br>4               |              |
| Urban Street Highland Avenue                   |       |                 | Analysis Yea |         | ar 202     | 2025 - Build      |          |               | Analysis Period |                          | 1> 7:00 |       | **          |            | *<br>*     |                      |              |
| Intersection Highland Avenue at Driv           |       |                 |              | File Na | ame        | 1-7-PM-2025-Build |          |               |                 | J-Highland-McMilla       |         |       | in.xus      |            |            | 17                   | <u>¥</u>     |
| Project Description Chick-fil-A, Cincinnati    |       |                 |              |         |            |                   |          |               |                 |                          |         |       |             |            |            | 4 1 <del>4</del> 1 1 | 7            |
|  |       |                 |              |         |            |                   |          |               |                 |                          |         |       |             |            |            |                      |              |
| Demand Information                             |       |                 |              |         |            | EB                |          | W             |                 | /B                       |         | N     |             |            |            | SB                   | 8            |
| Approach Movement                              |       |                 |              | L       | Т          | F                 | R        | L             |                 | Т                        | R       | L     | Т           | R          | L          | Т                    | R            |
| Demand ( v ), veh/h                            |       |                 |              | 142     | 121        | 15 17             | 75       |               |                 |                          |         |       | 127         | 92         | 223        | 248                  |              |
|  |       |                 |              | 1       | 1 11       |                   |          |               |                 |                          |         |       |             |            |            |                      |              |
| Signal Informa                                 | tion  |                 | 0            |         | 14         | a   🕇             | <b>.</b> |               |                 |                          |         |       | Į           |            | t a        |                      |              |
| Cycle, s                                       | 60.0  | Reference Phase | 2            |         |            |                   | 17       | R             |                 |                          |         |       |             | 1          | 2          | 3                    | ➡ ₄          |
| Offset, s                                      | 0     | Reference Point | End          | Green   | 7.6        | 15                | 5.8      | 18.7          | 0.              | 0                        | 0.0     | 0.0   |             |            |            |                      |              |
| Uncoordinated                                  | No    | Simult. Gap E/W | On           | Yellow  | 4.0        | 4.0               | 0        | 4.0           | 0.              | 0                        | 0.0     | 0.0   | _           |            |            |                      |              |
| Force Mode                                     | Fixed | Simult. Gap N/S | On           | Red     | 2.0        | 2.0               | 0        | 2.0           | 0.              | 0                        | 0.0     | 0.0   |             | 5          | 6          | 7                    | 8            |
| Timer Deculto                                  |       |                 |              |         |            |                   |          |               | _               | 10                       |         |       |             | NDT        |            |                      | ODT          |
| Limer Results                                  |       |                 | EDI          |         |            | -                 | VVDI     | -+            | V\              |                          | INDL    | -     |             |            |            | 6                    |              |
| Assigned Phase                                 |       |                 | <u> </u>     | -       | 4          | -                 |          | +             |                 |                          |         | _     | 2           | 10         | _          | 0                    |              |
| Case Number                                    |       |                 |              | -       | 24.7       | -                 |          | $\rightarrow$ |                 | -                        |         | _     | 7.3<br>21.0 | 1.0        |            | 4.0                  |              |
| Change Deried (V+P) > c                        |       |                 |              |         | 6.0        |                   |          | $\rightarrow$ |                 |                          |         |       | 21.0        | 6.0        | ,          | 55.5<br>6.0          |              |
| Max Allow Headway ( MAH ) a                    |       |                 |              |         |            | 2.1               | -        |               |                 |                          | -       |       |             | 0.0        | 0.0        |                      | 0.0          |
| Iviax Allow Headway ( <i>MAH</i> ), s          |       |                 |              |         |            | 15.1              |          |               |                 |                          | -       |       | 0.0         |            | 3.1<br>7.4 | _                    | 0.0          |
| Queue Clearance Time ( $g_s$ ), s              |       |                 |              |         |            | 3.6               |          |               |                 |                          |         |       | 0.0         |            | 0.3        |                      | 0.0          |
| Green Extension filme (ge), s                  |       |                 |              |         |            | 1.00              |          |               |                 |                          | -       |       | 0.0         |            | 0.3        | 2                    | 0.0          |
| Max Out Probability                            |       |                 |              |         | 0.14       |                   |          |               |                 | _                        |         |       |             | 0.90       |            |                      |              |
|  |       |                 |              |         |            | 0.14              |          |               |                 |                          |         |       |             |            | 0.00       |                      |              |
| Movement Group Results                         |       |                 |              |         | EB         | ;                 | Т        |               | W               | В                        |         |       | NB          |            |            | SB                   |              |
| Approach Movement                              |       | L               | Т            | R       |            | L                 | Т        | Т             | R               | L                        | Т       | R     | L           | Т          | R          |                      |              |
| Assigned Movement                              |       | 7               | 4            | 14      | 4          |                   |          |               |                 |                          | 2       | 12    | 1           | 6          |            |                      |              |
| Adjusted Flow Rate ( v ), veh/h                |       |                 | 450          | 833     | 3 38       | 3                 |          |               |                 |                          |         | 138   | 100         | 242        | 270        |                      |              |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln  |       |                 | 1868         | 190     | 0 174      | 44                |          |               |                 |                          |         | 1900  | 1610        | 1810       | 1900       |                      |              |
| Queue Service Time ( <i>g</i> s ), s           |       |                 | 13.1         | 11.6    | 6 11.      | .6                |          |               |                 |                          |         | 3.5   | 2.9         | 5.4        | 5.1        |                      |              |
| Cycle Queue Clearance Time ( g c ), s          |       |                 | 13.1         | 11.6    | 6 11.      | .6                |          |               |                 |                          |         | 3.5   | 2.9         | 5.4        | 5.1        |                      |              |
| Green Ratio(g/C)                               |       |                 | 0.31         | 0.31    | 1 0.3      | 31                |          |               |                 |                          |         | 0.26  | 0.26        | 0.42       | 0.49       |                      |              |
| Capacity ( <i>c</i> ), veh/h                   |       |                 | 581          | 1183    | 3 54       | 3                 |          |               |                 |                          |         | 500   | 423         | 608        | 929        |                      |              |
| Volume-to-Capacity Ratio (X)                   |       |                 | 0.774        | 0.70    | 4 0.70     | 05                |          |               |                 |                          |         | 0.276 | 0.236       | 0.398      | 0.290      |                      |              |
| Back of Queue ( Q ), ft/In ( 95 th percentile) |       |                 | 221.7        | 199.    | 9 18       | 9                 |          |               |                 |                          |         | 70    | 50.9        | 83         | 85.7       |                      |              |
| Back of Queue (Q), veh/In (95 th percentile)   |       |                 | 8.9          | 8.0     | 7.6        | 6                 |          |               |                 |                          |         | 2.8   | 2.0         | 3.3        | 3.4        |                      |              |
| Queue Storage Ratio ( RQ ) ( 95 th percentile) |       |                 | 0.58         | 0.53    | 3 0.5      | 50                |          |               |                 |                          |         | 0.23  | 0.51        | 0.92       | 0.34       |                      |              |
| Uniform Delay ( d 1), s/veh                    |       |                 | 18.7         | 18.2    | 2 18.      | .2                |          |               |                 |                          |         | 17.6  | 17.4        | 11.9       | 9.1        |                      |              |
| Incremental Delay ( d 2 ), s/veh               |       |                 | 1.2          | 0.3     | 0.6        | 6                 |          |               |                 |                          |         | 1.4   | 1.3         | 0.2        | 0.8        |                      |              |
| Initial Queue Delay ( d ȝ ), s/veh             |       |                 | 0.0          | 0.0     | 0.0        | 0                 |          |               |                 |                          |         | 0.0   | 0.0         | 0.0        | 0.0        |                      |              |
| Control Delay ( d ), s/veh                     |       |                 | 19.9         | 18.5    | 5 18.      | .9                |          |               |                 |                          |         | 18.9  | 18.7        | 12.0       | 9.9        |                      |              |
| Level of Service (LOS)                         |       |                 |              | B B     |            | В                 |          |               |                 |                          |         | В     |             | В          | В          | Α                    |              |
| Approach Delay, s/veh / LOS                    |       |                 |              | 19.0    | В          | 3 0.0             |          |               |                 |                          | 18.8 B  |       |             | 10.9 B     |            |                      |              |
| Intersection Delay, s/veh / LOS                |       |                 |              | 17.3    |            |                   |          |               |                 |                          |         | E     |             |            | 3          |                      |              |
|  |       |                 |              |         |            |                   |          |               |                 |                          |         |       |             |            |            |                      |              |
| Multimodal Results                             |       |                 | EE           |         |            |                   | W        |               | NB              |                          | NB      |       |             |            | SB         |                      |              |
| Pedestrian LOS Score / LOS                     |       |                 | 1.93         |         | В          |                   | 1.93     | 1.93          |                 | В                        |         | 2.10  |             | 2.07       |            | В                    |              |
| Bicycle LOS Score / LOS                        |       |                 | 1.17         | ·       | Α          |                   |          |               |                 |                          | 0.88    |       | А           | 1.33       | \$         | А                    |              |

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February 21, 2025



Mr. Jamal A. Adhami, PE, PTOE SHA Engineering LLC 6221 Thornberry Court Mason, OH 45040

Dear Mr. Adami:

The Department of Transportation and Engineering (DOTE) has completed the review of the Traffic Analysis Report for Proposed Chick-Fil-A Highland Ave, Cincinnati, Ohio (TIS) updated on February 20, 2025.

DOTE approves the findings and recommendations of the TIS as stated in the report.

Any DOTE comments or requirements during the plan review or permitting process will supersede the approval of the TIS.

Should you have any questions or concerns, please contact Bryan Williams at <u>bryan.williams@cincinnati-oh.gov</u> or 352-3462.

Sincerely,

Bryan Williams, P.E. Division Manager

#### oh.gov>

EXHIBIT L

### Subject: [External Email] CFA Updated plans

**External Email Communication** 

#### Stacey, Emily

I hope you are both hunkered down today 😊 In advance of our call tomorrow morning, I wanted to update you on the progress on the past few months as well as send the updated plans (attached).

CFA studied the redesign as requested from our meeting to move the building to the corner and have the drivethrough adjacent to the building (not around it). This did not work for a couple of reasons. Moving it to the north of the building along Highland would eliminate the entrance off of Highland avenue because the drive through would be extending all the way to the location of the (former) entrance on Highland. Cars would not be able to enter the active drive through there. That drive on Highland is essential for the traffic flow of the site, but more importantly to us, is necessary for access to the apartment building loading dock/trash compactor. We intend to keep an easement over the drive from Highland for that purpose. Locating the drive adjacent to the building to the west did not work because of the west property line as well as the large retaining wall that goes through the site. This is easier to show in street view which we can do tomorrow.

We also learned from CFA that their business has changed dramatically since covid and that they are closing locations that they opened just a few years ago because of design flow on the site/site size cannot accommodate the amount of traffic they drive. Regarding traffic, they did the study per DOTE's request (attached) which I believe recommends a dedicated left turn on Highland going north. DOTE is not concerned with traffic here which is good.

They were able to make changes that can accomplish the goal of bringing a presence to the street in a few ways:

- 1. Increased the landscape buffer. On McMillan, there is a 5' sidewalk, 5' tree lawn (per DOTE requirements) and then a planted landscape buffer. On Highland, there is a 7' sidewalk and then a landscape buffer. The landscaping is shown on the landscape plan.
- 2. Privacy screening, masonry walls and fencing on McMillan. On McMillan where the order point is, they are proposing adding a privacy screening canopy built of brick with aluminum storefront infill panels. This is shown on the elevations as "order point elevation" and "perspective view" and it is also outlined in light-grey dashed line on the site plan. It is a substantial structure designed to bring the building to the street while screening the cars.
- 3. Walls/fencing on Highland behind the landscape buffer there will be a masonry wall with a 3.5' fence on top. You can see the outline of this on the siteplan and landscape plan and a sample of what it will look like coming off of the privacy screen on "order point elevation" and "perspective view"

Since the site is 1.5 acres we are hoping to pursue a Planned Development here. I'm looking forward to reviewing this with you tomorrow but if any questions come up in the meantime, please let me know.

Stay warm! Patrice

Patrice Eby Burke <image001.png> Vice President



Project: Chick Fil A - 198 E McMillan Street Community Engagement

Presented to:

Mt Auburn Community Development Corporation – July, 2024 Mt Auburn Community Council - August 19, 2024 Mt Auburn Community Council - October 21, 2024 (minutes attached) Corryville Community Development Corporation – November, 2024 University of Cincinnati & Port of Greater Cincinnati – September, 2024 Mt Auburn Community Council Board Site Visit – February 7, 2025

Future Meetings:

Mt Auburn Community Council – February 18, 2025

# EXHIBIT N

### Gibbs, Kyle

| From:           | John Wulsin <johnw@plattedesign.com></johnw@plattedesign.com>  |
|-----------------|--|
| Sent:           | Tuesday, March 18, 2025 11:34 AM   |
| To:             | Gibbs, Kulo  |
| Subject:        | [External Email] Proposed Zone Change to Planned Development (PD) at William<br>Howard Taft, Highland, and McMillian in Mt. Auburn |
| Follow Up Flag: | Follow up  |
| Flag Status:    | Flagged  |

You don't often get email from johnw@plattedesign.com. Learn why this is important

External Email Communication

I'm writing in regards to the proposed zone change at the corner of McMillan and Highland to build a two-lane drive-thru Chick-fil-A.

The proposed **single-story**, **double-laned drive-thru is inappropriate for this location because it further entrenches this location as a car-first and car-only destination**. If built as proposed, the line of idling cars will send a loud, dirty signal to would-be pedestrians that *this is not a place to be walking*, this is a place only for cars.

Our zoning rules should be leveraged to **create a better build environment**, or at the very least do no harm and *do not make things worse*. This proposed two-lane drive thru would commit a high-profile corner lot to being a carcentric design for the next generation (or more).

The Planning Commission should be supporting projects that facilitate walking and cycling as viable alternatives to driving. Connecting Mt Auburn to Corryville and the broader UC campus is a vital, long-term project and any infill development along McMillan presents a once-in-a-generation opportunity to right the wrongs of past, carcentric development patterns.

There is housing already on the NW part of this parcel, and this proposed lot split indicates that the owners don't need all that surface parking for the existing housing. The current surface parking lot on the SE corner is not a good use of that land, so I'm fully in support of infill development that is a higher and better use. Personally, I would not mind a Chick-fil-A at this location **if it were part of a larger, mixed-use building at the corner**. As a point of comparison, when Uptown Rents developed the mixed-used building at 2899 Short Vine, they cleverly designed a Fifth Third bank that faces the corner and still has 3 drive-thru lanes. That project has apartments above and demonstrates that a thoughtful design can incorporate a drive-thru while still appropriately facing the street. I would encourage the Commission to deny this proposal and challenge the owners to develop a new plan that better addresses the street and creates an attractive, safe streetscape.

Related to this site, I would encourage the Planning Commission to proactively work with DOTE to plan for a healthy, walkable neighborhood. We need to prioritize traffic calming to improve the pedestrian experience along McMillan and Taft: two-way traffic, narrower lanes, street trees and curb bumpouts. When we make it safer and more attractive for pedestrians and cyclists, we create a future that will be more sustainable and support higher density, walkable developments.

Thank you for your consideration, -John

EXHIBIT O



Date: January 24, 2024

Description: Rezone to PD 6.6399 Acres

Location: City of Cincinnati, Hamilton County, Ohio



Situated in Section 14, Town 3, Fractional Range 2 Between the Miamis, The City of Cincinnati, Hamilton County, Ohio and being 6.6399 acres to be re-zoned to Planned Development (PD) further described as follows:

Begin at the intersection of the centerline of East McMillan Street and Highland Avenue, said intersection being the True Point of Beginning;

- thence, departing said Highland Avenue and with said East McMillan Street, North 83° 55' 20" West, 525.97 feet;
- thence, departing said East McMillian Street, North 05° 48' 41" East, 451.77 feet to the centerline of William Howard Taft Road;
- thence, with said William Howard Taft Road, North 75° 34' 52" East, 560.55 feet to the intersection of the centerline of said William Howard Taft and Highland Avenue;
- thence, departing said William Howard Taft Road and with said Highland Avenue South 05° 48' 41" West, 648.05 feet to the True Point of Beginning containing 6.6399 acres.

Basis of Bearings: NAD83(2011) Ohio State Plane Coordinates, South Zone (3402).

The above description is a complete, proper and legal description of the property by deeds and plats of record.

Jeffrey O. Lambert Registered Surveyor #7568 in the State of Ohio

# EXHIBIT Q

