

SUBJECT: A report and recommendation on a proposed Final Development Plan for Phase Two of Planned Development #104, Chick-fil-A, located at 198 E. McMillan Street in Mt. Auburn.

GENERAL INFORMATION:

Location: 198 E. McMillan Street, Cincinnati, OH 45219

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

Request: Approval of the Final Development Plan for Planned Development #104 to allow for the construction of a Chick-fil-A restaurant with drive-through service.

ATTACHMENTS:

Provided in addition to this report are the following exhibits:

- Exhibit A – Location Map
- Exhibit B – Concept Plan and Site Plans
- Exhibit C – Architectural Drawings
- Exhibit D – Signage Plan
- Exhibit E – Development Schedule
- Exhibit F – Land Survey
- Exhibit G – Development Program Statement
- Exhibit H – Deed
- Exhibit I – Traffic Analysis Report
- Exhibit J – Coordinated Site Review Letter
- Exhibit K – Department of Transportation and Engineering Letter
- Exhibit L – Community Engagement Summary

BACKGROUND:

Planned Development #104 (PD-104), Chick-fil-A, was approved on May 7, 2025, by Ordinance 0118-2025, in which the City Council approved the zone change and Concept Plan and Development Program Statement. The approved zone change and proposed Final Development Plan will go into effect on June 6, 2025, establishing PD-104 thirty days after the signing of the ordinance.

The subject property is an approximately 5.5-acre site situated 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 Concept Plan and Development Program Statement for PD-104 includes two phases. Phase One is the existing four-story apartment building (The Union on Taft Apartments) with surrounding surface parking (180 spaces) and open space. This development occurred in 2023 and is considered complete with no proposed changes. The petitioner is seeking approval of a Final Development Plan for Phase Two to allow for the construction of a new restaurant with drive-through service operated by Chick-fil-A, Inc. on the existing surface parking near E. McMillan Street and Highland Avenue (Exhibit A).

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:

Zoning: Office General-Transportation Corridor (OG-T)

Use: Hamilton County office buildings

East:

Zoning: Office General-Transportation Corridor (OG-T), Commercial Community-Mixed-Transportation Corridor (CC-M-T), and Commercial Community-Pedestrian-Transportation Corridor (CC-P-T)

Use: Two-family homes, a multi-family home, offices, and restaurant

South

Zoning: Planned Development (PD) and Office General-Transportation Corridor (OG-T)

Use: Multi-family apartment buildings and office

West:

Zoning: Office General-Transportation Corridor (OG-T)

Use: Surface parking lot

DESCRIPTION OF DEVELOPMENT:

The petitioner is proposing to develop Phase Two at 198 E. McMillan Street. The Phase Two development includes a new restaurant with drive-through service (Chick-fil-A) on 1.47 acres in the southeast corner of PD-104 near E. McMillan Street and Highland Avenue (Exhibit B).

Buildings

The proposed drive-through restaurant (Exhibit C) will be a one-story building, not to exceed 21 feet in height and 5,020 square feet. The building will be setback approximately 15 feet from E. McMillan Street and 45 feet from Highland Avenue. The main building entrance will be on the building's west facade, with staff entrances facing east towards Highland Avenue. The building will be a combination of dark brown and light brown brick veneer, bronze prefinished metal roofing, and painted accents. The restaurant will provide seating for up to 90 guests inside and four guests outdoors.

Two attached canopy structures are proposed. The first canopy will be on the south façade along E. McMillan Street. The canopy will be approximately 60 feet long and match the materials used on the primary building with a brick base and bronze metal roof. The second canopy will be located along the north façade and be approximately 31 feet by 50 feet and be covered by a bronze metal roof.

The refuse and storage areas have been identified and will match the materials used on the primary building.

Parking

The existing site includes 325 parking spaces. PD-104 will maintain 180 parking spaces for the Union on Taft Apartments and 76 parking spaces for the Chick-fil-A restaurant.

Signage

The applicant submitted a proposed signage plan for Phase Two with the Concept Plan and Development Program Statement, which was approved as part of the rezoning. The signage plan (Exhibit D) includes the following:

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 will display the business logo, and the bottom half will 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 will display the restaurant's business logo, and the bottom half will 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 will 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 will 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 will display the message, “Welcome Friends and neighbors ... McMillan & Highland”.

Circulation

The proposed Chick-fil-A will have vehicular access from a separate driveway entrance on E. McMillan Street and an entrance on Highland Avenue. The existing E. McMillan Street driveway, closest to the corner of Highland Avenue, will be moved approximately 100 feet west from its current location. A two-way drive will funnel traffic from both entrances towards a two-lane drive-through circling the structure on the north, east, and south facades. 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 Chick-fil-A will provide an outdoor area with dining for up to four guests along the west façade. Uptown Rental Properties will retain ownership of the land for both phases and ensure the maintenance of the common open space.

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 2-foot retaining wall with a 3.5-foot tall fence along most of the site’s Highland Avenue edge, continuing around the corner onto E. McMillan Street for approximately 35 feet.

Landscaping

A landscape plan was submitted with the Final Development Plan. The landscaping for Phase Two includes eight shade trees, 41 deciduous shrubs, 21 evergreen shrubs, and 6,657 square feet of sod ground cover. The proposed impervious ratio of PD-104 is 0.73, where approximately 4.02 acres of the total 5.51 acres will be impervious surfaces. The landscape plan is in compliance with the requirements of §1425.29-*Surface Parking Lot Landscaping*.

Additionally, Phase Two will provide a 5-foot tree lawn, 5-foot sidewalk, and 6-foot landscape area along E. McMillan Street, and a 7-foot sidewalk and 5-foot landscape area along Highland Avenue.

Schedule

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

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 will begin in September 2025 with an anticipated opening in February 2026.

FINAL DEVELOPMENT PLAN:

According to §1429-13 *Final Development Plan*, following approval of a Planned Development District with a Concept Plan and Development Program Statement, a Final Development Plan must be submitted to the City Planning Commission. A Final Development Plan must be filed for any portion of an approved Concept Plan that the petitioner wishes to develop, and this plan must conform substantially to the approved Concept Plan and Development Program Statement.

Consistent with the provisions of §1429-13, the following information was provided and attached to this report:

- a. **Survey** – A survey showing the site boundary, topography, and existing utilities is included as Exhibit F.
- b. **Site Plan** – A site plan showing the proposed buildings, accessory structures, parking, and access drives is included in Exhibit B. The site plan is consistent with the approved Concept Plan and Development Program Statement (Exhibit G).
- c. **Engineering Plans** – Engineering plans, including the grading plan, utility service plan, and photometric plan are included in Exhibit B.
- d. **Open Space** – Approximately 73% of the PD-104 site will be occupied by buildings or paved surfaces (51,719 sq. ft.), leaving 27% of the site that will be open space.
- e. **Schematic Building Plans** – Schematic building plans are included as Exhibit C.
- f. **Landscape Plans** – A landscape plan with shrub, perennial, and tree plantings is included in Exhibit B.
- g. **Phased Schedule** – The proposed Final Development Plan will be completed in one phase (Phase Two) with an anticipated completion date in February 2026, as stated in Exhibit E.
- h. **Ownership** - The property is owned by Union on Taft LLC. A limited warranty deed is included as Exhibit H.
- i. **Statement of Uses** – The principal uses of the site is restaurant, limited and associated parking. The use is consistent with the approved Concept Plan and Development Program Statement (Exhibit G).
- j. **Future Ownership and Control** – If approved, the applicant intends to subdivide the land for the two uses. Union on Taft LLC will maintain ownership of both properties while managing the apartment building and leasing the Phase Two land to Chick-fil-A, Inc.
- k. **Restrictive Covenants** – The restrictive covenant as required by §1429-15 (d) is included in Exhibit H. No other covenants exist on the property.
- l. **Other Information**

Noise Levels

Noise levels during the construction and use of the proposed Final Development Plan is pursuant to § 909-3, *Loud Noise*, and based on the requirements for the adjacent zoning district for the receiving property. The proposed project shall be in compliance with the provisions outlined in §909-3 with acknowledgement that the “Receiving or Affected Property” in this case shall be Commercial (CC) and Office (OG). The following permanent noise levels apply to the proposed Final Development Plan (next page):

Table 1 Sunday through Wednesday			
Times	7 a.m. to 7 p.m.	7 p.m. to 2 a.m.	2 a.m. to 7 a.m.
Day	Sunday through Wednesday	Sunday through Wednesday	Sunday through Thursday
Noise Level	70 dB	65 dB	65 dB

Table 2 Thursday			
Times	7 a.m. to 7 p.m.	7 p.m. to Midnight	Midnight to 7 a.m.
Day	Thursday	Thursday	Friday
Noise Level	70 dB	75 dB	65 dB

Table 3 Friday through Saturday			
Times	7 a.m. to 7 p.m.	7 p.m. to 2 a.m.	2 a.m. to 7 a.m.
Day	Friday through Saturday	Friday through Saturday	Saturday through Sunday
Noise Level	75 dB	75 dB	70 dB

CITY PLANNING COMMISSION APPROVAL OF FINAL DEVELOPMENT PLAN:

The City Planning Commission may approve a Final Development Plan for a development in a Planned Development District (§1429-15) on consideration of the following:

- a. **Consistency** – The Final Development Plan is consistent with the purposes of the Planned Development District Regulations, based on support from the City Planning Commission and approval by the City Council.
- b. **Adequate Streets** – The existing public streets are adequate to serve the proposed development, as described in the Traffic Analysis Report (Exhibit I).
- c. **Adequate Infrastructure** – A Technical Design Review for the project was conducted through the Coordinated Site Review process and the applicant has worked to address the concerns that were identified (Exhibit J).
- d. **Covenant** – The applicant will need to provide any necessary covenants in accordance with §1429-15 (d) in connection with submission of building permits.
- e. **Release of Covenants** – The City Manager, on receipt of a recommendation from the Director of City Planning and Engagement, may recommend the covenant be terminated in the following instances: the particular use requiring a covenant is no longer necessary and the building permits have been terminated, or the condition or conditions requiring such covenant are no longer applicable.
- f. **Compatibility** – The proposed uses, location of structures, parking areas, open spaces, and landscaping are compatible with the surrounding development as it is adjacent to other multi-family apartments and office buildings with similar scale and site layout and the presence of a drive-through restaurant to the east.
- g. **Sufficiency of Legal Documents** – Provided legal documents meet development standards.
- h. **Sufficiency of Provisions for Maintenance of Common Areas** – Open space and common areas are identified and provisions have been made for the care and maintenance of such areas.

COORDINATED SITE REVIEW:

Phase Two (Chick-fil-A restaurant) was reviewed by City departments and reviewing agencies through the City's Coordinated Site Review (CSR) process in September 2024 (Exhibit J). The Department of City Planning and Engagement (DCPE) recommended a zone change; that process is now complete.

The applicant worked with the Department of Transportation and Engineering (DOTE) on the required traffic analysis, including trip generation and distribution. On February 21, 2025, DOTE confirmed their completed review of the Traffic Analysis Report (Exhibit I), 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 are necessary for the right-of-way to support the traffic for the proposed restaurant.

PUBLIC COMMENT AND NOTIFICATION:

The applicant team has engaged with the Mt. Auburn Community Council (MACC), as reported in Exhibit L. 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.

The Department of City Planning and Engagement held a virtual Public Staff Conference on the proposed Concept Plan and Development Program Statement, and Final Development Plan, on March 6, 2025. Three members of the public were in attendance. One MACC member provided public comment, which included praise for the applicant team's 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 May 16, 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. No additional correspondence has been received.

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 updated the proposed pedestrian network to expand non-auto-motive travel and encourage pedestrian connections between private property and public right-of-way.

The Green Cincinnati Plan (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 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.

FINDINGS:

It is the opinion of staff of the Department of City Planning and Engagement that the Final Development Plan is in compliance with §1429-15 “Planning Commission Approval of Final Development Plan” as outlined in this report.

CONCLUSIONS:

The staff of the Department of City Planning and Engagement supports the proposed Final Development Plan for Phase Two of Planned Development #104, Chick-fil-A, for the following reasons:

1. The Final Development Plan is consistent with the approved Concept Plan and Development Program Statement.
2. The development is compatible with the existing character of the surrounding development.
3. The Final Development Plan is consistent with *Plan Cincinnati* (2012), *The Green Cincinnati Plan* (2023), and the *Mt. Auburn Community Plan* (1992).

RECOMMENDATION:

The Department of City Planning and Engagement staff 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. **APPROVE** the proposed Final Development Plan for Phase Two of Planned Development #104, Chick-fil-A, located at 198 E. McMillan Street in Mt. Auburn.

Respectfully submitted:



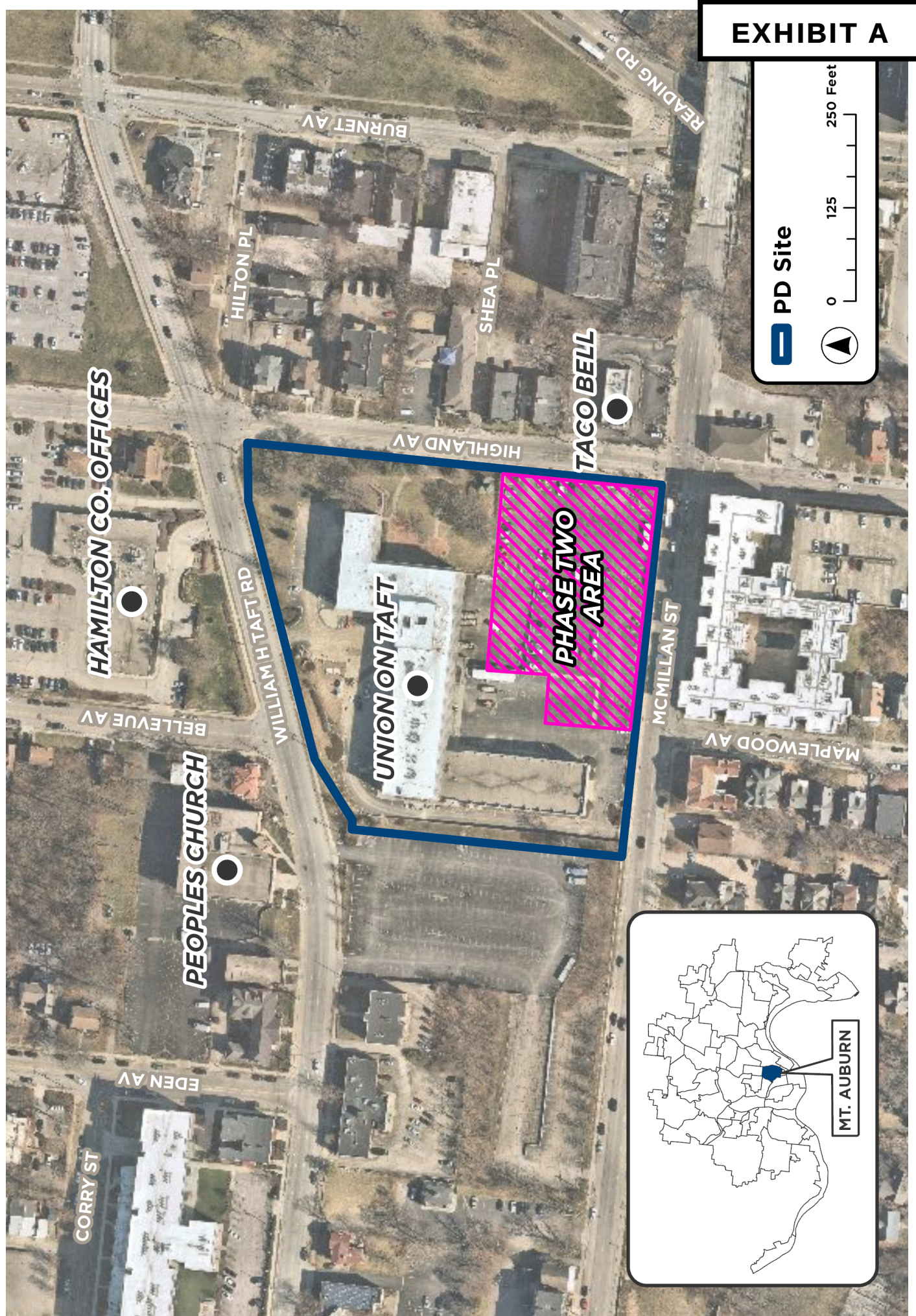
Kyle Gibbs, City Planner
Department of City Planning & Engagement

Approved:



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

PROPOSED FINAL DEVELOPMENT PLAN FOR PHASE TWO
OF THE PD AT WILLIAM HOWARD TAFT, HIGHLAND, & MCMILLAN





W
WOOLPERT

FSR# 05724

REVISION SCHEDULE		DESCRIPTION
NO.	DATE	

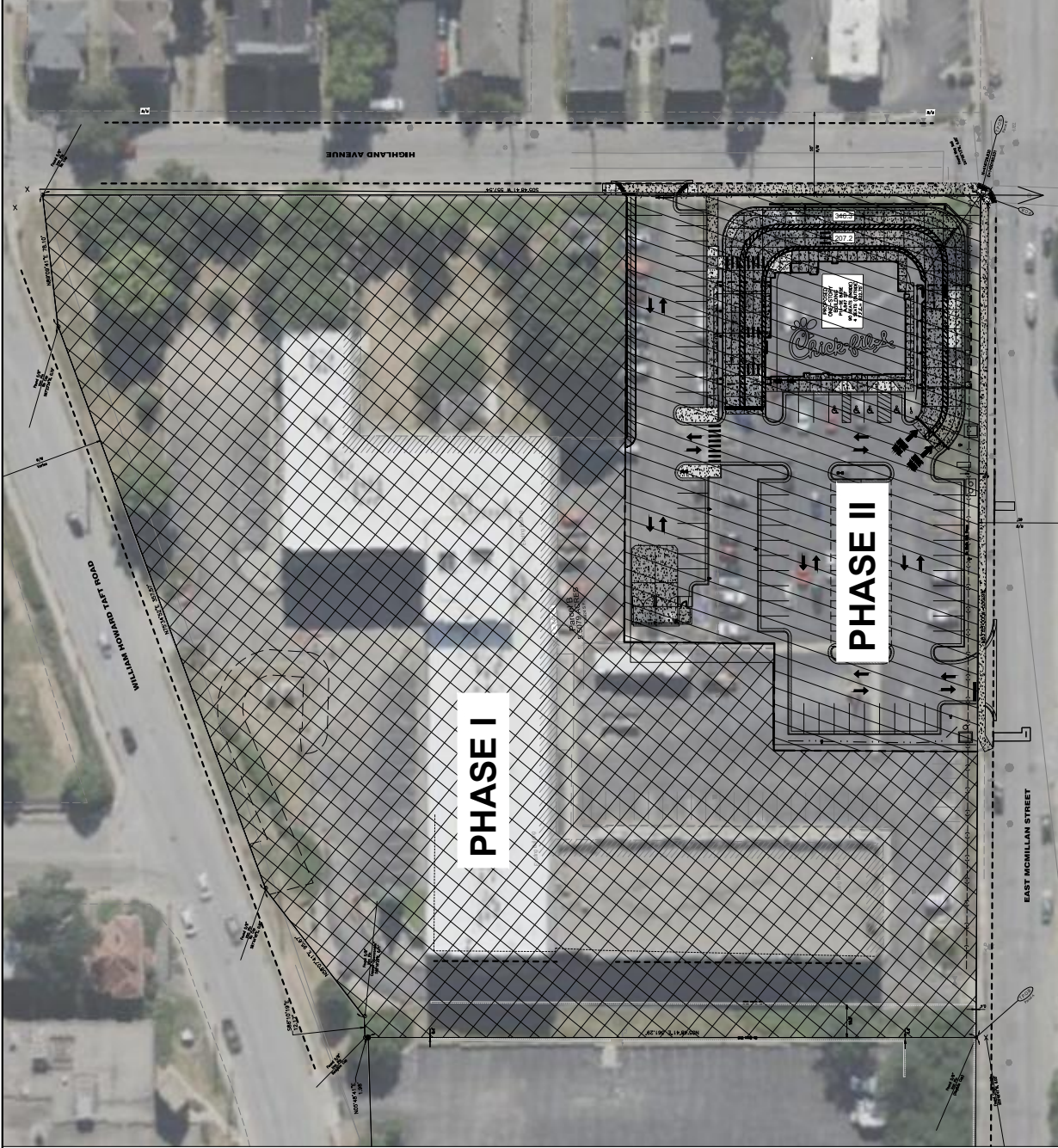
EXHIBIT B

ENGINEER'S PROJECT
PRINTED FOR
DATE
DRAWN BY: BAC
CHECKED BY: SRK
This drawing is prepared for the
project and is not to be
produced for other use without
any further written approval
of the project manager.
SHEET
ZONING EXH
SHEET NUMBER

GRAPHIC SCALE IN FEET

PRELIMINARY

NOT FOR CONSTRUCTION





Chick-fil-A
5200 Burlington Road
Atlanta, Georgia
30349-2998



CHICK-FIL-A
CORYVILLE (OH) FSU
E MCMILLAN STREET & HIGHLAND AVE
CINCINNATI, OHIO 45219

FSR# 05724

REVISION	SCHEDULE	DATE	DESCRIPTION
1	1	1/27/2025	1/27/2025 1:15 PM

EXHIBIT B

NO.	DESCRIPTION
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PRELIMINARY



GRAPHIC SCALE IN FEET
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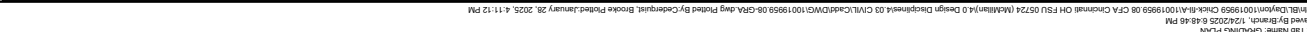
PRELIMINARY
NOT FOR CONSTRUCTION

DEMOLITION KEYNOTES

NO.	DESCRIPTION
1	FULL DEPTH SAWCUT AND REMOVE EXISTING PAVEMENT TO SUBGRADE
2	REMOVE EXISTING CURB TO SUBGRADE
3	REMOVE TREE/SHRUB
4	REMOVE SIGN IN ITS ENTIRETY
5	REMOVE LIGHT POLE IN ITS ENTIRETY
6	REMOVE CHAIN LINK FENCE IN ITS ENTIRETY
7	REMOVE CONCRETE RETAINING WALL
8	REMOVE CONCRETE RETAINING WALL
9	REMOVE CHAIN LINK FENCE IN ITS ENTIRETY
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DEMOLITION NOTES

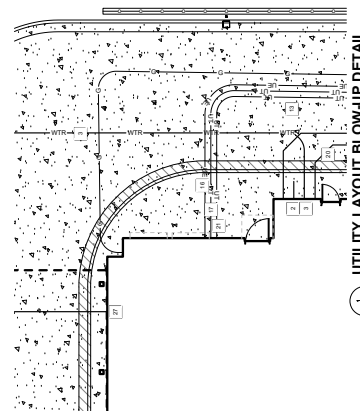
- EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATION. CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND PROTECTING ALL UTILITIES DURING CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND PROTECTING ALL UTILITIES DURING CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND PROTECTING ALL UTILITIES DURING CONSTRUCTION.
- CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF BENCHMARKS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND PROTECTING ALL UTILITIES DURING CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND PROTECTING ALL UTILITIES DURING CONSTRUCTION.
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PRELIMINARY
NOT FOR CONSTRUCTION

- MISCELLANEOUS NOTES:

ALL BUILDING UTILITY SERVICE LOCATIONS ARE TO BE VERIFIED BY THE UTILITY CONTRACTOR PRIOR TO CONSTRUCTION. ARCHITECTURAL PLANS SHALL BE REVISED TO REFLECT THE UTILITY CONTRACTOR'S FINDINGS. AT LEAST ONE LIGHT POLE LOCATIONS SEE PHOTO METEWS PLAN FOR UTILITY LOCATIONS. FOR ANY CONSTRUCTION WITHIN PUBLIC ROW/ TRAIL RIGHT-OF-WAY, THE UTILITY CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS. THE CONTRACTOR SHALL CONTACT THE CITY AND/OR DOT TO OBTAIN APPLICABLE PERMITS. WORK WITHIN THE ROW SHALL BE DONE IN ACCORDANCE WITH THE CITY OF DENVER STANDARD SPECIFICATIONS. ONLY THE UTILITY MAJOR EXISTING VALVES. THE CONTRACTOR MUST CONTACT THE UTILITY TO SCHEDULE INSPECTIONS FOR ALL WORK WITHIN THE ROW. TRIGGER WIRE ON THE WATER SERVICE SHALL BE CONNECTED TO THE UTILITY CONTRACTOR'S WATER MAIN AND SHALL BE IN ACCORDANCE WITH THE UTILITY SPECIFICATIONS. ANY WORK PERFORMED IN THE ROW SHALL BE PERFORMED BY A UTILITY QUALIFIED CONTRACTOR AND MONITORED BY UTILITY.



SCALE: 1"=10'



FSR# 05724

REVISION SCHEDULE		DESCRIPTION
NQ.	DATE	



60
40
20
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GRAPHIC SCALE IN FEET

PRELIMINARY
NOT FOR CONSTRUCTION

EXHIBIT B

L-100

[illegible]

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

REQUIRED: 8 TREES

PLANT MATERIAL

LARGE CANOPY TREES

LANDSCAPE LEGEND



90% FINE LEAF FESCUE (FESTUCA ARUNDINACEA)
REBEL II, WRINGLER, BONANZA, MOJAVE OR EQUAL

10% KENTUCKY BLUEGRASS (POA PRATENSIS)
MIDNIGHT, RUCKBY II, MIDRON VARIETIES OR EQUAL

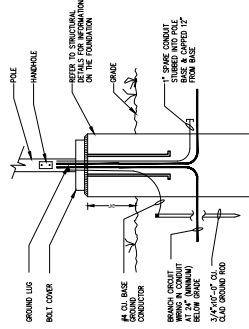
98% PURITY AND 85% GERMINATION

NO.	QTY	SCIENTIFIC NAME	COMMON NAME	COND.	SIZE	REMARKS
SHADE TREES						
AO	4	<i>Acacia kirkiana</i> Weddard	Acacia Bark Maple / Acacia Pong	MO	2" x 10'	Plat, well shaped
AF	4	<i>Quercus coccoloba</i>	Quercus coccoloba	MO	2" x 10'	Plat, well shaped
AD	1	<i>Taxodium distichum</i>	Salt Cedar	MO	2" x 10'	Plat, well shaped
DECIDUOUS SHRUBS						
VC	21	<i>Malvaceae coronaria</i> L. (14)	Little White Malvaceae	#3 cont.	12" H x 12" W x 12" D	Plat, well shaped
VC	21	<i>Artemisia arbuscula</i> Willd (excellent)	Red Chalcidaria	#3 cont.	12" H x 12" W x 12" D	Plat, well shaped
AP	14	<i>Hydrangea paniculata</i>	Large Hydrangea	#3 cont.	24" H x 24" W x 24" D	Plat, well shaped
HO	3	<i>Hydrangea paniculata</i>	Small Hydrangea	#3 cont.	24" H x 24" W x 24" D	Plat, well shaped
EVERGREEN SHRUBS						
TM	4	<i>Taxus canadensis</i> 'Dorchester'	Dorchester Tree	#3 cont.	24" H x 24" W x 24" D	Plat, well shaped
JS	1	<i>Juniperus chinensis</i> 'Sue Green'	Sue Green Juniper	#3 cont.	24" H x 24" W x 24" D	Plat, well shaped
PM	16	<i>Prunella magica</i> 'Red'	Red Magic Tree	#3 cont.	24" H x 24" W x 24" D	Plat, well shaped
PERENNIALS						
RF	12	<i>Red Rock Salvia</i>	Red Rock Salvia	#1 cont.		Plat, well shaped
HO	25	<i>Hemerocallis 'Yellow'</i>	Yellow Hemerocallis	#1 cont.		Plat, well shaped
SK	45	<i>Scilla maritima</i> var. <i>albertiana</i>	White Scilla	#1 cont.		Plat, well shaped
GRASSES / GROUND COVERS						
JC	2	<i>Juniperus chinensis</i> 'Targent White'	Green Spreading Juniper	#1 cont.		Plat, well shaped
PM	41	<i>Prunella magica</i>	Red Magic Tree	#1 cont.		Plat, well shaped
CA	5	<i>Calluna vulgaris</i> 'Sue Green'	Sue Green Calluna	#2 cont.		Plat, well shaped
SL	10	<i>Sparganium angustifolium</i>	Sparganium angustifolium	#2 cont.		Plat, well shaped
CH	10	<i>Chamaenerion latifolium</i>	Chamaenerion latifolium	#2 cont.		Plat, well shaped
PC	17	<i>Potamogeton amplifolius</i>	Shoreland Potamogeton	#2 cont.		Plat, well shaped
CP	18	<i>Centaurea jacobina</i>	March Marginal	#1 cont.		Plat, well shaped

* QUANTITIES ARE PROVIDED FOR CONVENIENCE ONLY. CONTRACTOR IS RESPONSIBLE FOR ALL QUANTITIES OF PLANTS ON LANDSCAPE PLAN.

PHOTOMETRIC NOTES

1. ALL FIXTURES UTILIZED IN THIS SITE PHOTO METRIC TRUCK FULL CUTOFF.
2. MOUNTING HEIGHTS VARY FROM 11' TO 12' (4' MOUNTING POLE BASE), UNLESS OTHERWISE NOTED.
3. SEE FUTURE SCHEDULE FOR COLOR TEMPERATURES.

[illegible]

TYPICAL POLE BASE DETAIL



SITE
ADAPT
LOGO
AND
ADDRESS

NOT FOR
REGULATORY
APPROVAL,
BIDDING, OR
CONSTRUCTION

CHICK-FIL-A
MCMILLAN & HIGHLAND
E. MCMILLAN & HIGHLAND AVE
CORRVILLE, OH 45219

FSR#05724
BUILDING TYPE/SIZE: P14 SE 24.11
RELEASE:
PRINTED FOR
PRELIMINARY
BELOW: SOMEONE

EXHIBIT C

[illegible]

APPLICABLE CODES	
BUILDING CODE:	
International Building Code (IBC), 2017 Edition	
California Building Code (CBC), 2017 Edition	
Ohio Building Code (OBC), 2017 Edition	
ELECTRICAL CODE:	
National Electrical Code (NEC), 2017 Edition	
California Electrical Code (CEC), 2017 Edition	
International Building Code (IBC), 2017 Edition	
ACCESSIBILITY CODE:	
International Building Code (IBC), 2017 Edition	
California Building Code (CBC), 2017 Edition	
Ohio Building Code (OBC), 2017 Edition	
ENERGY CODE:	
California Energy Code (CEC), 2017 Edition	
International Building Code (IBC), 2017 Edition	
Ohio Building Code (OBC), 2017 Edition	
PLUMBING CODE:	
California Plumbing Code (CPC), 2018 Edition	
International Plumbing Code (IPC), 2018 Edition	

PERSPECTIVE VIEW

PERSPECTIVE VIEW

PERSPECTIVE VIEW

T1 LOW PLANT 2'1" - 6'10"

T1 FOLDER 1'1" - 3'7"

B1 CANDOPY 6'0" - 8'0"

WATER TABLE 3'0" - 5'0"

T1 SLAB 0'0" - 5'0"

Technical drawing of a building facade elevation. The drawing is oriented vertically on the page. It features a gabled roof with a central entrance and a large window. The entrance has a pediment supported by columns. The window has a decorative lintel. The drawing is oriented vertically on the page.

THRESH PLATE 22' - 0"

TRIM PLATE 21' - 4 1/2"

TRIMMER 13' - 0"

0.52 ANCHOR 9' - 5"

WATER TABLE 2' - 0"

TRIMMER 11' - 0"

EXTERIOR ELEVATION

3'6" x 10'



EXTERIOR ELEVATION
3/16/17

ATTACHED COUNTRY SCHEDULE 15			
To: Birth Month / Year		Overall	
Month	Year	Overall	Overall
C-12	Overall Category	0	0-4
C-13	Overall Category	0	0-4
C-14	Overall Category	0	0-4
C-15	Overall Category	0	0-4
C-16	Overall Category	0	0-4
C-17	Overall Category	0	0-4
C-18	Overall Category	0	0-4
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C-98	Overall Category	0	0-4
C-99	Overall Category	0	0-4
C-100	Overall Category	0	0-4

A photograph of the exterior of a Chick-fil-A restaurant. The building features a large, red, cursive 'Chick-fil-A' sign on a light-colored wall. To the right of the sign is a drive-thru lane with a circular sign that reads '51'. The building has a modern design with large windows and a dark roofline.

This architectural floor plan shows the layout of the first floor. It features a large central hall with a grid of columns. To the left of the hall is a long, narrow corridor. To the right is a large open area, possibly a courtyard or a large room, with a few scattered columns. The plan is oriented with a north arrow pointing towards the top right.

Figure 1 illustrates the cross-section of a road. The central road has a width of 6.12m. The total width of the road and shoulders is 10m. The diagram is divided into two main sections by a vertical line, with a horizontal line indicating the center of the road.

[illegible]



Chick-File-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

SITE
ADAPT
LOGO
AND
ADDRESS

PROTOTYPICAL SET
NOT FOR
REGULATORY
APPROVAL
BIDDING OR
CONSTRUCTION

CHICK-FIL-A

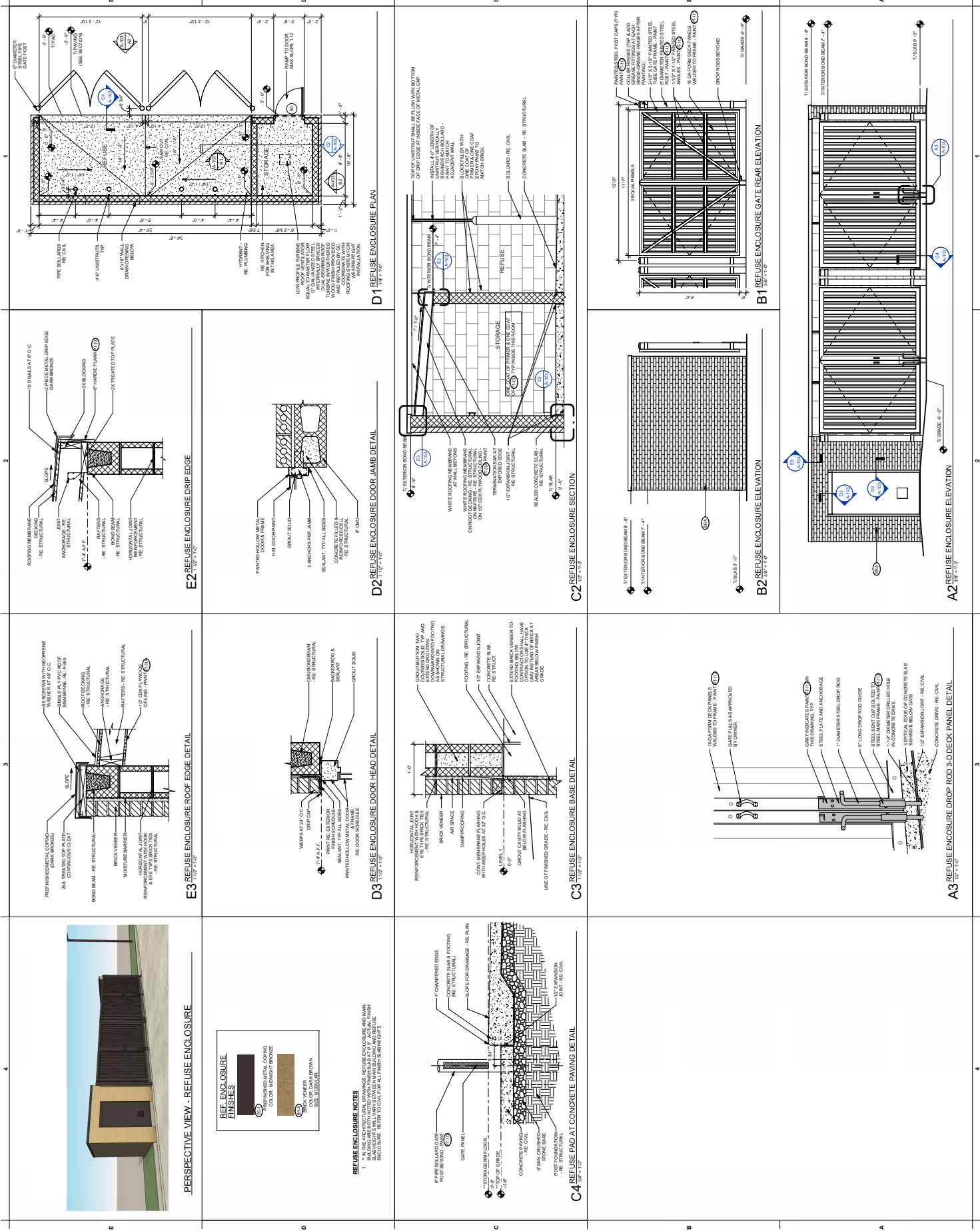
E. MCMILLAN & HIGHLAND AVE
CORYVILLE, OH 45219

CHICK-FIL-A
MCMILLAN & HIGHLAND
CORYVILLE, OH 45219

FSR#05724
BALDWIN TYPE: FSR
PRELIMINARY
REVISION SCHEDULE

EXHIBIT C

DATE: 05/24/2025
TIME: 10:56 AM
USER: JACOB
PROJECT: CHICK-FIL-A
SHEET: 05/24/2025





Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

SITE
ADAPT
LOGO
AND
ADDRESS

CHICK-FIL-A
MCMILLAN & HIGHLAND
E. MCMILLAN & HIGHLAND AVE
CORRYVILLE, OH 45219

FSR#05724
BUILDING TYPE / SIZE: P14 SE BNB 24.05
REL BASE: 1
PRINTED FOR: PRELIMINARY

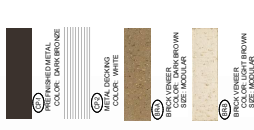
EXHIBIT C

IBIT C

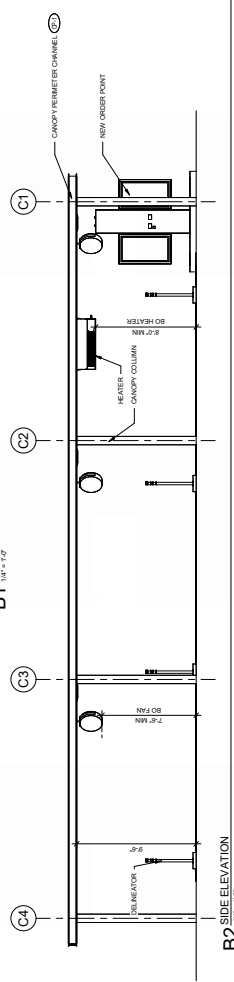
ORDER POINT - ELEVATION

[illegible]

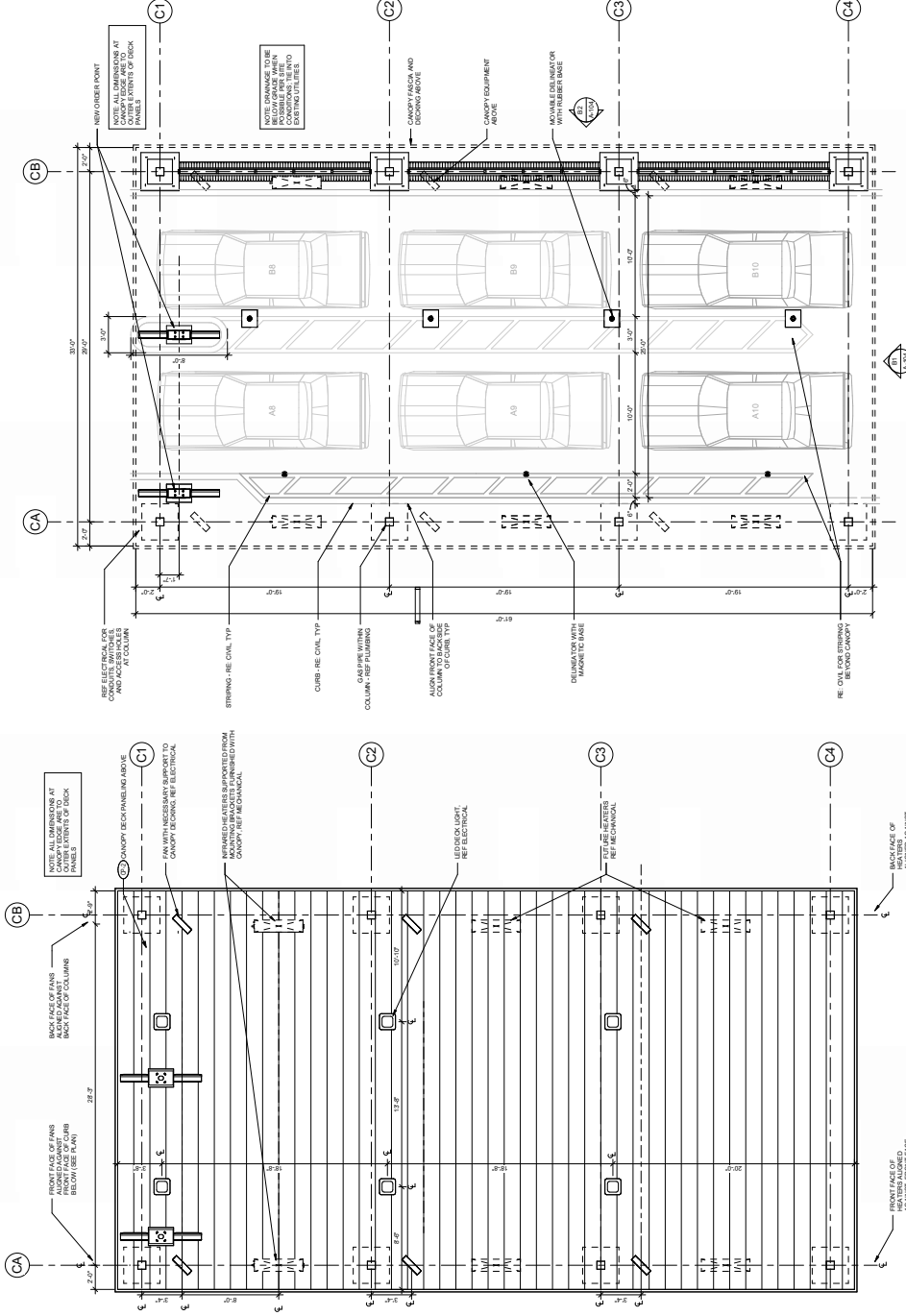
OP CANOPY FINISHES



D4 ENTRY ELEVATION



DO SIDE ELEVATION



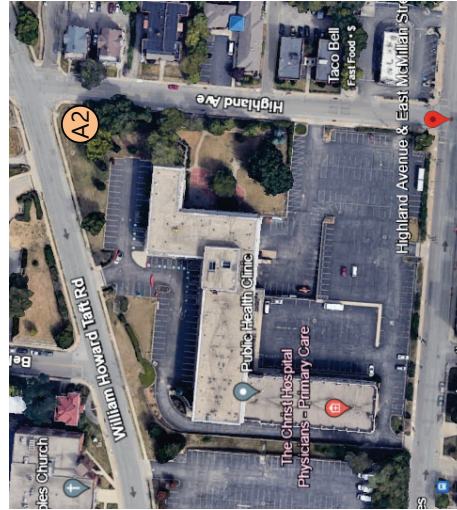
A2 ORDER POINT CANOPY REFLECTED CEILING PLAN

A1 ORDER POINT CANOPY PLAN

EXHIBIT D

Item	Description	Qty	Sign Area	Allowed
A1	Main ID Sign	1	72.00	247.50
A2	Shared Monument Sign	1	63.00	
B	Wall Sign - Script 5.0' (red)	1	58.75	72.00
C	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	125.81

Item	Description	Qty
K1	DOT - Handicapped Parking	3
K2	DOT - Handicapped Parking (Van)	1
L	DOT - Pedestrian Sign	2
M	DOT - Stop (30")	2
N	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
404-361-3800
www.daytonsigns.com

SITE PLAN

DRAWING FILE - CFA - CORYVILLE OH SIGNAGE CDR

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
L05724

STORE ADDRESS
Chick-n-A at Coryville, OH
198 E McMillan Street
Cincinnati, Ohio 45219

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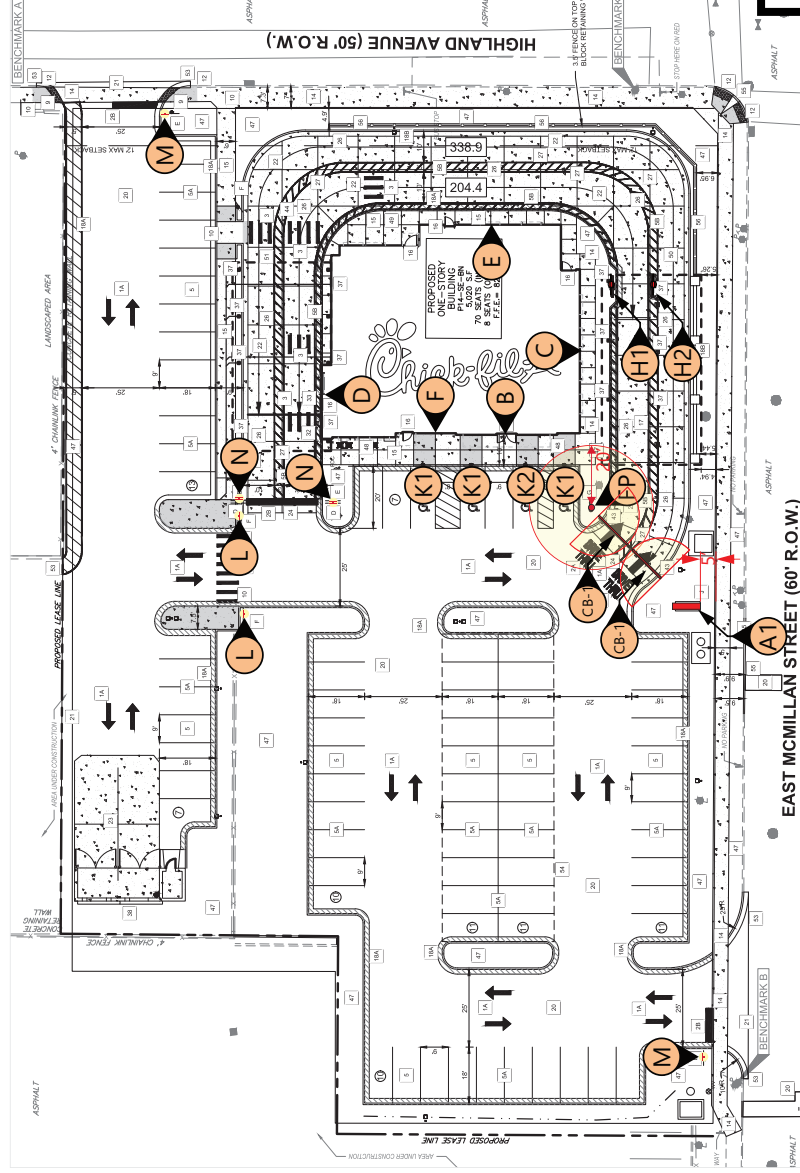


EXHIBIT D

P14

BUILD
ELEVATIONS

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

STORE NUMBER
L05724

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

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ELEVATIONS

DRAWING FILE - CFA - CORYVILLE OH SIGNAGE CDR

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



ELEVATIONS

SCALE - 3/32" = 1'-0"



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, CAPACED EVENLY. PAINT INTERIOR OF CABINET'S MATTE WHITE. CLOSED SUNDAY PANEL (IF SHOWN)

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

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

PAINTED MATTHEWS
#74155 DARK BRONZE, SEMI-GLOSS

[illegible]

ALL ELECTRICAL
SIGNS ARE
120 VOLTS
UNLESS
OTHERWISE INDICATED

STORE NUMBER	STORE ADDRESS
L05724	Chick-fil-A at Coryville, OH 198 E McMillan Street Cincinnati, Ohio 45210

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EXHIBIT D

SEE ENGINEER STAMPED DRAWING
FOR FOUNDATION DETAILS

SPECIFICATIONS

SIGN CABINET IS FABRICATED ALUMINUM CABINET WITH ACRYLIC FACES DECORATED WITH TRANSLUCENT VINYL FILM GRAPHICS.

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



COLOR TBD



WHITE ACRYLIC



MASONRY TO MATCH BUILDING

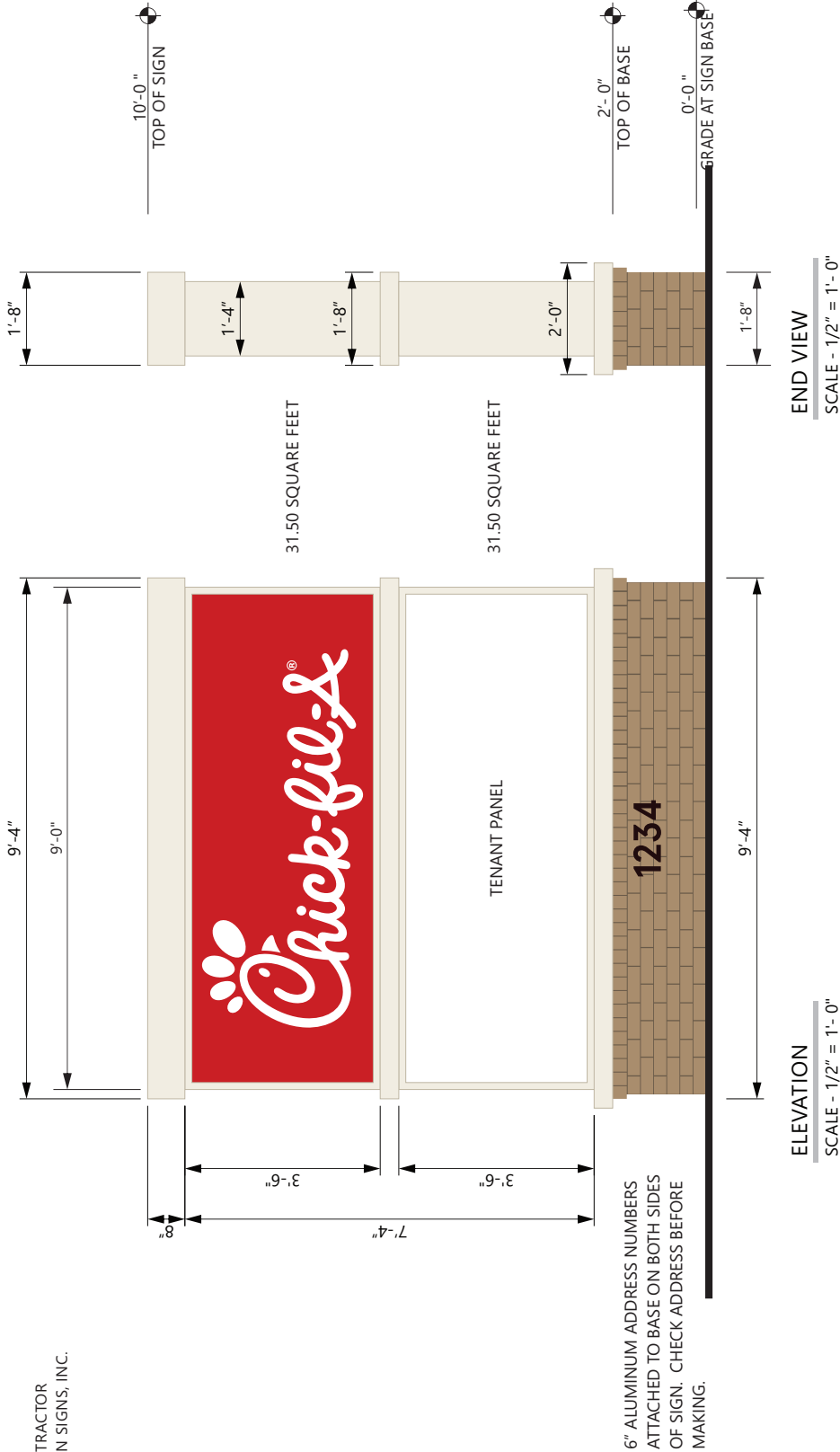


EXHIBIT D

LOC A

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

STORE NUMBER
L05724

DRAWN BY
Ben Holliday

ACCOUNT REP
Ben Holliday

DRAWING DATE
April 6, 2024

REVISION DATE
January 29, 2025

ALL ELECTRICAL
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OTHERWISE INDICATED

DRAWING FILE - CFA - CORYVILLE OH SIGNAGE CDR

SHARED MONUMENT SIGN

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Lake City, GA 30260

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www.claytonsigns.com

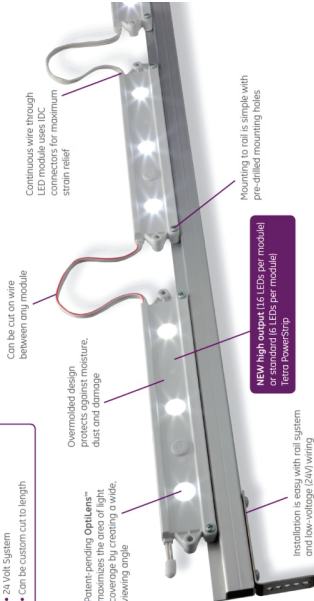
CLAYTON SIGNS

EST. 1975

DOUBLE FACED CABINET LIGHTING

Tetra® PowerStrip DS

- Double-sided LED system
- 24 volt system
- Can be custom cut to length



Technical Specifications

Specification Item	Wavelength	Typical Brightness (lumens/module)	LEDs/Module	Energy Consumption (System/Module)	Power Loading	Viewing Angle
Tetra PowerStrip DS	7100K, 5000K	287	3	3.13	3.58	18 Modules / 150W
Tetra PowerStrip DS	7100K, 5000K	534	6	6.26	7.14	18 Modules / 150W
Tetra PowerStrip DS	7100K, 5000K	400	8	8.33	4.15	18 Modules / 150W
Tetra PowerStrip DS	7100K, 5000K	460	8	8.33	4.15	18 Modules / 150W
Tetra PowerStrip DS	7100K, 5000K	720	15	8.55	7.14	14 Modules / 120W
Tetra PowerStrip DS	4100K, 3000K	530				PS

Specification Item		Tetra PowerStrip	
Power Supply		GFPS12-20 Input: 90-264VAC, Output: 12VDC	GFPS24-20 Input: 90-264VAC, Output: 24VDC
		GFPS12-60 Input: 108-305VAC, Output: 12VDC	GFPS24-60 Input: 108-305VAC, Output: 24VDC
		GFPS12-100 Input: 108-305VAC, Output: 12VDC	GFPS24-100 Input: 108-305VAC, Output: 24VDC
		GFPS12-180 Input: 90-264VAC, Output: 12VDC	GFPS24-180 Input: 90-264VAC, Output: 24VDC
		GFPS12-180 Input: 108-305VAC, Output: 12VDC	GFPS24-180 Input: 108-305VAC, Output: 24VDC
Maximum Supply Wire Limits		Supply Wire Gauge	
20 ft. (6.1 m)		120 ft. (36.6 m)	
25 ft. (7.6 m)		10AWG/2.0mm ² supply wire - 9A/0.9	
35 ft. (10.6 m)		10AWG/2.0mm ² supply wire	
45 ft. (13.7 m)		10AWG/2.0mm ² supply wire	
60 ft. (18.3 m)		10AWG/2.0mm ² supply wire	
Operating Environment		Tetra PowerStrip High Output: 0.69 x 1.14 x 8.82 in. (1.8 x 29 x 226 mm)	
Module Dimensions (h x w)		Tetra PowerStrip High Output: 0.69 x 1.14 x 8.82 in. (1.8 x 29 x 226 mm)	
Sign Dimensions		For best results, recommended sign depth is 5 inches (127 mm) or greater. For best results, recommended sign depth is 10 inches (254 mm) or greater.	
Sign Certifications		UL listed, separate enclosure required. Sign location rated	

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.daytonsigns.com

MONUMENT SIGN DETAILS

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

ALL ELECTRICAL
SIGNS ARE
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OTHERWISE INDICATED

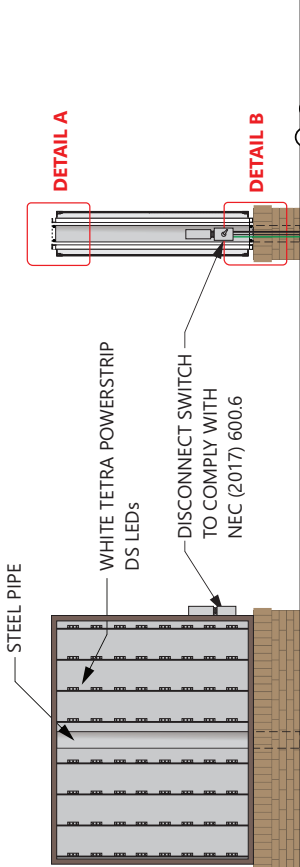
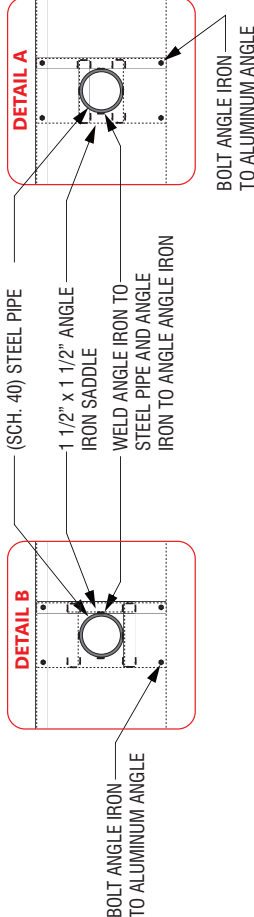
STORE NUMBER
L05724

STORE ADDRESS
Chick-Hi-A at Coryville, OH
198 E McMillan Street
Cincinnati, Ohio 45219

LOCAL
A1

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EXHIBIT D



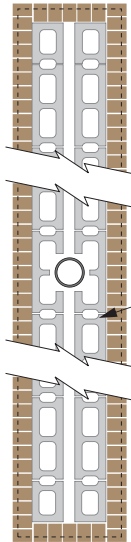
ELEVATION

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

END VIEW

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

1 CIRC. 20 AMP / 120V



MASONRY PLAN VIEW

6" OR LESS CMU
INSIDE OF BRICK

Electrical specifications:		
Volts:	120	Amp: 20
Circ.:	1	
Colors:		
#	A	GREEN ELECTRICAL WIRE
B	BLACK ELECTRICAL WIRE	
C	WHITE ELECTRICAL WIRE	

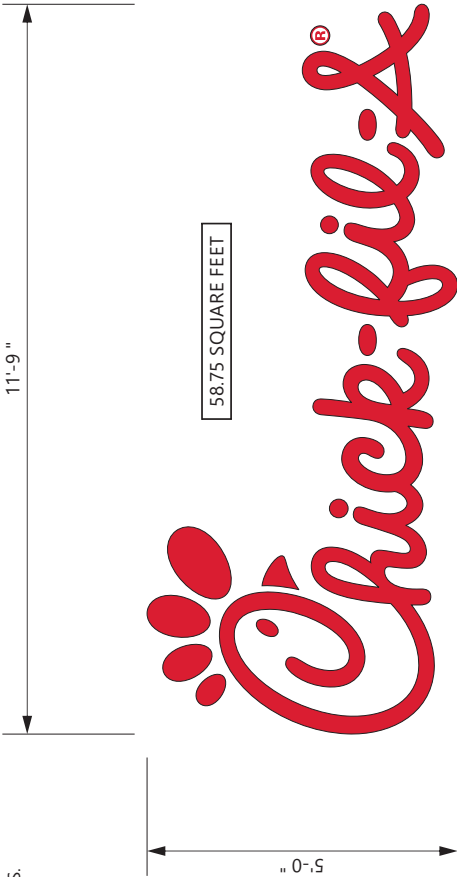
DOUBLE FACED CABINET		
LEDS	GFPS12-20 Input: 90-264VAC, Output: 12VDC	GFPS24-20 Input: 90-264VAC, Output: 24VDC
GFPS12-60 Input: 108-305VAC, Output: 12VDC	GFPS12-100 Input: 108-305VAC, Output: 12VDC	GFPS12-180 Input: 90-264VAC, Output: 12VDC
GFPS12-180 Input: 108-305VAC, Output: 12VDC	GFPS24-60 Input: 108-305VAC, Output: 24VDC	GFPS24-100 Input: 108-305VAC, Output: 24VDC
GFPS24-180 Input: 108-305VAC, Output: 24VDC		

WET LOCATION		
CONNECTIONS TO THE LED STRIP	CONNECTIONS TO THE LED STRIP	CONNECTIONS TO THE LED STRIP
BLACK WIRE (GROUND)	BLACK WIRE (GROUND)	BLACK WIRE (GROUND)
WHITE WIRE (NEUTRAL)	WHITE WIRE (NEUTRAL)	WHITE WIRE (NEUTRAL)
RED WIRE (HOT)	RED WIRE (HOT)	RED WIRE (HOT)
BLUE WIRE (HOT)	BLUE WIRE (HOT)	BLUE WIRE (HOT)
GREEN WIRE (GROUND)	GREEN WIRE (GROUND)	GREEN WIRE (GROUND)
YELLOW WIRE (HOT)	YELLOW WIRE (HOT)	YELLOW WIRE (HOT)
PURPLE WIRE (HOT)	PURPLE WIRE (HOT)	PURPLE WIRE (HOT)
PINK WIRE (HOT)	PINK WIRE (HOT)	PINK WIRE (HOT)
BROWN WIRE (HOT)	BROWN WIRE (HOT)	BROWN WIRE (HOT)
GRAY WIRE (HOT)	GRAY WIRE (HOT)	GRAY WIRE (HOT)
TEAL WIRE (HOT)	TEAL WIRE (HOT)	TEAL WIRE (HOT)
LIGHT BLUE WIRE (HOT)	LIGHT BLUE WIRE (HOT)	LIGHT BLUE WIRE (HOT)
DARK BLUE WIRE (HOT)	DARK BLUE WIRE (HOT)	DARK BLUE WIRE (HOT)
ORANGE WIRE (HOT)	ORANGE WIRE (HOT)	ORANGE WIRE (HOT)
RED-ORANGE WIRE (HOT)	RED-ORANGE WIRE (HOT)	RED-ORANGE WIRE (HOT)
RED-YELLOW WIRE (HOT)	RED-YELLOW WIRE (HOT)	RED-YELLOW WIRE (HOT)
YELLOW-ORANGE WIRE (HOT)	YELLOW-ORANGE WIRE (HOT)	YELLOW-ORANGE WIRE (HOT)
YELLOW-GREEN WIRE (HOT)	YELLOW-GREEN WIRE (HOT)	YELLOW-GREEN WIRE (HOT)
GREEN-YELLOW WIRE (HOT)	GREEN-YELLOW WIRE (HOT)	GREEN-YELLOW WIRE (HOT)
GREEN-BLUE WIRE (HOT)	GREEN-BLUE WIRE (HOT)	GREEN-BLUE WIRE (HOT)
BLUE-GREEN WIRE (HOT)	BLUE-GREEN WIRE (HOT)	BLUE-GREEN WIRE (HOT)
BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)
GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)
GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)
BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)
BROWN-RED WIRE (HOT)	BROWN-RED WIRE (HOT)	BROWN-RED WIRE (HOT)
RED-BROWN WIRE (HOT)	RED-BROWN WIRE (HOT)	RED-BROWN WIRE (HOT)
RED-PURPLE WIRE (HOT)	RED-PURPLE WIRE (HOT)	RED-PURPLE WIRE (HOT)
PURPLE-RED WIRE (HOT)	PURPLE-RED WIRE (HOT)	PURPLE-RED WIRE (HOT)
PURPLE-ORANGE WIRE (HOT)	PURPLE-ORANGE WIRE (HOT)	PURPLE-ORANGE WIRE (HOT)
ORANGE-PURPLE WIRE (HOT)	ORANGE-PURPLE WIRE (HOT)	ORANGE-PURPLE WIRE (HOT)
ORANGE-YELLOW WIRE (HOT)	ORANGE-YELLOW WIRE (HOT)	ORANGE-YELLOW WIRE (HOT)
YELLOW-ORANGE WIRE (HOT)	YELLOW-ORANGE WIRE (HOT)	YELLOW-ORANGE WIRE (HOT)
YELLOW-RED WIRE (HOT)	YELLOW-RED WIRE (HOT)	YELLOW-RED WIRE (HOT)
RED-YELLOW WIRE (HOT)	RED-YELLOW WIRE (HOT)	RED-YELLOW WIRE (HOT)
RED-PINK WIRE (HOT)	RED-PINK WIRE (HOT)	RED-PINK WIRE (HOT)
PINK-RED WIRE (HOT)	PINK-RED WIRE (HOT)	PINK-RED WIRE (HOT)
PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)
BROWN-PINK WIRE (HOT)	BROWN-PINK WIRE (HOT)	BROWN-PINK WIRE (HOT)
BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)
GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)
GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)
TEAL-GRAY WIRE (HOT)	TEAL-GRAY WIRE (HOT)	TEAL-GRAY WIRE (HOT)
TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)
BLUE-TEAL WIRE (HOT)	BLUE-TEAL WIRE (HOT)	BLUE-TEAL WIRE (HOT)
BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)
GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)
GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)
PINK-GRAY WIRE (HOT)	PINK-GRAY WIRE (HOT)	PINK-GRAY WIRE (HOT)
PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)
ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
RED-ORANGE WIRE (HOT)	RED-ORANGE WIRE (HOT)	RED-ORANGE WIRE (HOT)
RED-YELLOW WIRE (HOT)	RED-YELLOW WIRE (HOT)	RED-YELLOW WIRE (HOT)
YELLOW-RED WIRE (HOT)	YELLOW-RED WIRE (HOT)	YELLOW-RED WIRE (HOT)
YELLOW-ORANGE WIRE (HOT)	YELLOW-ORANGE WIRE (HOT)	YELLOW-ORANGE WIRE (HOT)
ORANGE-YELLOW WIRE (HOT)	ORANGE-YELLOW WIRE (HOT)	ORANGE-YELLOW WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
RED-ORANGE WIRE (HOT)	RED-ORANGE WIRE (HOT)	RED-ORANGE WIRE (HOT)
RED-PINK WIRE (HOT)	RED-PINK WIRE (HOT)	RED-PINK WIRE (HOT)
PINK-RED WIRE (HOT)	PINK-RED WIRE (HOT)	PINK-RED WIRE (HOT)
PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)
BROWN-PINK WIRE (HOT)	BROWN-PINK WIRE (HOT)	BROWN-PINK WIRE (HOT)
BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)
GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)
GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)
TEAL-GRAY WIRE (HOT)	TEAL-GRAY WIRE (HOT)	TEAL-GRAY WIRE (HOT)
TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)
BLUE-TEAL WIRE (HOT)	BLUE-TEAL WIRE (HOT)	BLUE-TEAL WIRE (HOT)
BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)
GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)
GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)
PINK-GRAY WIRE (HOT)	PINK-GRAY WIRE (HOT)	PINK-GRAY WIRE (HOT)
PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)
ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
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YELLOW-ORANGE WIRE (HOT)	YELLOW-ORANGE WIRE (HOT)	YELLOW-ORANGE WIRE (HOT)
ORANGE-YELLOW WIRE (HOT)	ORANGE-YELLOW WIRE (HOT)	ORANGE-YELLOW WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
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RED-PINK WIRE (HOT)	RED-PINK WIRE (HOT)	RED-PINK WIRE (HOT)
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PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)
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BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)
GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)
GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)
TEAL-GRAY WIRE (HOT)	TEAL-GRAY WIRE (HOT)	TEAL-GRAY WIRE (HOT)
TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)
BLUE-TEAL WIRE (HOT)	BLUE-TEAL WIRE (HOT)	BLUE-TEAL WIRE (HOT)
BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)
GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)
GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)
PINK-GRAY WIRE (HOT)	PINK-GRAY WIRE (HOT)	PINK-GRAY WIRE (HOT)
PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)
ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
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PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)
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BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)
GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)
GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)
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TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)
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BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)
GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)
GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)
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PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)
ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
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BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)
GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)
GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)
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TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)
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BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)
GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)
GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)
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PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)
ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
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ORANGE-YELLOW WIRE (HOT)	ORANGE-YELLOW WIRE (HOT)	ORANGE-YELLOW WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
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PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)
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BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)
GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)
GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)
TEAL-GRAY WIRE (HOT)	TEAL-GRAY WIRE (HOT)	TEAL-GRAY WIRE (HOT)
TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)
BLUE-TEAL WIRE (HOT)	BLUE-TEAL WIRE (HOT)	BLUE-TEAL WIRE (HOT)
BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)
GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)
GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)
PINK-GRAY WIRE (HOT)	PINK-GRAY WIRE (HOT)	PINK-GRAY WIRE (HOT)
PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)
ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
RED-ORANGE WIRE (HOT)	RED-ORANGE WIRE (HOT)	RED-ORANGE WIRE (HOT)
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YELLOW-ORANGE WIRE (HOT)	YELLOW-ORANGE WIRE (HOT)	YELLOW-ORANGE WIRE (HOT)
ORANGE-YELLOW WIRE (HOT)	ORANGE-YELLOW WIRE (HOT)	ORANGE-YELLOW WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
RED-ORANGE WIRE (HOT)	RED-ORANGE WIRE (HOT)	RED-ORANGE WIRE (HOT)
RED-PINK WIRE (HOT)	RED-PINK WIRE (HOT)	RED-PINK WIRE (HOT)
PINK-RED WIRE (HOT)	PINK-RED WIRE (HOT)	PINK-RED WIRE (HOT)
PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)
BROWN-PINK WIRE (HOT)	BROWN-PINK WIRE (HOT)	BROWN-PINK WIRE (HOT)
BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)
GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)
GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)
TEAL-GRAY WIRE (HOT)	TEAL-GRAY WIRE (HOT)	TEAL-GRAY WIRE (HOT)
TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)
BLUE-TEAL WIRE (HOT)	BLUE-TEAL WIRE (HOT)	BLUE-TEAL WIRE (HOT)
BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)
GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)
GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)
PINK-GRAY WIRE (HOT)	PINK-GRAY WIRE (HOT)	PINK-GRAY WIRE (HOT)
PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)
ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
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YELLOW-ORANGE WIRE (HOT)	YELLOW-ORANGE WIRE (HOT)	YELLOW-ORANGE WIRE (HOT)
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ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
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PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)
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BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)
GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)
GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)
TEAL-GRAY WIRE (HOT)	TEAL-GRAY WIRE (HOT)	TEAL-GRAY WIRE (HOT)
TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)
BLUE-TEAL WIRE (HOT)	BLUE-TEAL WIRE (HOT)	BLUE-TEAL WIRE (HOT)
BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (HOT)
GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)
GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)
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PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)
ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
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ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
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BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)
GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)
GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)
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TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)
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GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)
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PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)
ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
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BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)
GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)
GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)
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TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)
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GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)	GRAY-BLUE WIRE (HOT)
GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)	GRAY-PINK WIRE (HOT)
PINK-GRAY WIRE (HOT)	PINK-GRAY WIRE (HOT)	PINK-GRAY WIRE (HOT)
PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)	PINK-ORANGE WIRE (HOT)
ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)	ORANGE-PINK WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
RED-ORANGE WIRE (HOT)	RED-ORANGE WIRE (HOT)	RED-ORANGE WIRE (HOT)
RED-YELLOW WIRE (HOT)	RED-YELLOW WIRE (HOT)	RED-YELLOW WIRE (HOT)
YELLOW-RED WIRE (HOT)	YELLOW-RED WIRE (HOT)	YELLOW-RED WIRE (HOT)
YELLOW-ORANGE WIRE (HOT)	YELLOW-ORANGE WIRE (HOT)	YELLOW-ORANGE WIRE (HOT)
ORANGE-YELLOW WIRE (HOT)	ORANGE-YELLOW WIRE (HOT)	ORANGE-YELLOW WIRE (HOT)
ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)	ORANGE-RED WIRE (HOT)
RED-ORANGE WIRE (HOT)	RED-ORANGE WIRE (HOT)	RED-ORANGE WIRE (HOT)
RED-PINK WIRE (HOT)	RED-PINK WIRE (HOT)	RED-PINK WIRE (HOT)
PINK-RED WIRE (HOT)	PINK-RED WIRE (HOT)	PINK-RED WIRE (HOT)
PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)	PINK-BROWN WIRE (HOT)
BROWN-PINK WIRE (HOT)	BROWN-PINK WIRE (HOT)	BROWN-PINK WIRE (HOT)
BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)	BROWN-GRAY WIRE (HOT)
GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)	GRAY-BROWN WIRE (HOT)
GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)	GRAY-TEAL WIRE (HOT)
TEAL-GRAY WIRE (HOT)	TEAL-GRAY WIRE (HOT)	TEAL-GRAY WIRE (HOT)
TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)	TEAL-BLUE WIRE (HOT)
BLUE-TEAL WIRE (HOT)	BLUE-TEAL WIRE (HOT)	BLUE-TEAL WIRE (HOT)
BLUE-GRAY WIRE (HOT)	BLUE-GRAY WIRE (	

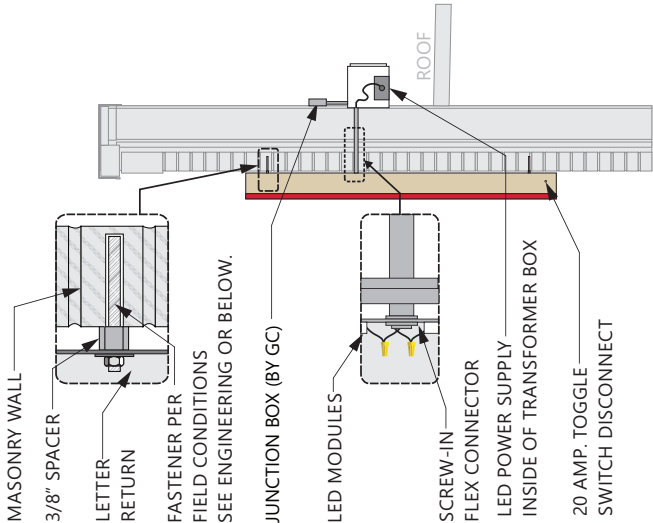
SPECIFICATIONS

CHICK-FIL-A SCRIPT LETTERS
LETTERS ARE LED-ILLUMINATED
CHANNEL LETTERS MOUNTED
ON ALUMINUM SURFACE OF BUILDING
WITH TRANSFORMERS REMOTELY
LOCATED BEHIND THE WALL IN
UL APPROVED TRANSFORMER BOXES.
FACES ARE 3/16" ACRYLIC
RETURNS ARE .063 ALUMINUM
BACKS ARE .080 ALUMINUM
ALL RETURNS ARE ARC-WELDED TO
LETTER BACKS

- 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"



FASTENER NOTE:
USE 18-8 STAINLESS STEEL BOLTS W/ SPACERS THRU EIFS.
EXPANSION BOLTS IN CONCRETE OR BRICK WALLS.
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"

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



THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING & BONDING OF THE SIGN.



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LED-ILLUMINATED
CHANNEL LETTERS

DRAWING FILE - CFA - CORYVILLE, OH SIGNAGE CDR

ALL ELECTRICAL
SIGNS ARE
120 VOLTS
UNLESS
OTHERWISE INDICATED

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

STORE NUMBER
L05724

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

LOCATION
B.C.

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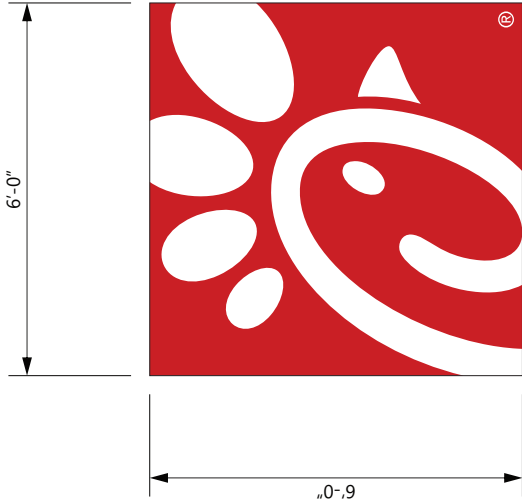
SPECIFICATIONS

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.

FACES
3M #3630-53 CARDINAL
RED TRANSLUCENT VINYL

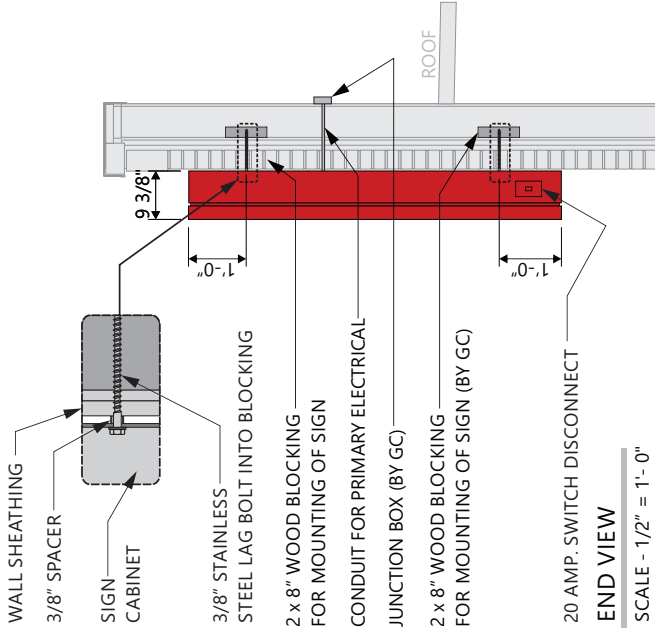
CABINET
GENESIS M SINGLE STAGE
(G2-SERIES) RED #48247

3M PANOGRAPHIC III FLEX FACE



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

36.00 SQUARE FEET



FASTENER NOTE:
USE 18-8 STAINLESS STEEL BOLTS W/ SPACERS THRU EIFS.
EXPANSION BOLTS IN CONCRETE OR BRICK WALLS.
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"

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

SINGLE FACED CABINET

CONNECT THE AC LINE TO THE BLACK LINE AND BOND THE WHITE LINE TO THE GROUND. POWER SUPPLY (GND) IS 14 AWG. GROUND TO POWER SUPPLY (GND) WIRE TO GROUNDING SYSTEM.

LED'S
POWER SUPPLY
G2-S1 - 12V POWER SUPPLY

WET LOCATION

THIS SIGN IS DESIGNED TO BE INSTALLED IN ACCORDANCE WITH REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING & BONDING OF THE SIGN.



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WALL SIGN

DRAWING FILE - CFA - CORYVILLE OH SIGNAGE CDR

ALL ELECTRICAL
SIGNS ARE
120 VOLTS
UNLESS
OTHERWISE INDICATED

DRAWN BY
ACCOUNT REP
DRAWING DATE
REVISION DATE

Ben Holliday
Ben Holliday
April 6, 2024
January 29, 2025

STORE NUMBER
L05724

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

LOCATION

EXHIBIT D

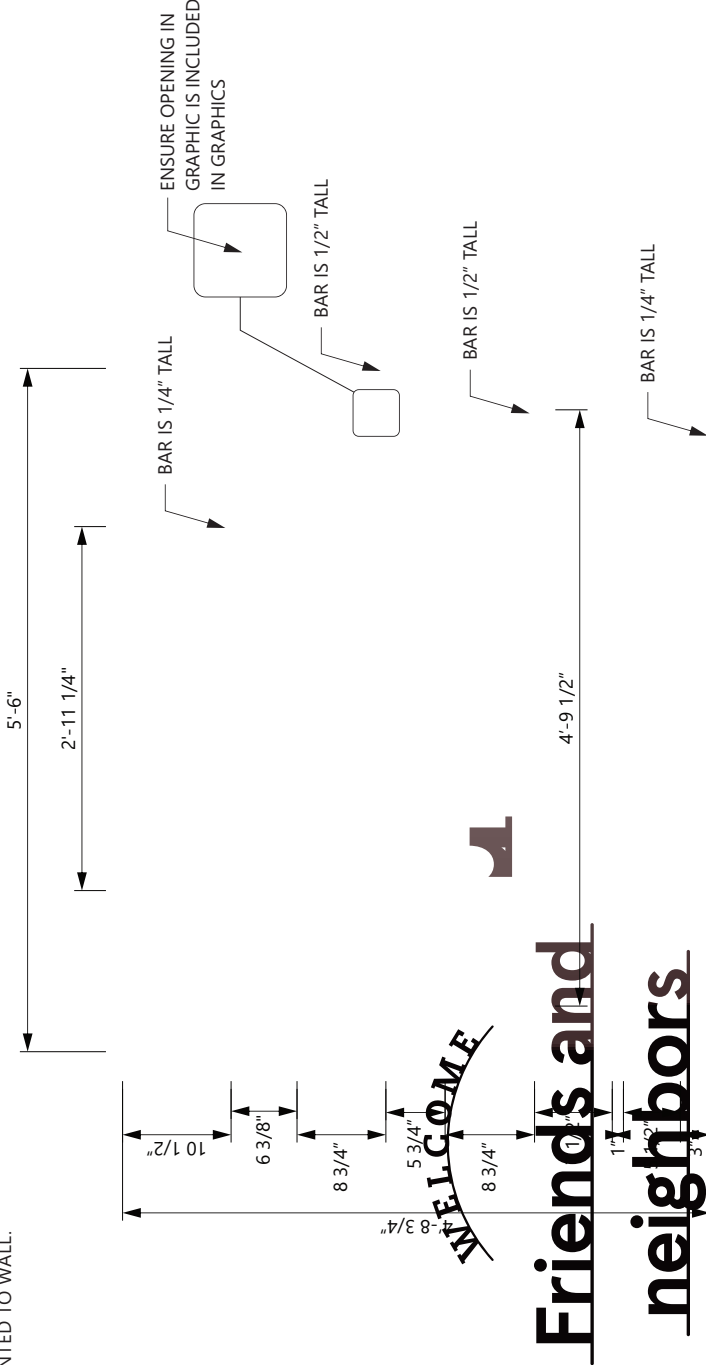
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SPECIFICATIONS

FLAT CUT-OUT ALUMINUM LETTERS, 1/2" THICK, PIN-MOUNTED TO WALL.

COLORS

MATTHEWS PAINT
EQUUS BRONZE METALLIC
MP20181



MCM FLOWERS & HIGHLAND

SCALE - 1" = 1'-0"

APERCU BOLD
CAECILIA COM 85 HEAVY



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WELCOME WALL SIGN
DIMENSIONAL GRAPHICS

DRAWING FILE - CFA - CORRVILLE OH SIGNAGE CDR

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
L05724

STORE ADDRESS
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198 E. McMillan Street
Cincinnati, Ohio 45219

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EXHIBIT D

SPECIFICATIONS

ALUMINUM CONSTRUCTION CABINETS
WITH DIGITAL DISPLAY BOARDS
WITH STATIC IMAGES.

MENU BOARDS FURNISHED
BY COATES GROUP AND
INSTALLED BY HONOR BUILT.
MENU BOARD COLUMN AND FRAMING
FURNISHED BY PATTISON ID
MENU BOARD COLUMN AND FRAMING,
ANCHOR CAGES AND FOOTINGS
FURNISHED AND INSTALLED BY
CLAYTON SIGNS

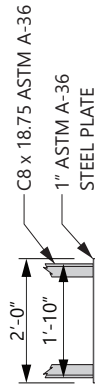
COLORS



STRUCTURE
CHICK-FIL-A DARK BRONZE

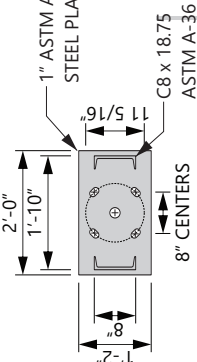


ORDER HERE
WHITE REFLECTIVE
VINYL FILM



ELEVATION - BASE PLATE

SCALE - 3/4" = 1'-0"

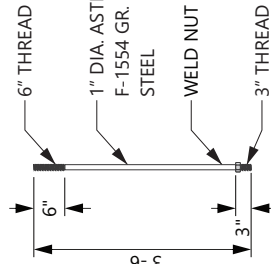


PLAN VIEW - BASE PLATE

SCALE - 3/4" = 1'-0"

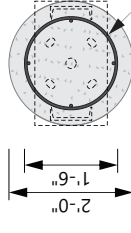
BOLT DETAIL

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



(4) #5 REBAR x 60" LONG
EQUALLY SPACED ON 18"
CIRCLE W/ (8) REBAR TIES;
TOP (3) IN 1ST 5",
(3) ON 8" CENTERS,
(2) ON 15" CENTERS.

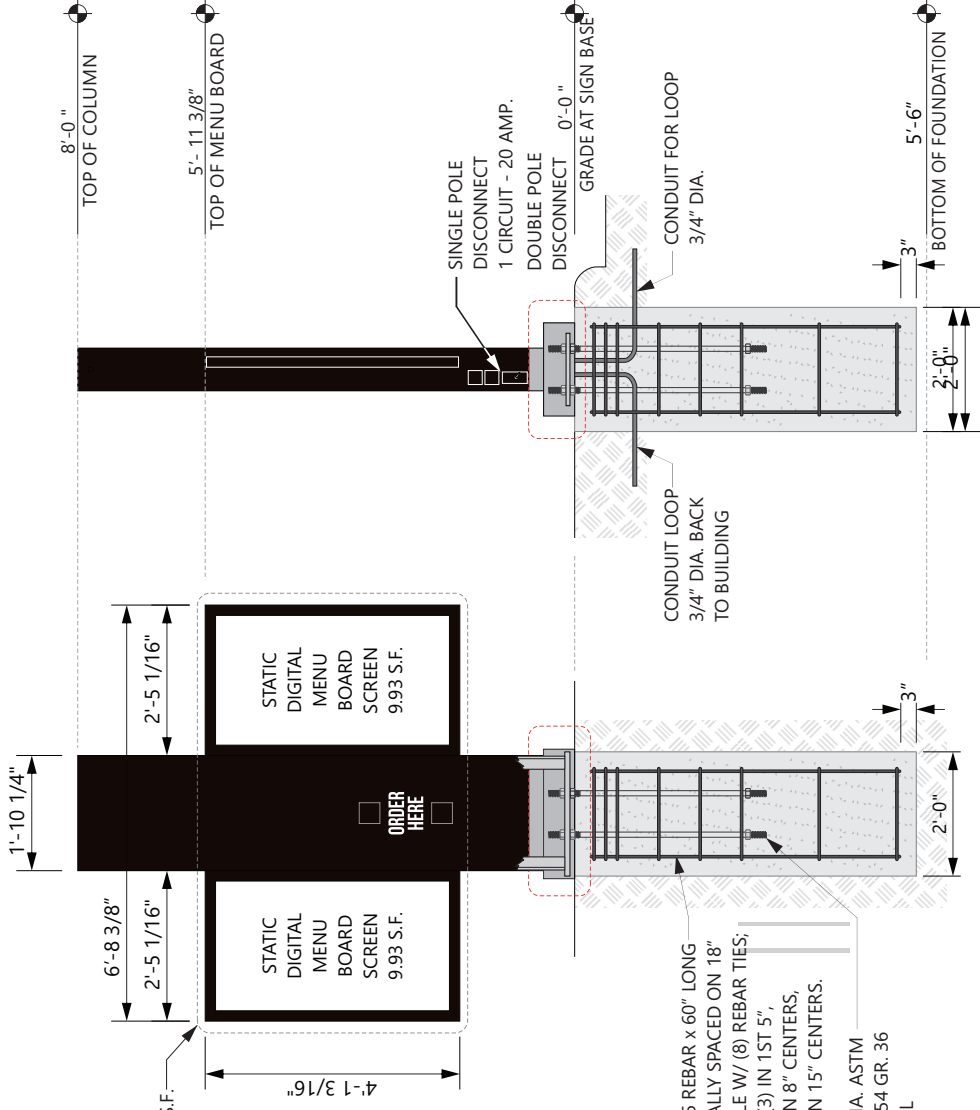
1" DIA. ASTM
F-1554 GR. 36
STEEL



PLAN VIEW

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

(4) #5 REBAR x 60" LONG
EQUALLY SPACED ON 18"
CIRCLE W/ (8) REBAR TIES;
TOP (3) IN 1ST 5",
(3) ON 8" CENTERS,
(2) ON 15" CENTERS.



ELEVATION

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

END VIEW

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

EXHIBIT D

LOCAL
H1

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

STORE NUMBER
L05724

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

ALL ELECTRICAL
SIGNS ARE
120 VOLTS
UNLESS
OTHERWISE INDICATED

STATIC DIGITAL DRIVE-THRU
MENU BOARDS
DRAWING FILE - CFA - CORYVILLE OH SIGNAGE CDR

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SPECIFICATIONS

SIGN PANELS

PANELS ARE .080 ALUMINUM WITH REFLECTIVE BACKGROUND AND GRAPHICS.

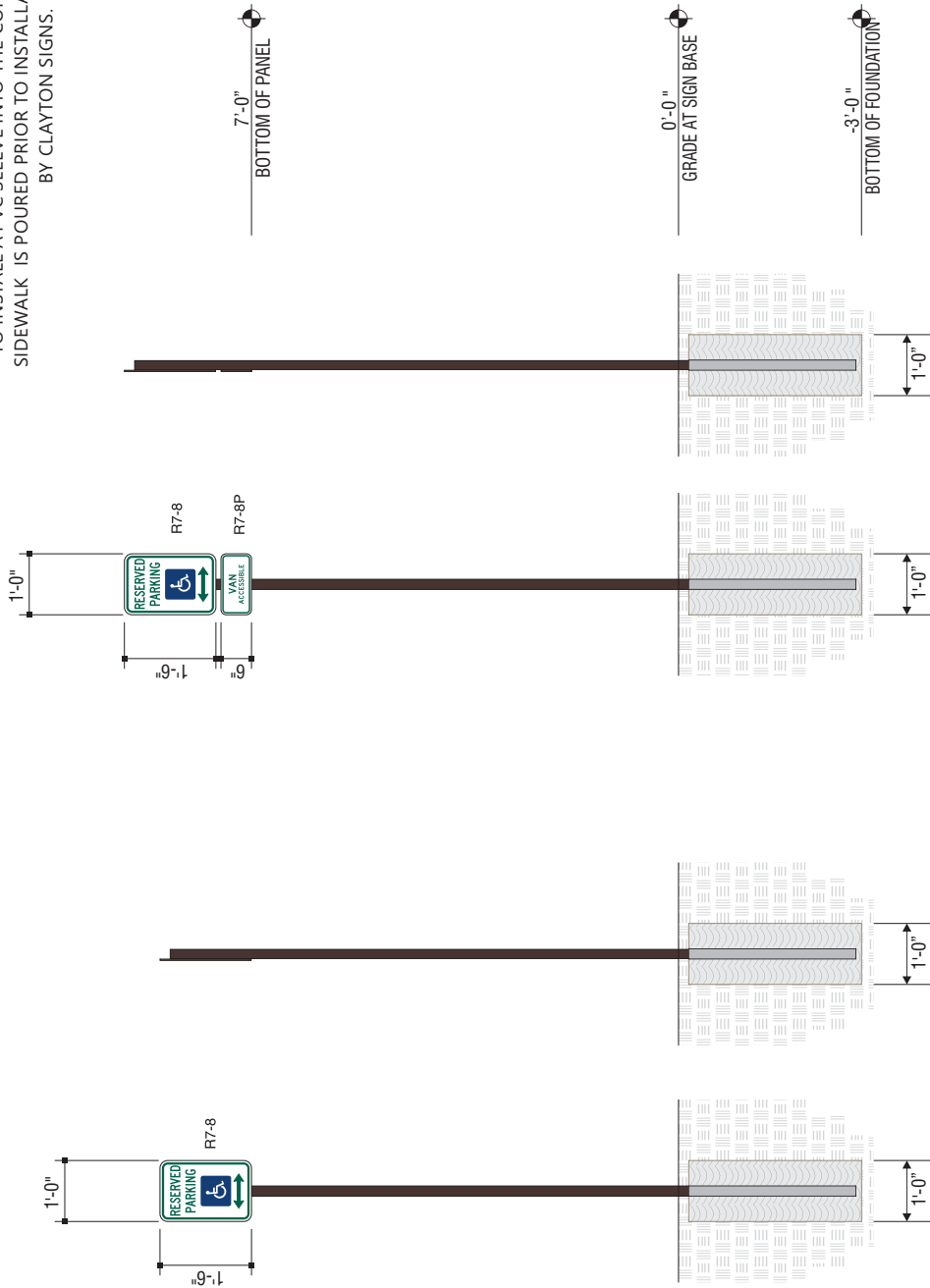
SIGN POSTS

POSTS ARE 2" x 2" SQUARE ALUMINUM TUBING CAPPED ON TOP



BACK OF SIGN PANEL AND POST
MP 20181 DARK BRONZE
SW #DDM460012

NOTE: IF THIS SIGN IS LOCATED ON THE SIDEWALK THEN IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INSTALL A PVC SLEEVE INTO THE CONCRETE WHEN THE SIDEWALK IS POURED PRIOR TO INSTALLATION OF THE SIGN BY CLAYTON SIGNS.



ELEVATION

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

END VIEW

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

ELEVATION

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

END VIEW

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



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DOT REGULATORY TRAFFIC SIGNS

ALL ELECTRICAL
SIGNS ARE
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UNLESS
OTHERWISE INDICATED

DRAWING FILE - CFA - CORYVILLE OH SIGNAGE CDR

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

STORE NUMBER
L05724

STORE ADDRESS
Chick-Hi-A at Coryville, OH
198 E McMillan Street
Cincinnati, Ohio 45219

LOCATION
K17

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EXHIBIT D

SPECIFICATIONS

SIGN PANELS

SIGNS PANELS
PANELS ARE .080" ALUMINUM. BACKS TO BE PAINTED
TO MATCH POSTS.
POSTS ARE 2" x 2" SQUARE ALUMINUM TUBING CAPPED ON TOP



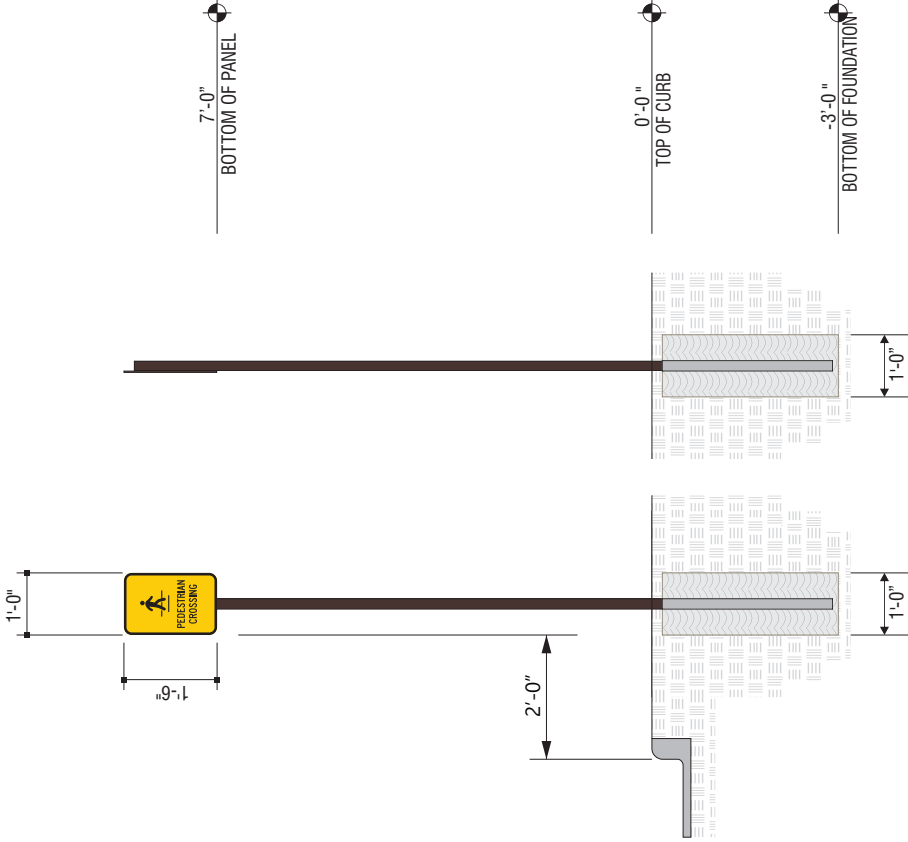
BACK OF SIGN PANEL AND POST
MP 20181 DARK BRONZE
SW #DDM460012



SIGN PANEL (IF SHOWN)
BLACK REFLECTIVE



SIGN PANEL (IF SHOWN)
3M 680-81 YELLOW REFLECTIVE

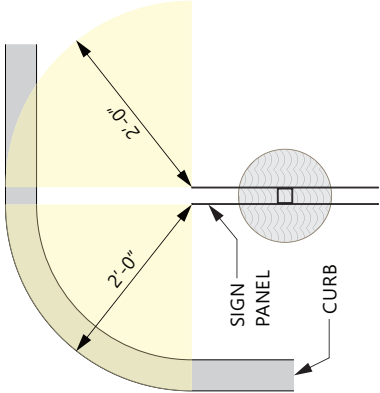


ELEVATION

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

END VIEW

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



PLAN VIEW

SCALE - 3/4" = 1'-0"



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DOT REGULATORY TRAFFIC SIGNS

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DRAWING FILE - CFA - CORYVILLE OH SIGNAGE CDR

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

STORE NUMBER
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STORE ADDRESS
Chick-It-A at Coryville, OH
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EXHIBIT D

SPECIFICATIONS

SIGN PANELS

PANELS ARE .080 ALUMINUM WITH REFLECTIVE BACKGROUND AND GRAPHICS.

SIGN POSTS

POSTS ARE 2" x 2" SQUARE ALUMINUM TUBING CAPPED ON TOP



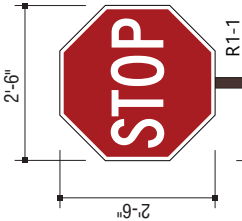
SIGN PANEL
3M #680-82 REFLECTIVE RED.



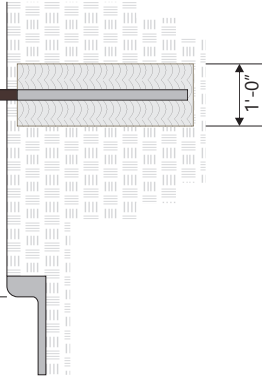
SIGN PANEL
3M #680-10 REFLECTIVE WHITE



BACK OF SIGN PANEL AND POST
MP 20181 DARK BRONZE
SW #DDM460012



2'-0"



ELEVATION

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



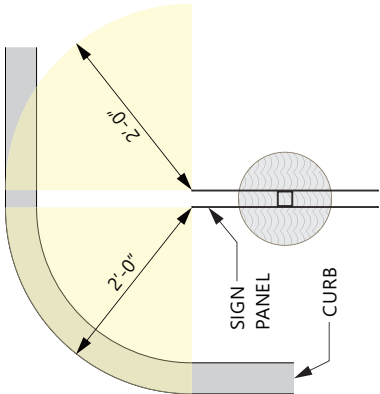
END VIEW

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

7'-0" BOTTOM OF PANEL

0'-0" TOP OF CURB

-3'-0" BOTTOM OF FOUNDATION



PLAN VIEW

SCALE - 3/4" = 1'-0"



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DOT REGULATORY TRAFFIC SIGNS

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Chick-N-A at Coryville, OH
198 E. McMillan Street
Cincinnati, Ohio 45219

LOCATION
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EXHIBIT D

SPECIFICATIONS

SIGN PANELS

PANELS ARE .080 ALUMINUM WITH REFLECTIVE BACKGROUND AND GRAPHICS.

SIGN POSTS

POSTS ARE 2" x 2" SQUARE ALUMINUM TUBING CAPPED ON TOP



SIGN PANEL
3M #680-82 REFLECTIVE RED.



SIGN PANEL
3M #680-10 REFLECTIVE WHITE



BACK OF SIGN PANEL AND POST
MP 20181 DARK BRONZE
SW #DDM460012



SIDE B - R5-1



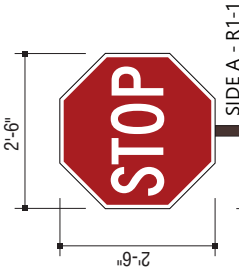
7'-0"
BOTTOM OF PANEL



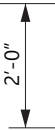
0'-0"
TOP OF CURB



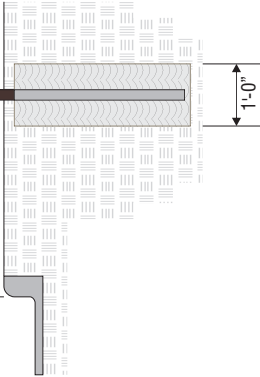
-3'-0"
BOTTOM OF FOUNDATION



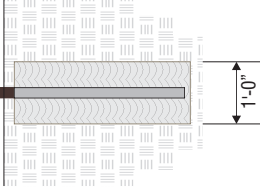
SIDE A - R1-1



2'-0"



1'-0"



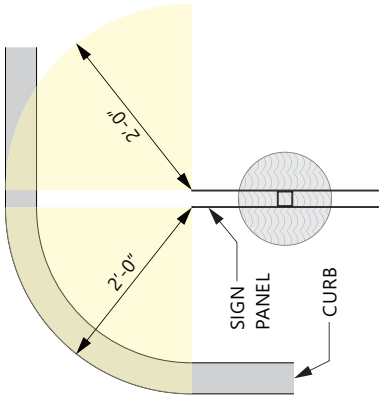
1'-0"

ELEVATION

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

END VIEW

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



SIGN
PANEL

CURB

PLAN VIEW

SCALE - 3/4" = 1'- 0"



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DOT REGULATORY TRAFFIC SIGNS

ALL ELECTRICAL
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120 VOLTS
UNLESS
OTHERWISE INDICATED

DRAWING FILE - CFA - CORYVILLE, OH SIGNAGE CDR

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

STORE NUMBER
L05724

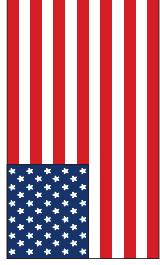
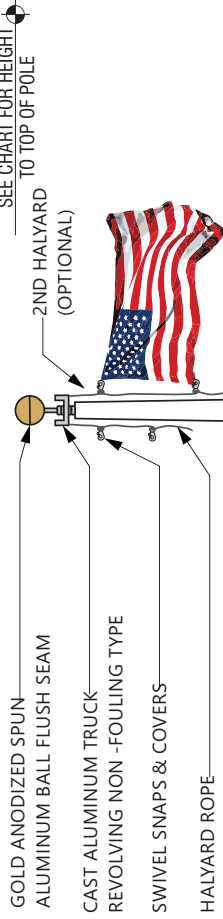
STORE ADDRESS
Chick-fil-A at Coryville, OH
198 E McMillan Street
Cincinnati, Ohio 45219

LOCATION
N

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EXHIBIT D

SEE CHART FOR HEIGHT TO TOP OF POLE



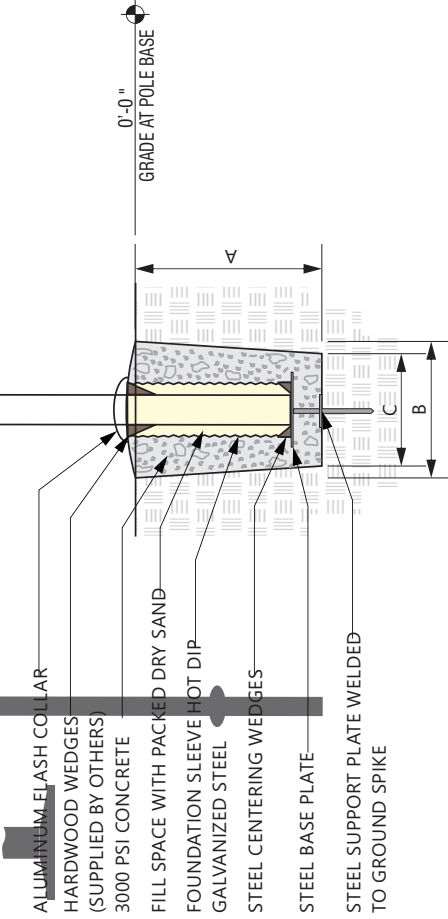
FLAG SIZES

POLE	A	B	MATERIAL
20'	3'0"	5'0"	POLYESTHER
25'	4'0"	6'0"	POLYESTHER
30'	5'0"	8'0"	POLYESTHER
35'	6'0"	10'0"	POLYESTHER
40'	8'0"	12'0"	POLYESTHER
45'	8'0"	12'0"	POLYESTHER
50'	12'0"	18'0"	POLYESTHER

FOUNDATION SIZES

HEIGHT	A	B	C
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



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Lake City, GA 30260
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FLAG POLE

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 ADDRESS
Chick-Hi-A at Coryville, OH
198 E. McMillan Street
Cincinnati, Ohio 45219

STORE NUMBER
L05724

LOCATION
F

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EXHIBIT D

EXHIBIT D

LOCAL
CITY

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STORE ADDRESS
Click-Hi-A at Coryville, OH
198 E. McMillan Street
Cincinnati, Ohio 45219

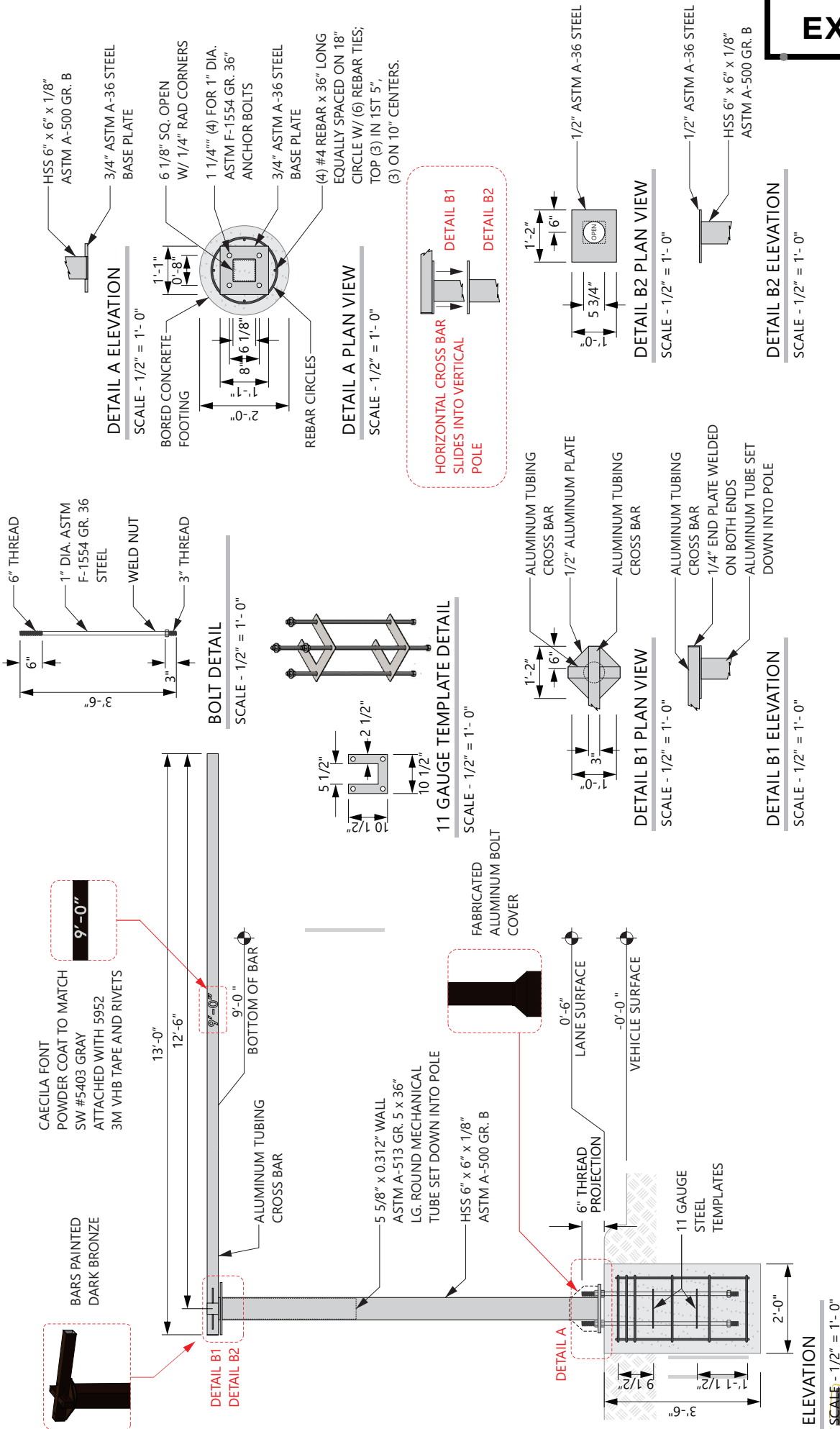
STORE NUMBER
L05724

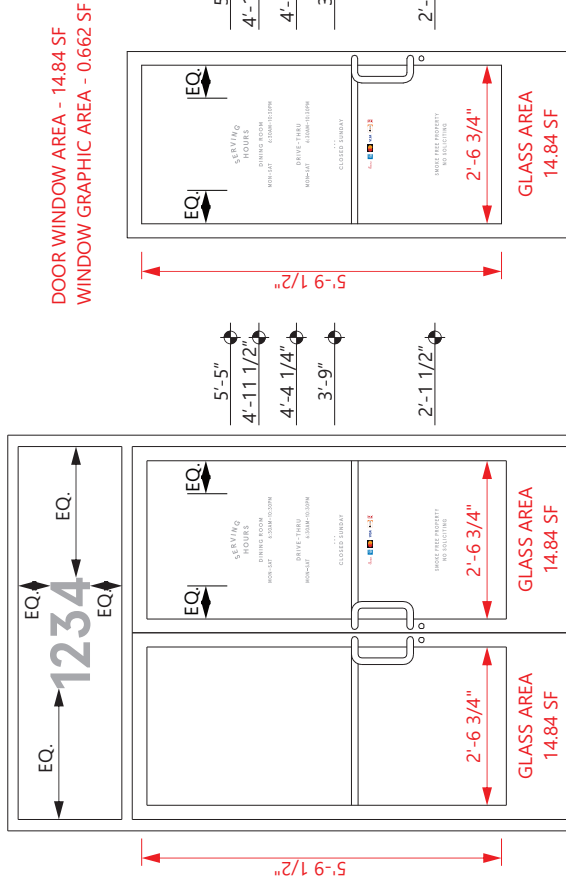
DRAWN BY Ben Holliday
ACCOUNT REP Ben Holliday
DRAWING DATE April 6, 2024
REVISION DATE January 29, 2025
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DRIVE-THRU
CLEARANCE BAR

DRAWING FILE - CFA - CORYVILLE OH SIGNAGE CDR

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ELEVATION

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

ELEVATION

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



SMOKE-FREE PROPERTY
NO SOLICITING

ELEVATION

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

0.662 SF TOTAL GRAPHIC AREA

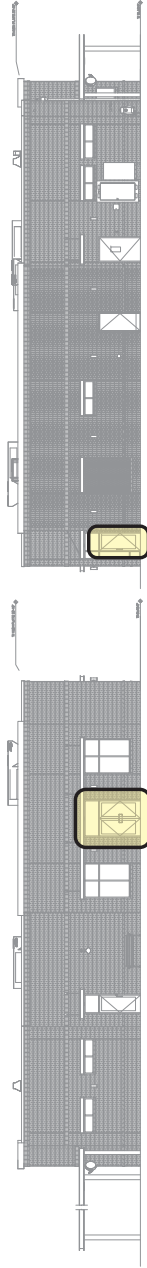
1234

8" TALL ADDRESS NUMBERS
ARE 3M #7725-10 OPAQUE WHITE
VINYL FILM APPLIED TO
EXTERIOR SURFACE OF GLASS.
(SHOWN IN GREY FOR
ILLUSTRATION)
APERCU BOLD FONT

VERIFY ADDRESS BEFORE
MAKING NUMBERS

ELEVATION

NOT TO SCALE



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WINDOW GRAPHICS

DRAWING FILE - CFA - CORRYVILLE OH SIGNAGE CDR

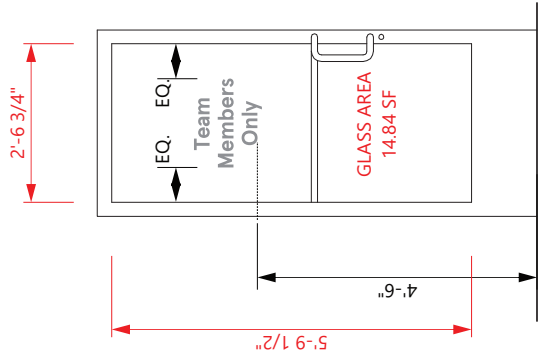
ALL ELECTRICAL
SIGNS ARE
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DRAWN BY Ben Holiday
ACCOUNT REP Ben Holiday
DRAWING DATE April 6, 2024
REVISION DATE January 29, 2025

STORE NUMBER
L05724

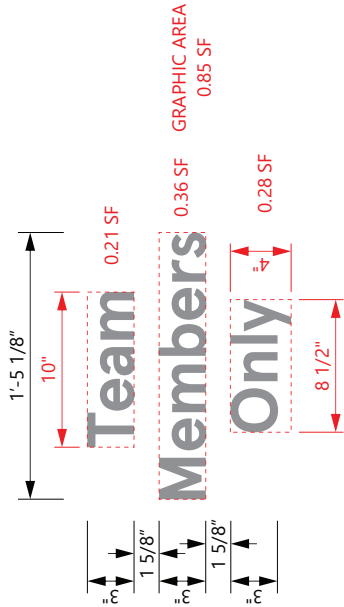
STORE ADDRESS
Chick-fil-A at Coryville, OH
198 E McMillan Street
Cincinnati, Ohio 45219

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ELEVATION

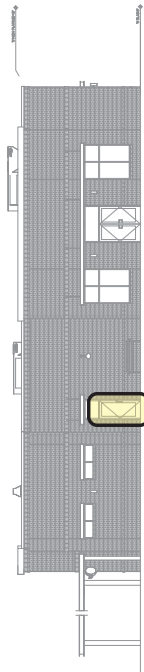
SCALE - 1/2" = 1'-0"



ELEVATION

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

LETTERING IS 3M 7725-10
OPAQUE WHITE APPLIED VINYL
ALL GRAPHICS ARE APPLIED TO
EXTERIOR SURFACE OF GLASS.
(SHOWN IN GREY FOR ILLUSTRATION
PURPOSES ONLY)



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WINDOW GRAPHICS

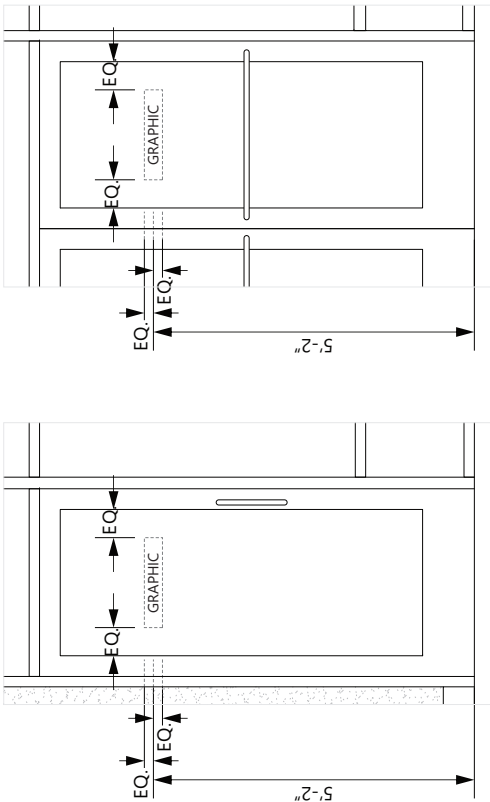
DRAWING FILE - CFA - CORYVILLE OH SIGNAGE CDR

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

STORE NUMBER L05724
STORE ADDRESS Chick-fil-A at Coryville, OH
198 E. McMillan Street
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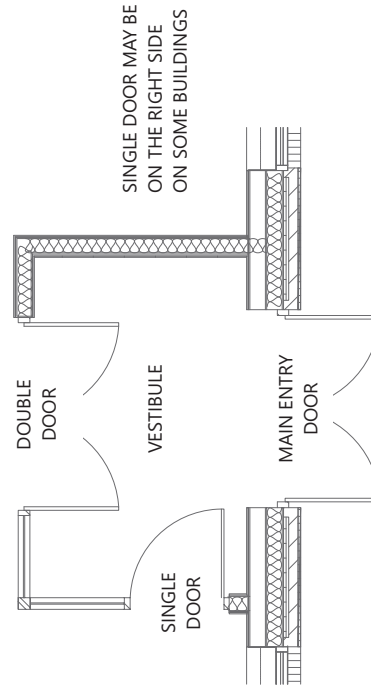


SINGLE DOOR ELEVATION

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

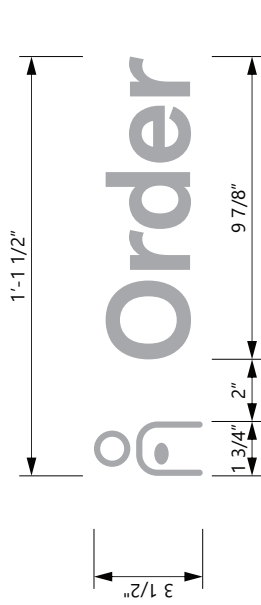
DOUBLE DOOR ELEVATION

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



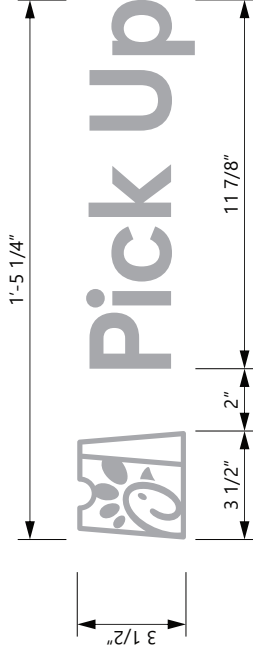
VESIBULE PLAN VIEW

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



DOUBLE DOOR GRAPHICS

SCALE - 3" = 1'-0"



SINGLE DOOR GRAPHICS

SCALE - 3" = 1'-0"

LETTERING IS 3M #7725-10 OPAQUE WHITE VINYL FILM
(GRAPHICS SHOWN IN GREY FOR ILLUSTRATION)
ALL GRAPHICS ARE APPLIED TO EXTERIOR SURFACE OF GLASS.



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INTERIOR VESTIBULE
DOOR GRAPHICS

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

STORE NUMBER L05724
STORE ADDRESS Chick-fil-A at Coryville, OH
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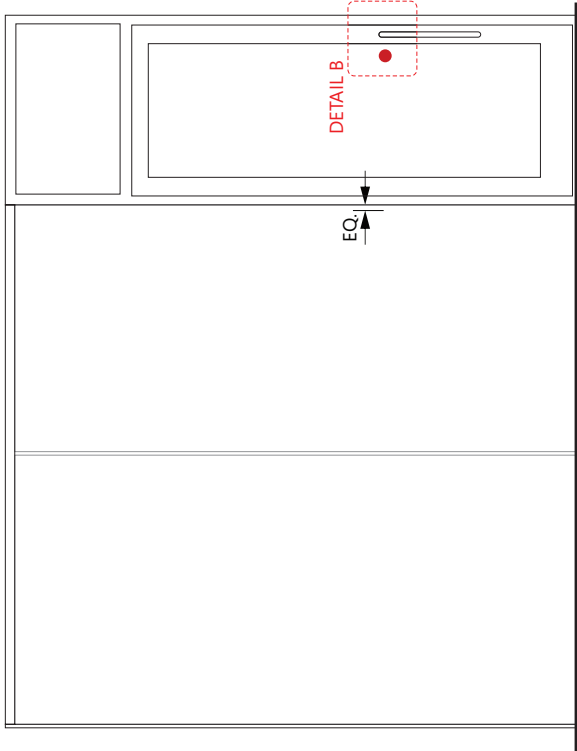
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ONE EACH REQUIRED - MANUFACTURE AND INSTALL
DIGITALLY PRINTED GRAPHICS.
FONT = APERCU BOLD
APPLIED FIRST SURFACE TO DOOR AS REQUIRED
PER DOOR CONDITION. EACH TO ALIGN WITH EACH OTHER
ON OPPOSITE SIDES OF DOOR.
DECAL IS DIGITALLY PRINTED ON 3MIJ180MC-114 CLEAR
GRAPHIC FILM AND LAMINATED WITH
AVERY DOL 136OZ MATTE LAMINATE.
DOUBLE-SIDED PRINT WITH WHITE COPY ON FRONT
AND SOLID RED BACK

COLORS

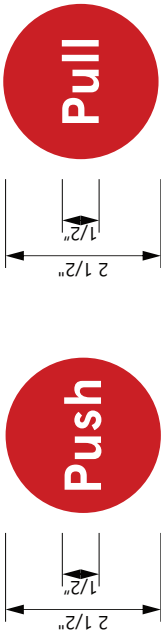
PANTONE 186C

WHITE



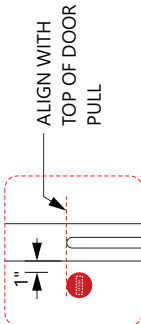
PLAYGROUND ENTRY ELEVATION

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



ELEVATION

SCALE - 6" = 1'-0"



DETAIL B ELEVATION

SCALE - 1" = 1'-0"



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INTERIOR PLAYGROUND GRAPHICS

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OTHERWISE INDICATED

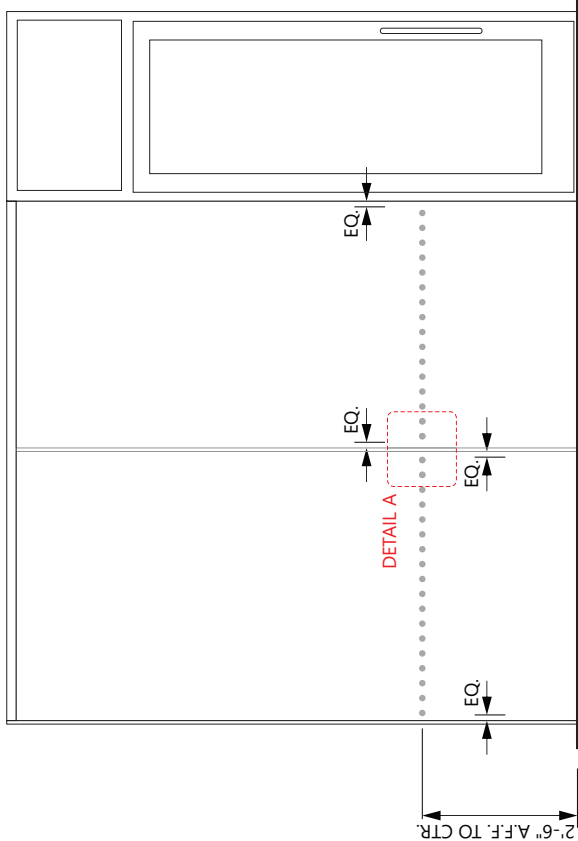
DRAWING FILE - CFA - CORYVILLE OH SIGNAGE CDR

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

STORE NUMBER L05724
STORE ADDRESS Chick-fil-A at Coryville, OH
198 E McMillan Street
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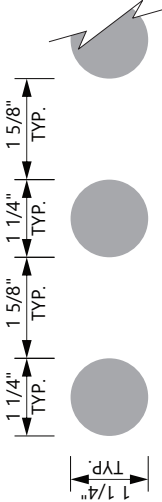
EXHIBIT D



PLAYGROUND ENTRY ELEVATION

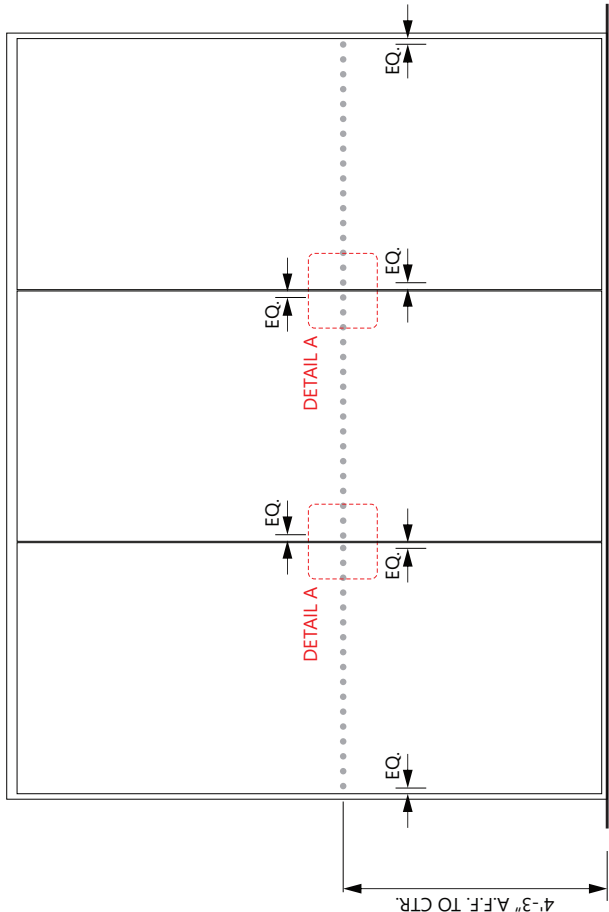
SCALE - 1/2" = 1'- 0"

VINYL FILM GRAPHICS APPLIED TO FIRST SURFACE OF GLASS
CONSISTS OF MULTIPLE DOTS IN A SERIES TO COVER WINDOWS
NEXT TO ENTRANCE TO THE PLAYGROUND. WINDOWS MAY BE ON LEFT
OR RIGHT SIDE OF ENTRANCE IN DIFFERENT BUILDINGS. SOME BUILDINGS MAY
HAVE LESS GLASS PANELS



ELEVATION

SCALE - 6" = 1'- 0"

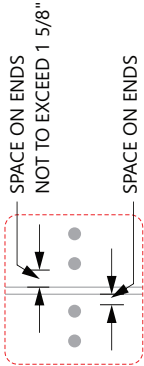


SIDE WALL ELEVATION

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

COLOR

3M 7725-10 WHITE
VINYL FILM
SHOWN IN GREY
FOR ILLUSTRATIVE
PURPOSES



DETAIL A ELEVATION

SCALE - 1" = 1'- 0"



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INTERIOR PLAYGROUND GRAPHICS
DRAWING FILE - CFA - CORYVILLE OH SIGNAGE CDR

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ACCOUNT REP Ben Holliday
DRAWING DATE April 6, 2024
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[illegible]

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

STORE NUMBER

L05724

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

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REVISION HISTORY

DRAWING FILE - CFA - CORRYVILLE, OH SIGNAGE.CDR

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237 William H Taft and 198 E McMillan Development Schedule**Phase I**

237 William H Taft - Union on Taft

Office to residential conversion. 197,000 SF, 103 units

Schedule

April 2023	Demolition & Construction begins
December 2023	Medical office vacates
August, 2024	Building Opens

Phase II

198 E McMillan - Chick Fil A

Current use as vacant parking lot, to 5,020 SF restaurant with drive through

Schedule

July 2024	Entitlement Begins
September 2025	Construction Begins
February 2026	Building Opens

[illegible]

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 reference 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.

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 31st 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.:	092-0001-0001-00
Street address of Property:	237 William Howard Taft Road, Cincinnati, Ohio
Prior Instrument Reference:	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: [Signature]
Name: Jon Sajeski
Title: Authorized Agent

STATE OF FLORIDA)
) ss:
COUNTY OF HILLSBOROUGH)

The foregoing instrument was acknowledged before me, by way of ☒ physical appearance or ☐ online notarization, this 29th 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 ☒ personally known to me or ☐ produced _____ as identification.

[Notarial Seal]



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

[Signature]
Notary Public, State of Florida
Print Name: Lisa A. Clarke
My Commission Expires: 4/13/2024

**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 Deed Volume 2228, Page 569, of the Hamilton County, Ohio Records.
5. 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.
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.

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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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



Proposed Site



Study Area Access Locations

A – Access Drive A on Highland Avenue

B- Access Drive B on East McMillan Street

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.

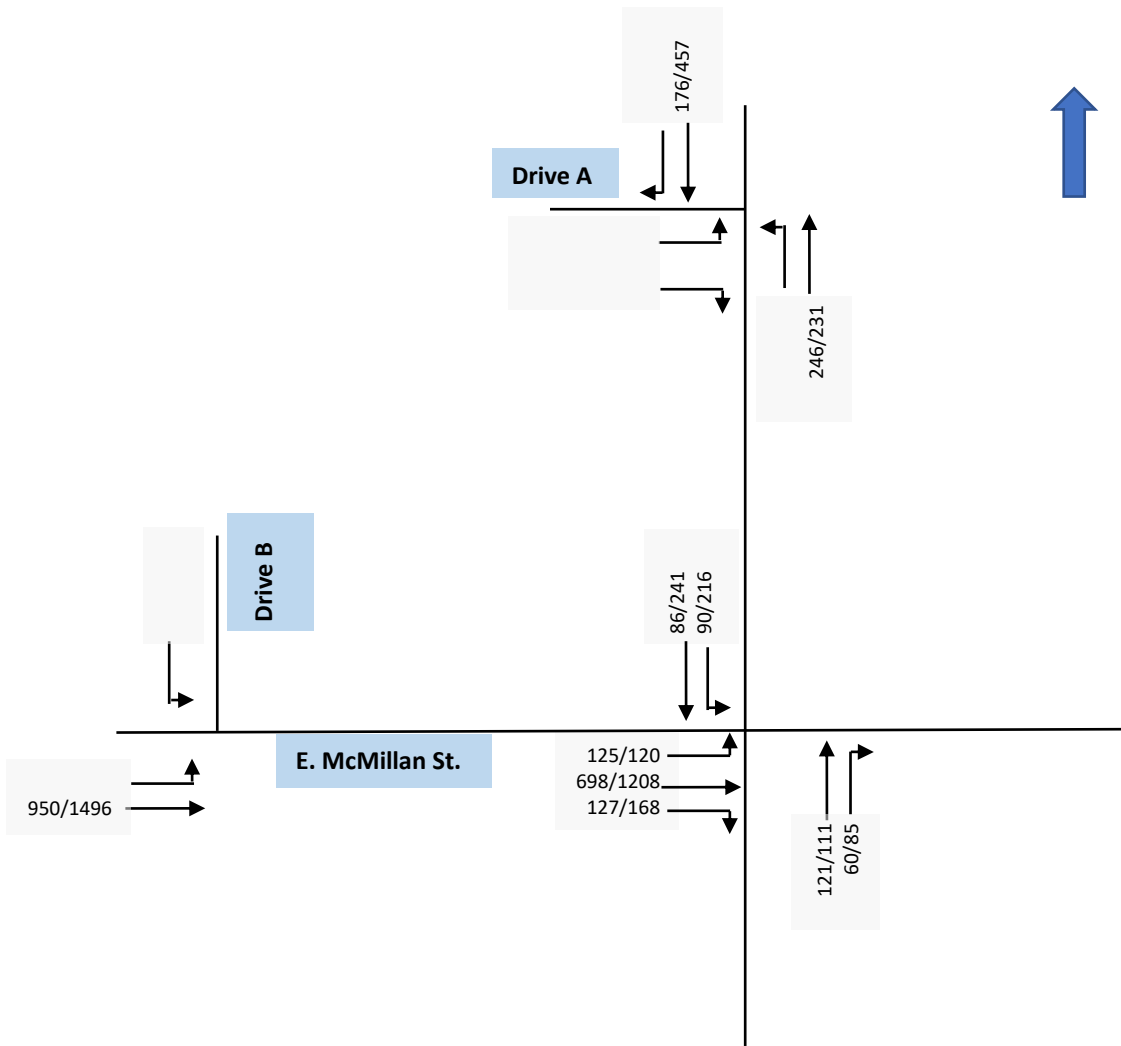


Figure 2 – 2024 Recorded /2025 No Build Traffic –

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								
Land Use	Unit	Size	Midday Peak			PM Peak		
			Enter	Exit	Total	Enter	Exit	Total
Chick-fil-A	SF	5,020	205	197	402	154	147	301
	Pass-by		101	101	202	75	75	150
	Primary		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.

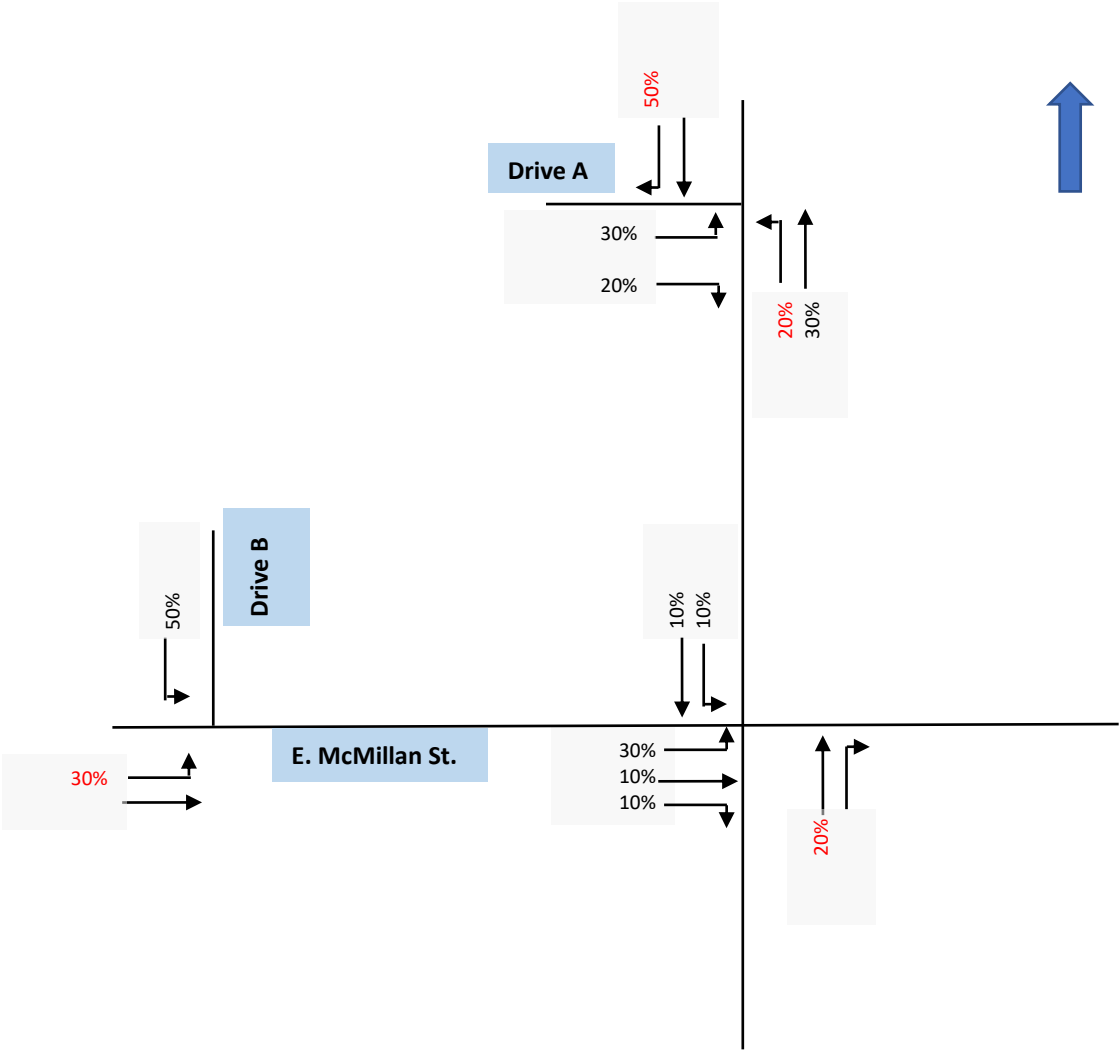
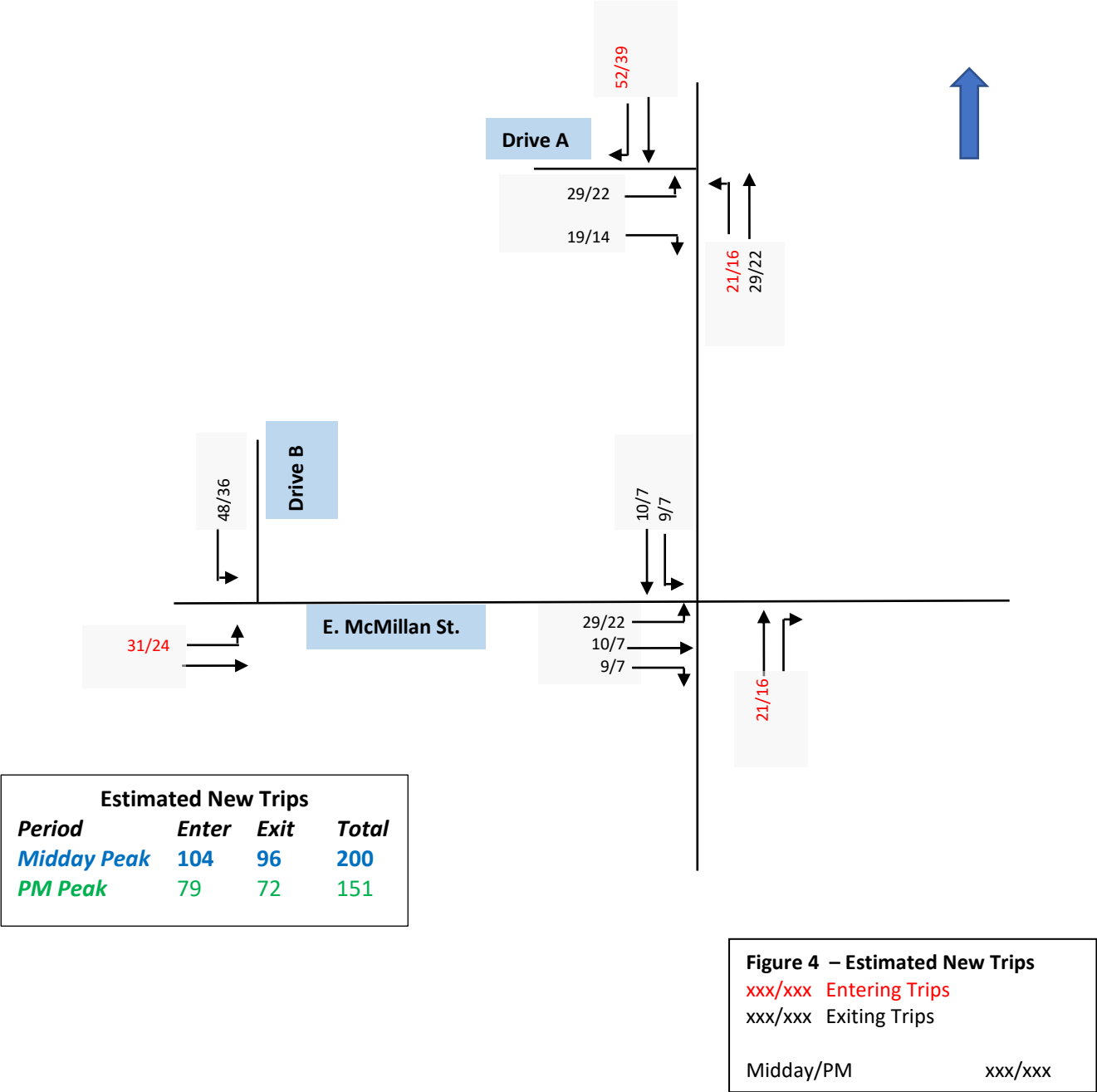
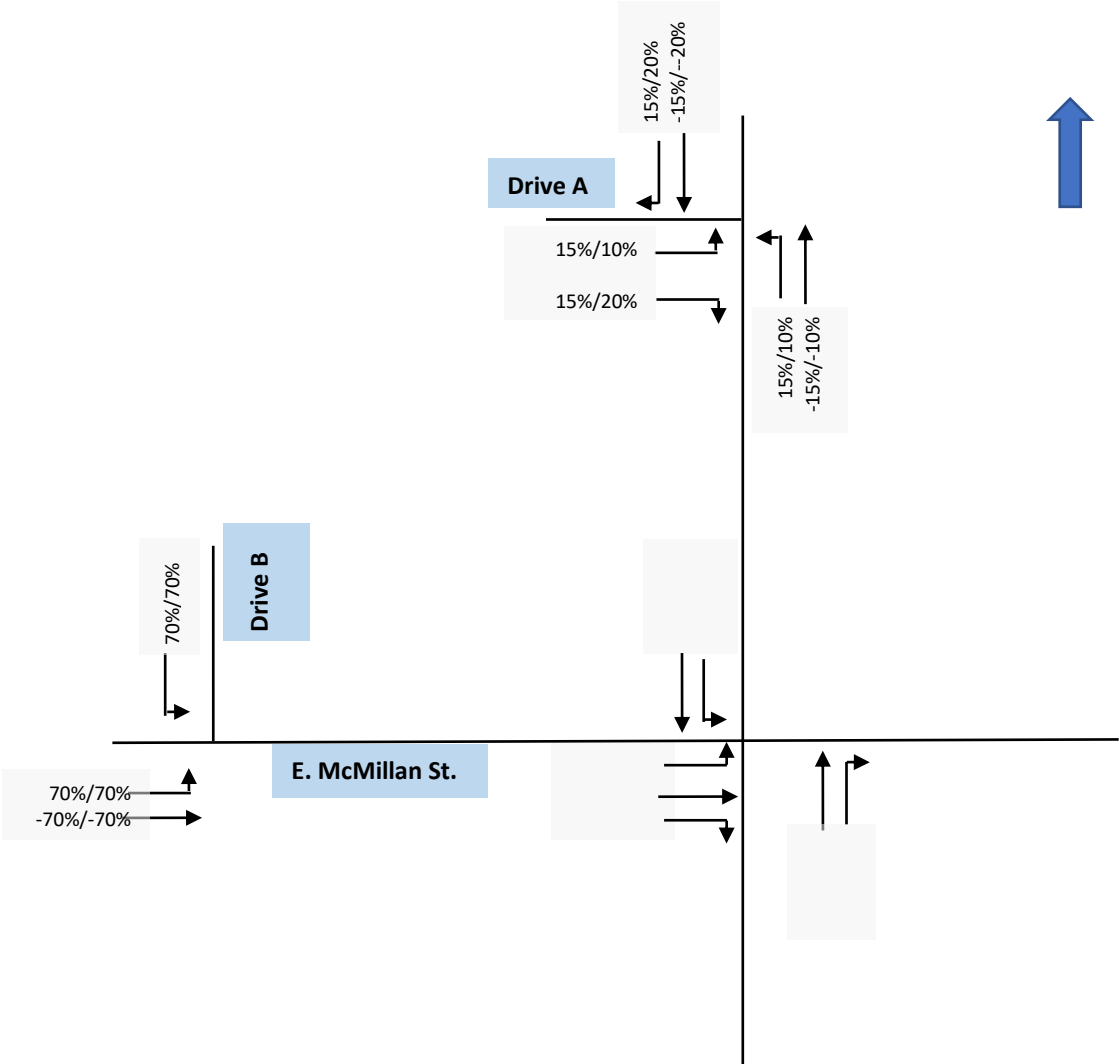


Figure 3 – Trip Distribution (Percentages)

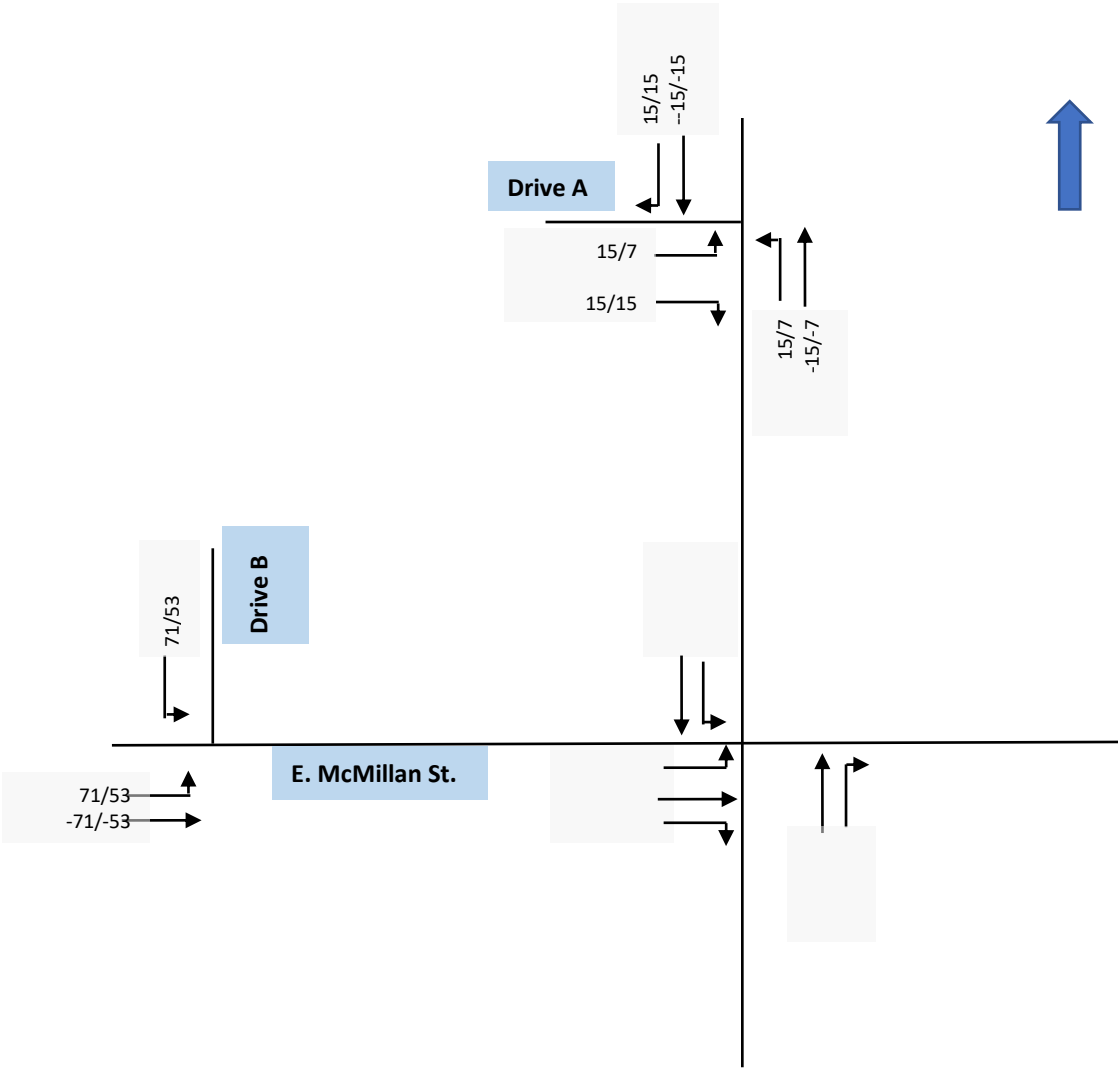
xx%	Entering Trips
xx%	Exiting Trips
Midday/PM	xxx





**Figure 5 – Pass-by Trips
(Percentages)**

Midday/PM	xxx/xxx/
-----------	----------



Estimated Pass-by Trips			
Period	Enter	Exit	Total
Midday Peak	101	101	202
PM Peak	75	75	150

Figure 6 – Estimated Pass-by Trips

Midday/PM xxx/xxx/

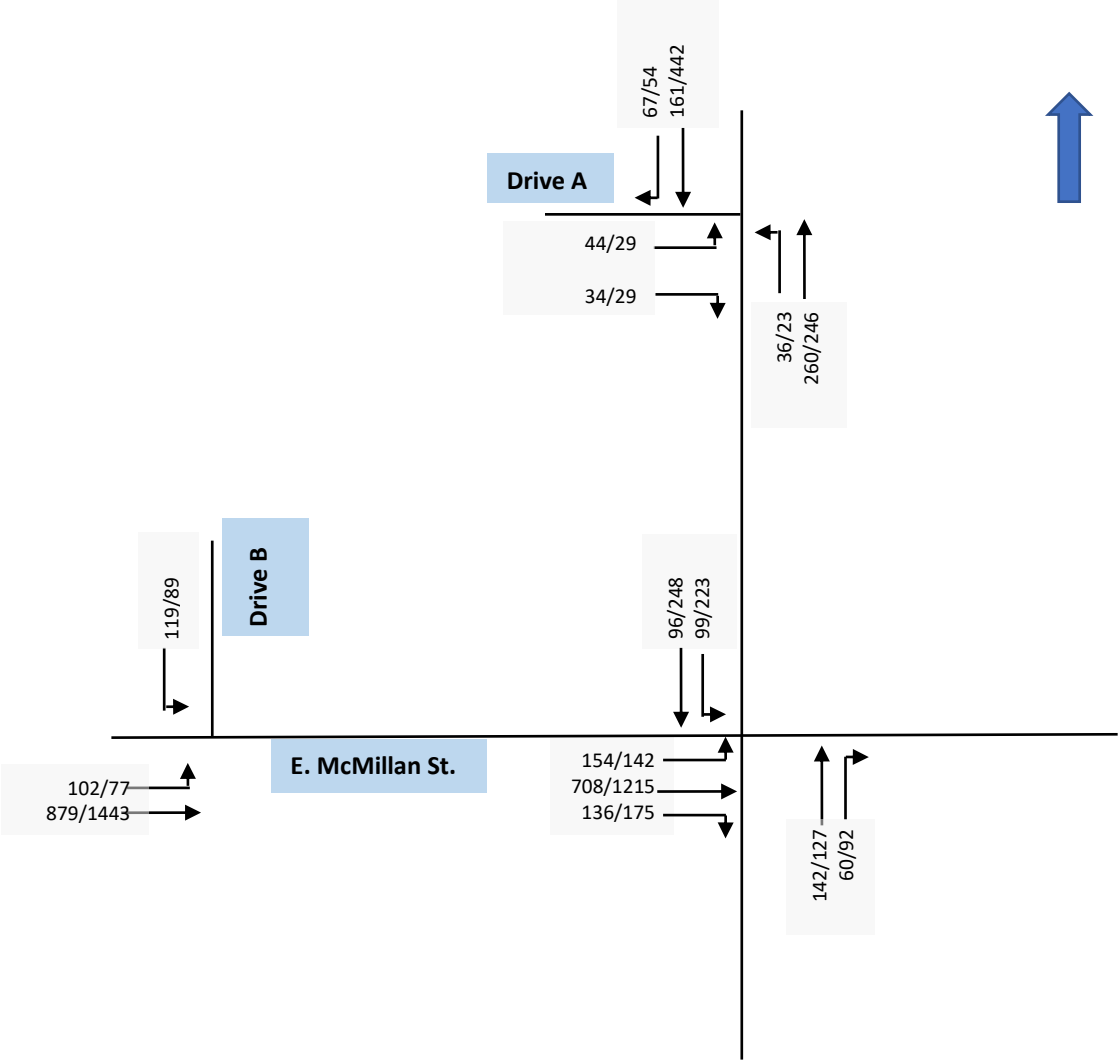


Figure 7 – 2025 Build Traffic

Midday/PM xxx/xxx/

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 (6th edition) Volume 3.

Table 3 – Signalized/Unsignalized Intersection LOS Criteria (Exhibits 19-8, 20-2, 22-8 HCM)		
Level of Service	Control Delay - Signalized Intersections (seconds/vehicle)	*Control Delay – Unsignalized Intersections (seconds/vehicles)
<i>A</i>	<i>0-10</i>	<i>< 10</i>
<i>B</i>	<i>>10 – 20</i>	<i>>10 – 15</i>
<i>C</i>	<i>>20 – 35</i>	<i>>15 – 25</i>
<i>D</i>	<i>>35 – 55</i>	<i>>25 – 35</i>
<i>E</i>	<i>>55 – 80</i>	<i>>35 – 50</i>
<i>F</i>	<i>>80</i>	<i>>50</i>

*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

	2025 Midday Peak Build (Un-Signalized)					2025 PM Peak Build (Un-Signalized)				
	LOS	Delay (Sec/veh)	v/c	QSR	95 th %ile queue (ft.)	LOS	Delay (Sec/veh)	v/c	QSR	95 th %ile queue (ft.)
NBL	A	7.8	.03		3	A	8.6	.02		3
EBLR	B	11.4	.13		10	B	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

	2025 Midday Peak Build (Un-Signalized)					2025 PM Peak Build (Un-Signalized)				
	LOS	Delay (Sec/veh)	v/c	QSR	95 th %ile queue (ft.)	LOS	Delay (Sec/veh)	v/c	QSR	95 th %ile queue (ft.)
SBL	C	17.0	.30		33	C	19.1	.28		28
SB Approach	C	17.0				C	19.1			
Intersection	N/A					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 95th percentile queues. The summary of estimated 95th 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		
	<i>95th Percentile Queue (Ft.)</i>	
	<i>Midday Peak</i>	<i>PM Peak</i>
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

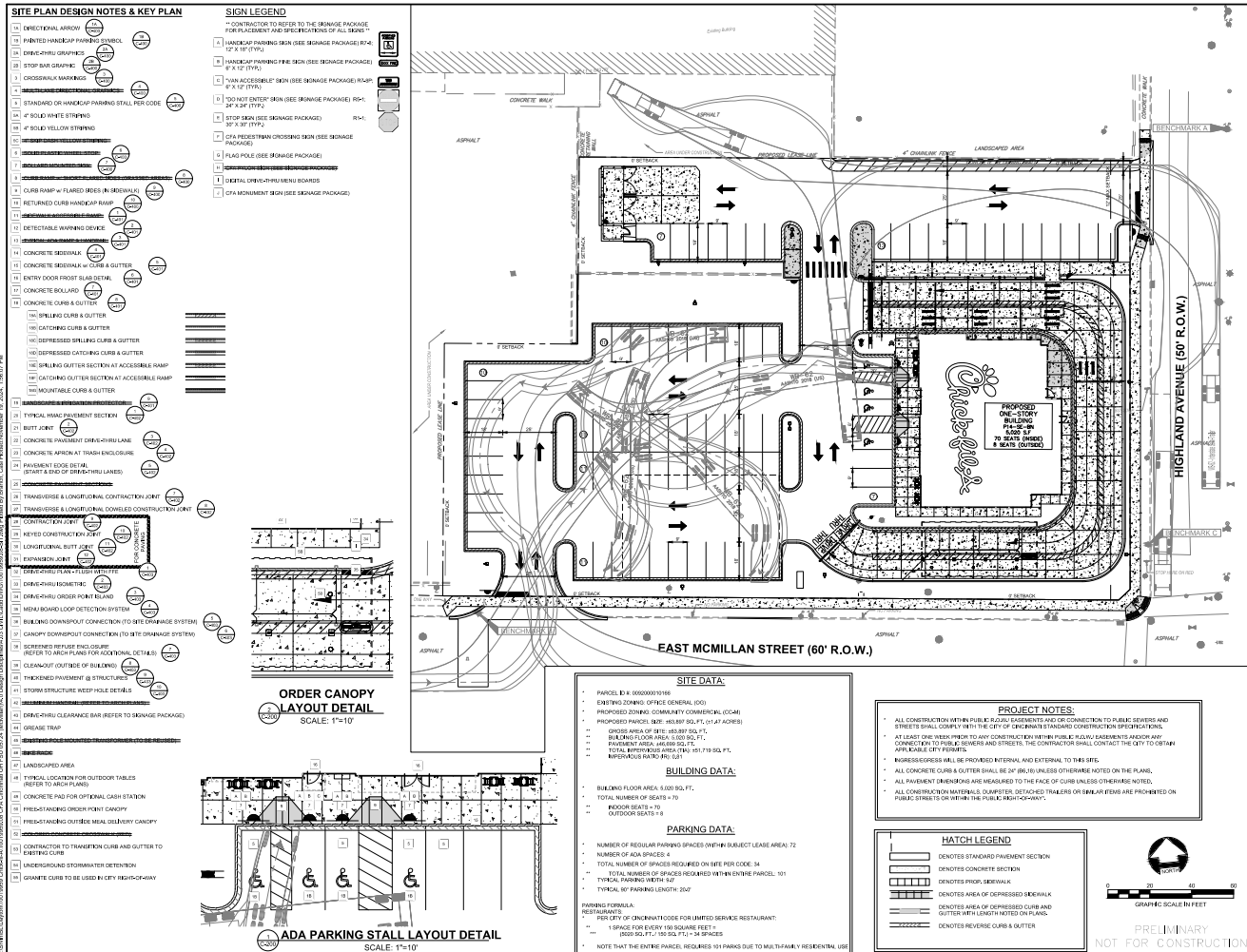
- Drive A shall be constructed with a single inbound and single outbound lane.
- A stop sign shall be installed on the eastbound approach on Drive.

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

EXHIBIT I



Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998



CHICK-FIL-A
CORRYVILLE (OH) FSU
E MCMILLAN STREET & HIGHLAND AVE
CINCINNATI, OHIO 45219

FSR# 05724

REVISION SCHEDULE		
NO.	DATE	DESCRIPTION

PRELIMINARY

ENGINEER'S PROJECT # 10019960,00

DRAWN FOR PRELIMINARY

DATE 08/30/2024

DESIGNED BY: DAC

CHECKED BY: SPK

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SHEET

SITE PLAN

SITE PLAN

C-200

Appendix B

Memorandum of Understanding

MEMORANDUM 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	Unit	Weekday	
		Mid-Day Peak Hour	PM Peak Hour
Chick-fil-A	Per 1,000 SF	T = 80 (X) 51% in/49% out	T = 60 (X) 51% in/49% out

Table 2- Estimated New Trips

Land Use	Unit	Size	AM Peak			PM Peak		
			Enter	Exit	Total	Enter	Exit	Total
Chick-fil-A	SF	5,020	205	197	402	154	147	301
	Pass-by		101	101	202	75	75	150
	Primary		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 – Location Map



Proposed Site

Study Area Access Locations

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

Store Location	Time Period	Entering Volume	Exiting Volume	Total Volume	Drive Thru Queue 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	11:45 – 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 temporary drive thru lane	

Table 1. Chick-Fil-A Store Use Summary**Figure 1. Drive Thru Queue Simulation**

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

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)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Table 3 – Signalized Intersections

Level of Service	Delay (Seconds per Vehicle)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 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, 11th 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 Proposed Development Trip Generation Table								
ITE Code	Land Use	Sq Ft/ Units	Average Rate	AM Peak	Enter	Enter %	Exit	Exit %
934	Fast-Food Restaurant with Drive-Through Window	4.48	51	229	119	52%	110	48%
	Total			229	119		110	
ITE Code	Land Use	Sq Ft/ Units	Average Rate	Mid-Day Peak	Enter	Enter %	Exit	Exit %
934	Fast-Food Restaurant with Drive-Through Window	4.48	80	359	183	51%	176	49%
	Total			359	183		176	
ITE Code	Land Use	Sq Ft/ Units	Average Rate	PM Peak	Enter	Enter %	Exit	Exit %
934	Fast-Food Restaurant with Drive-Through Window	4.48	65	291	148	51%	143	49%
	Total			291	148		143	

Table 4 – New Trip Generation Table

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.

Chick-fil-A Proposed Development Trip Generation Table								
ITE Code	Land Use	Sq Ft/ Units	Average Rate	AM Peak	Enter	Enter %	Exit	Exit %
934	Fast-Food Restaurant with Drive-Through Window	4.48	51	132	69	52%	63	48%
	Total			132	69		63	
ITE Code	Land Use	Sq Ft/ Units	Average Rate	Mid-Day Peak	Enter	Enter %	Exit	Exit %
934	Fast-Food Restaurant with Drive-Through Window	4.48	80	179	91	51%	88	49%
	Total			179	91		88	
ITE Code	Land Use	Sq Ft/ Units	Average Rate	PM Peak	Enter	Enter %	Exit	Exit %
934	Fast-Food Restaurant with 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

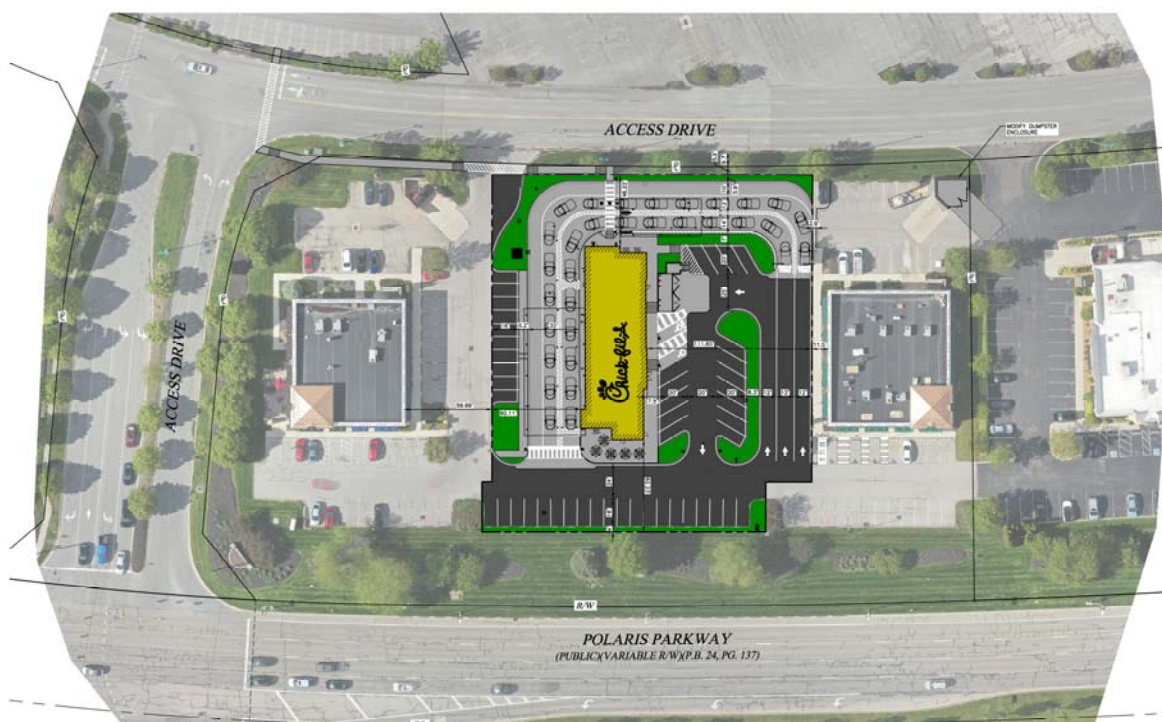


Figure 2. Site Map

Appendix C

Traffic Data

30

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

Start Time	Drive A Eastbound				N/A Westbound				Highland Avenue Northbound				Highland Avenue Southbound				Total (All 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 Counted Traffic Volumes/2025 No Build Traffic																	
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 MOVEMENT COUNTS																	
2024 Counted Traffic Volumes/2025 No Build Traffic																	
3:30 - 4:30 PM								231					457				
New Trips																	
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 McMillan Street Eastbound				East McMillan Street Westbound				N/A Northbound				Drive A Southbound				Total (All Approaches)
Start Time	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 Counted Traffic Volumes/2025 No Build Traffic																	
12:30 - 1:30 PM	950																
New Trips																	
7:30 AM- 8:30 AM	31													48			
Pass-by Trips																	
	71	-71															71
2025 Build Traffic																	
7:30 AM- 8:30 AM	102	879	0		0	0	0		0	0	0		119	0	0		
PM PEAK HOURS TURNING MOVEMENT COUNTS																	
2024 Counted Traffic Volumes/2025 No Build Traffic																	
3:30 - 4:30 PM		1496															
New Trips																	
3:30 - 4:30 PM	24													36			
Pass-by Trips																	
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		

Highland Avenue at East McMillan - TMC

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

Pro

EXHIBIT I

Mason, OH, 45040, US

Leg Direction	East McMillan Street Eastbound				Highland Avenue Northbound				Highland Avenue Southbound				
Time	R	T	L	App	R	T	U	App	T	L	U	App	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
7:45AM	19	159	37	215	15	54	0	69	31	12	0	43	327
Hourly Total	64	555	97	716	65	169	0	234	57	45	0	102	1052
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
8:30AM	23	152	22	197	23	46	0	69	16	9	0	25	291
8:45AM	17	154	19	190	11	55	0	66	12	19	0	31	287
Hourly Total	75	606	90	771	64	197	0	261	65	54	0	119	1151
9:00AM	21	147	19	187	12	39	0	51	20	18	0	38	276
9:15AM	14	115	23	152	11	36	0	47	27	12	0	39	238
9:30AM	16	141	28	185	18	20	0	38	17	9	0	26	249
9:45AM	23	136	19	178	10	24	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	157	28	221	14	27	0	41	25	19	0	44	306
6:45PM	27	166	17	210	14	25	0	39	16	21	0	37	286
Hourly Total	125	664	97	886	58	91	0	149	95	78	0	173	1208
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%	-	-
% Total	7.8%	54.5%	7.0%	69.3%	4.5%	9.1%	0%	13.6%	9.8%	7.4%	0%	17.1%	-
Lights and Motorcycles	883	6528	825	8236	546	1077	0	1623	1160	893	0	2053	11912
% Lights and Motorcycles	93.1%	98.0%	96.4%	97.3%	98.9%	96.9%	0%	97.5%	97.3%	99.1%	0%	98.1%	97.5%
Heavy	65	133	31	229	6	35	0	41	32	8	0	40	310
% Heavy	6.9%	2.0%	3.6%	2.7%	1.1%	3.1%	0%	2.5%	2.7%	0.9%	0%	1.9%	2.5%

Highland Avenue at East McMillan - TMC

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

Prov

EXHIBIT I

Mason, OH, 45040, US

[N] Highland Avenue

Total: 4061

In: 2093 Out: 1968

1192

901

[W] East McMillan Street

Total: 8465

Out: 0

In: 8465

856

6661

948

In: 0

Out: 8114

Total: 8114

[E] East McMillan Street

Out: 2140 In: 1664

Total: 3804

[S] Highland Avenue

1112

552

Highland Avenue at East McMillan - TMC

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

Provo

EXHIBIT I

Mason, OH, 45040, US

Leg Direction	East McMillan Street Eastbound				Highland Avenue Northbound				Highland Avenue Southbound				
Time	R	T	L	App	R	T	U	App	T	L	U	App	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%	10.9%	-
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

Highland Avenue at East McMillan - TMC

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

Prov

EXHIBIT I

Mason, OH, 45040, US

[N] Highland Avenue

Total: 435

In: 131 Out: 304

78 53

[W] East McMillan Street

Total: 813
In: 813 Out: 0

119

618

76

Out: 743 In: 0
Total: 743

[E] East McMillan Street

185 72

Out: 154 In: 257

Total: 411

[S] Highland Avenue

Highland Avenue at East McMillan - TMC

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

Provo

EXHIBIT I

Mason, OH, 45040, US

Leg Direction	East McMillan Street Eastbound				Highland Avenue Northbound				Highland Avenue Southbound				
Time	R	T	L	App	R	T	U	App	T	L	U	App	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%

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

Highland Avenue at East McMillan - TMC

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

Pro

EXHIBIT I

Mason, OH, 45040, US

[N] Highland Avenue

Total: 688

In: 457 Out: 231

241

216

[W] East McMillan Street

Total: 1496

Out: 0

In: 1496

120

1208

168

In: 0

Out: 1509

Total: 1509

[E] East McMillan Street

Out: 409 In: 196

Total: 605

[S] Highland Avenue

111

85

Highland Avenue at East McMillan - TMC

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

Pro

EXHIBIT I

Mason, OH, 45040, US

Leg Direction	East McMillan Street Eastbound				Highland Avenue Northbound				Highland Avenue Southbound				
Time	R	T	L	App	R	T	U	App	T	L	U	App	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%

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

Highland Avenue at East McMillan - TMC

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

Pro

EXHIBIT I

Mason, OH, 45040, US

[N] Highland Avenue

Total: 1371

In: 579 Out: 792

285
294

[W] East McMillan Street

Total: 3394

Out: 0

In: 3394

390

2534

470

In: 0

Out: 3037

Total: 3037

[E] East McMillan Street

Out: 755 In: 611

Total: 1366

[S] Highland Avenue

402
209

Highland Avenue at East McMillan - TMC

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

Provo

EXHIBIT I

Mason, OH, 45040, US

Leg Direction	East McMillan Street Eastbound				Highland Avenue Northbound				Highland Avenue Southbound				
Time	R	T	L	App	R	T	U	App	T	L	U	App	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
% Heavy	19.1%	3.0%	7.6%	5.6%	0%	6.2%	0%	4.4%	3.6%	0%	0%	2.0%	5.0%

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

Highland Avenue at East McMillan - TMC

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

Prov

EXHIBIT I

Mason, OH, 45040, US

[N] Highland Avenue

Total: 277

In: 101 Out: 176

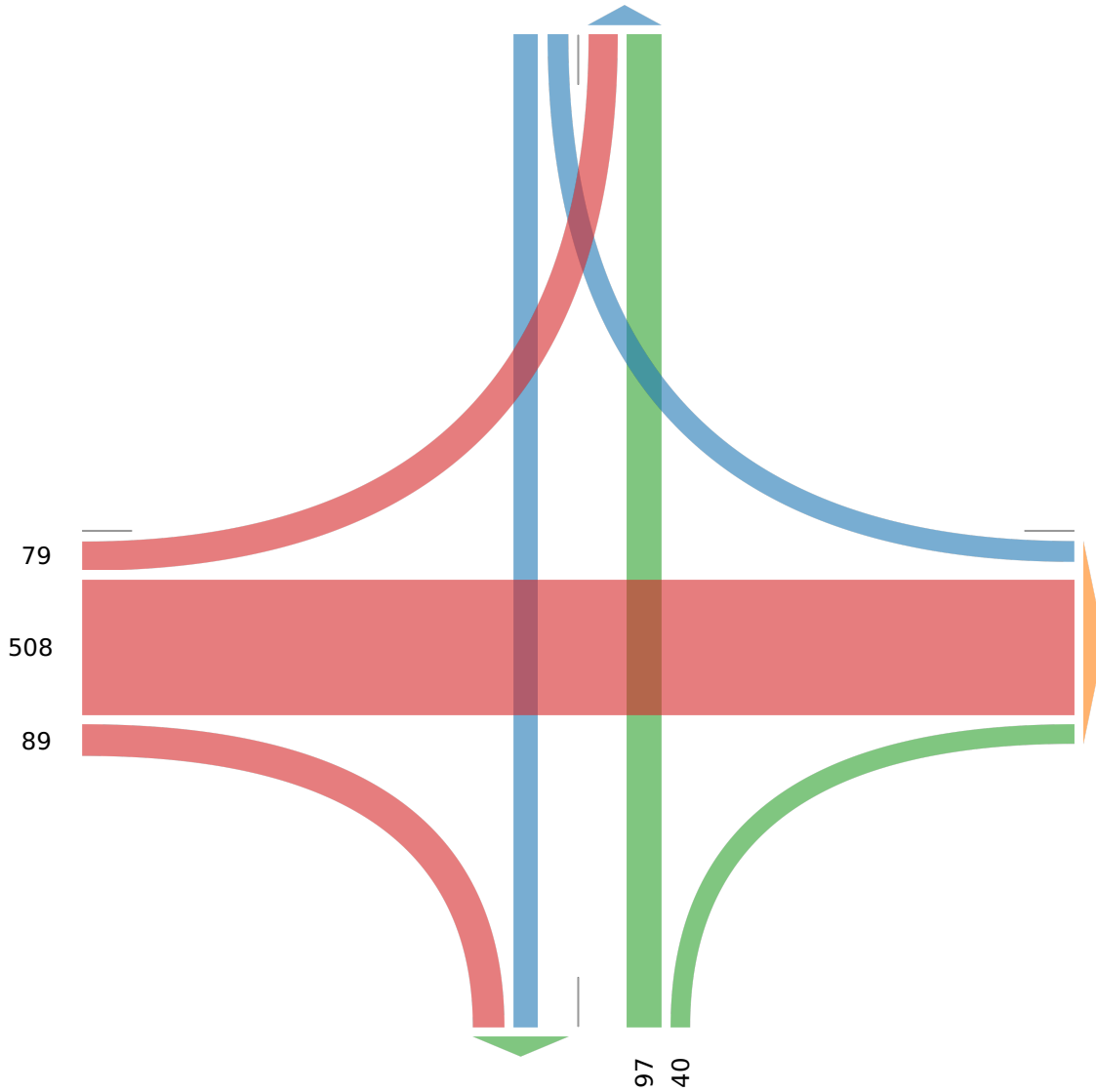
56
45

[W] East McMillan Street

Total: 676

Out: 0

In: 676



Out: 593 In: 0

Total: 593

[E] East McMillan Street

Out: 145 In: 137

Total: 282

[S] Highland Avenue

Highland Avenue at East McMillan - TMC
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 Direction	East McMillan Street Eastbound				Highland Avenue Northbound				Highland Avenue Southbound				
Time	R	T	L	App	R	T	U	App	T	L	U	App	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%

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

Highland Avenue at East McMillan - TMC

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

Pro

EXHIBIT I

Mason, OH, 45040, US

[N] Highland Avenue

Total: 422

In: 176 Out: 246

86 90

[W] East McMillan Street

Total: 950
In: 950 Out: 0

125

698

127

Out: 848 In: 0
Total: 848

[E] East McMillan Street

121 60

Out: 213 In: 181

Total: 394

[S] Highland Avenue

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 Direction	East McMillan Street Eastbound				Highland Avenue Northbound				Highland Avenue Southbound				
Time	R	T	L	App	R	T	U	App	T	L	U	App	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	88.1%	97.0%	96.0%	95.9%	96.4%	96.4%	0%	96.4%	95.2%	98.9%	0%	97.1%	96.1%
Heavy	13	21	4	38	2	4	0	6	4	1	0	5	49
% Heavy	11.9%	3.0%	4.0%	4.1%	3.6%	3.6%	0%	3.6%	4.8%	1.1%	0%	2.9%	3.9%

* 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

Prov

EXHIBIT I

Mason, OH, 45040, US

[N] Highland Avenue

Total: 383

In: 170 Out: 213

83 87

[W] East McMillan Street

Total: 919

Out: 0

In: 919

101

709

109

Out: 851 In: 0

Total: 851

[E] East McMillan Street

Out: 192 In: 167

Total: 359

[S] Highland Avenue

112 55

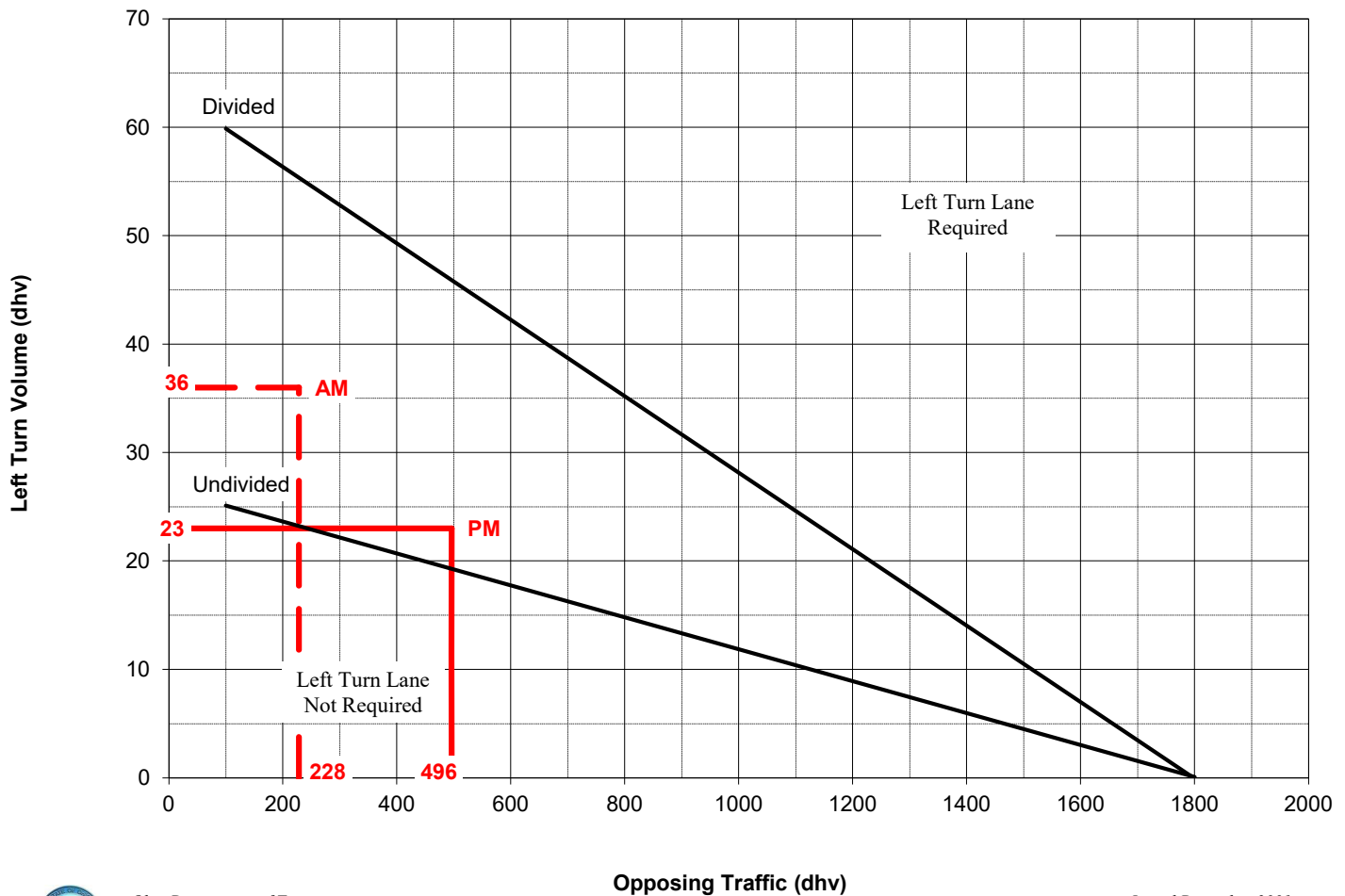
Appendix D
Turn Lane Warrants

4-Lane Highway Left Turn Lane Warrant

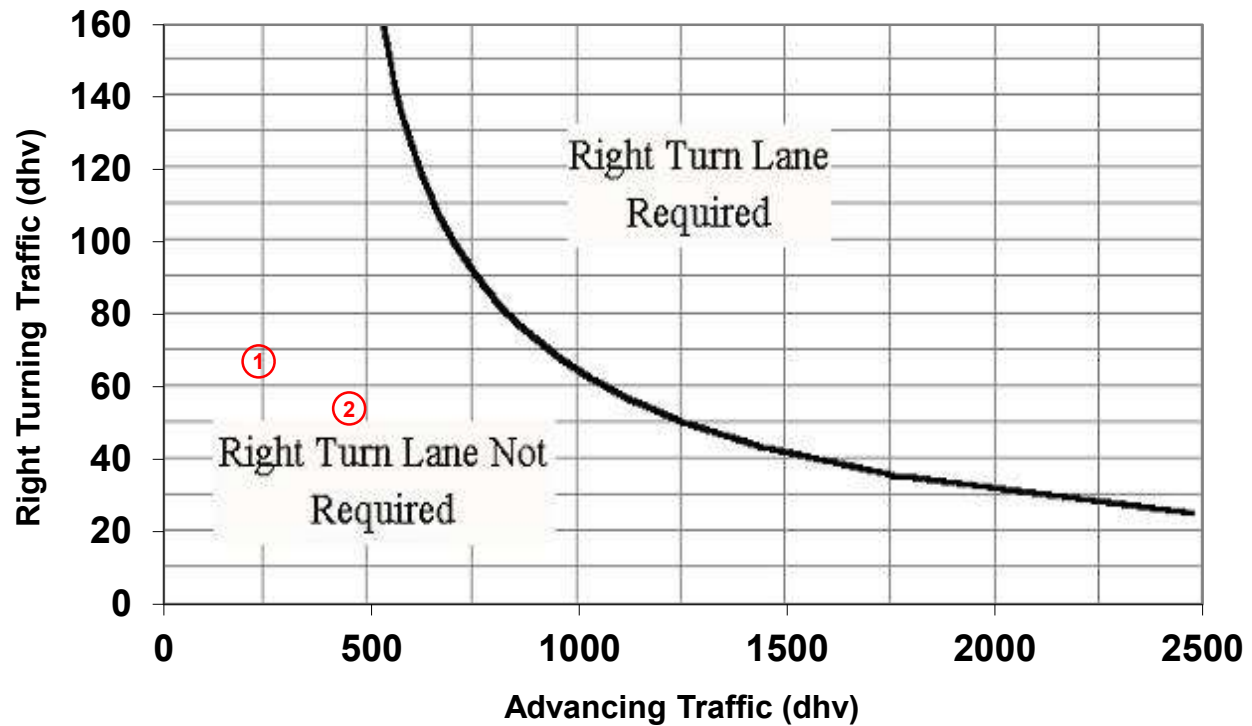
Study Year: 2025

STREET TYPE = UNDIVIDED
PM = WARRANTED AM = WARRANTED

Chick-fil-A, Highland Avenue (Build-
East McMillan Street at Drive A



4 Lane Highway Right Turn Lane Warrant
(≤40 mph or 70 kph Posted Speed)



Highland Avenue at Drive A

REQ	Intersection	Advancing Traffic Volume	Right Turning 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

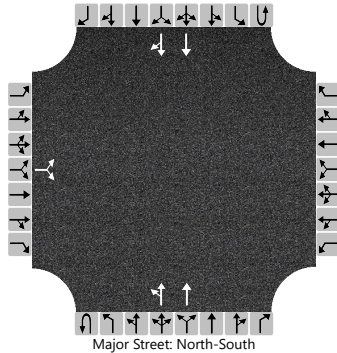
HCS Two-Way Stop-Control Report

EXHIBIT I

General 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	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	2	0	0	0	2	0
Configuration			LR							LT	T				T	TR
Volume (veh/h)		44		34						36	260				161	67
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

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 Level of Service

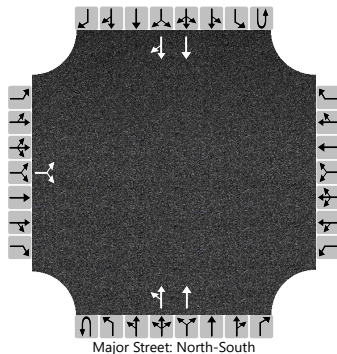
Flow Rate, v (veh/h)			85							39						
Capacity, c (veh/h)			648							1308						
v/c Ratio			0.13							0.03						
95% Queue Length, Q ₉₅ (veh)			0.4							0.1						
Control Delay (s/veh)			11.4							7.8	0.2					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	11.4								1.1							
Approach LOS	B								A							

HCS Two-Way Stop-Control Report

EXHIBIT I

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	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	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	2	0	0	0	2	0
Configuration			LR							LT	T				T	TR
Volume (veh/h)		29		29						23	246				442	54
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

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 Level of Service

Flow Rate, v (veh/h)			63							25						
Capacity, c (veh/h)			486							1018						
v/c Ratio			0.13							0.02						
95% Queue Length, Q ₉₅ (veh)			0.4							0.1						
Control Delay (s/veh)			13.5							8.6	0.2					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	13.5								0.9							
Approach LOS	B								A							

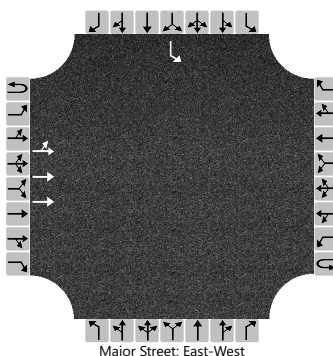
HCS Two-Way Stop-Control Report

EXHIBIT I

General 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	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	0	0		0	0	0		1	0	0
Configuration		LT	T											L		
Volume (veh/h)		102	879											119		
Percent Heavy Vehicles (%)		3												3		
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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 Level of Service

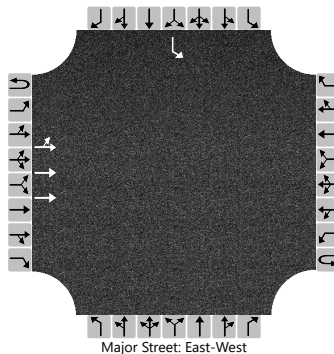
Flow Rate, v (veh/h)		111												129		
Capacity, c (veh/h)		1150												428		
v/c Ratio		0.10												0.30		
95% Queue Length, Q ₉₅ (veh)		0.3												1.3		
Control Delay (s/veh)		8.5	0.7											17.0		
Level of Service (LOS)		A	A											C		
Approach Delay (s/veh)	1.5												17.0			
Approach LOS	A												C			

HCS Two-Way Stop-Control Report

EXHIBIT I

General Information		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	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	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	0	0		0	0	0		1	0	0
Configuration		LT	T											L		
Volume (veh/h)		77	1443											89		
Percent Heavy Vehicles (%)		3												3		
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

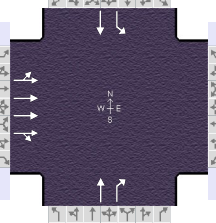
Base Critical Headway (sec)		5.3												6.4		
Critical Headway (sec)		5.36												5.76		
Base Follow-Up Headway (sec)		3.1												3.8		
Follow-Up Headway (sec)		3.13												3.83		

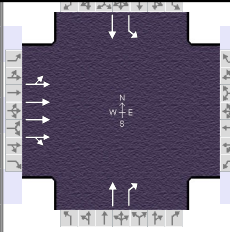
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		84												97		
Capacity, c (veh/h)		1150												351		
v/c Ratio		0.07												0.28		
95% Queue Length, Q ₉₅ (veh)		0.2												1.1		
Control Delay (s/veh)		8.4	0.7											19.1		
Level of Service (LOS)		A	A											C		
Approach Delay (s/veh)	1.1												19.1			
Approach LOS	A												C			

HCS Signalized Intersection Results Summary

EXHIBIT I

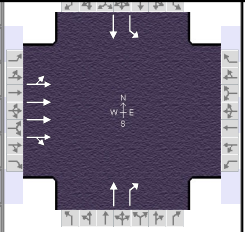
General Information						Intersection Information													
Agency		SHA Engineering				Duration, h		0.250											
Analyst		JA		Analysis Date		11/16/2024		Area Type		Other									
Jurisdiction		Cincinnati		Time Period		Miday		PHF		0.92									
Urban Street		Highland Avenue		Analysis Year		2025 - Build		Analysis Period		1> 7:00									
Intersection		Highland Avenue at Driv...		File Name		1-3-Midday-2025-Build-Highland-McMillan.xus													
Project Description		Chick-fil-A, Cincinnati																	
																			
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				154	708	136					142	60	99	96					
Signal Information																			
Cycle, s	60.0	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	No	Simult. Gap E/W	On	Green	5.0	24.0	13.0	0.0	0.0	0.0									
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0									
				Red	2.0	2.0	2.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4								2		1		6	
Case Number						12.0								7.3		1.0		4.0	
Phase Duration, s						19.0								30.0		11.0		41.0	
Change Period, (Y+R c), s						6.0								6.0		6.0		6.0	
Max Allow Headway (MAH), s						3.1								0.0		3.1		0.0	
Queue Clearance Time (g s), s						10.8										3.8			
Green Extension Time (g e), s						2.2								0.0		0.1		0.0	
Phase Call Probability						1.00										0.83			
Max Out Probability						0.03										0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14					2	12		1	6				
Adjusted Flow Rate (v), veh/h				292	543	250					154	65		108	104				
Adjusted Saturation Flow Rate (s), veh/h/ln				1847	1900	1717					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 Clearance Time (g c), 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), veh/h				400	823	372					760	644		705	1109				
Volume-to-Capacity Ratio (X)				0.729	0.660	0.673					0.203	0.101		0.153	0.094				
Back of Queue (Q), ft/ln (95 th percentile)				160.1	143.6	135					57.6	23.6		25.5	21.4				
Back of Queue (Q), veh/ln (95 th percentile)				6.4	5.7	5.4					2.3	0.9		1.0	0.9				
Queue Storage Ratio (RQ) (95 th percentile)				0.42	0.38	0.36					0.19	0.24		0.28	0.09				
Uniform Delay (d 1), s/veh				21.9	21.5	21.6					11.8	11.3		7.7	5.5				
Incremental Delay (d 2), s/veh				1.0	0.3	0.8					0.6	0.3		0.0	0.2				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0					0.0	0.0		0.0	0.0				
Control Delay (d), s/veh				22.8	21.8	22.3					12.4	11.6		7.7	5.7				
Level of Service (LOS)				C	C	C					B	B		A	A				
Approach Delay, s/veh / LOS				22.2		C	0.0			12.1		B	6.7		A				
Intersection Delay, s/veh / LOS				18.6						B									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				1.93		B	1.93		B	2.08		B	2.05		B				
Bicycle LOS Score / LOS				0.94		A				0.85		A	0.84		A				



HCS Signalized Intersection Results Summary

EXHIBIT I

General Information					Intersection Information														
Agency		SHA Engineering					Duration, h		0.250										
Analyst		JA		Analysis Date		11/16/2024		Area Type		Other									
Jurisdiction		Cincinnati		Time Period		PM Build		PHF		0.92									
Urban Street		Highland Avenue		Analysis Year		2025 - Build		Analysis Period		1> 7:00									
Intersection		Highland Avenue at Driv...		File Name		1-7-PM-2025-Build-Highland-McMillan.xus													
Project Description		Chick-fil-A, Cincinnati																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				142	1215	175					127	92	223	248					
Signal Information																			
Cycle, s	60.0	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	No	Simult. Gap E/W	On	Green	7.6	15.8	18.7	0.0	0.0	0.0									
				Yellow	4.0	4.0	4.0	0.0	0.0	0.0									
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4								2		1		6	
Case Number						12.0								7.3		1.0		4.0	
Phase Duration, s						24.7								21.8		13.6		35.3	
Change Period, (Y+R c), s						6.0								6.0		6.0		6.0	
Max Allow Headway (MAH), s						3.1								0.0		3.1		0.0	
Queue Clearance Time (g s), s						15.1										7.4			
Green Extension Time (g e), s						3.6								0.0		0.3		0.0	
Phase Call Probability						1.00										0.98			
Max Out Probability						0.14										0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14					2	12	1	6					
Adjusted Flow Rate (v), veh/h				450	833	383					138	100	242	270					
Adjusted Saturation Flow Rate (s), veh/h/ln				1868	1900	1744					1900	1610	1810	1900					
Queue Service Time (g s), s				13.1	11.6	11.6					3.5	2.9	5.4	5.1					
Cycle Queue Clearance Time (g c), s				13.1	11.6	11.6					3.5	2.9	5.4	5.1					
Green Ratio (g/C)				0.31	0.31	0.31					0.26	0.26	0.42	0.49					
Capacity (c), veh/h				581	1183	543					500	423	608	929					
Volume-to-Capacity Ratio (X)				0.774	0.704	0.705					0.276	0.236	0.398	0.290					
Back of Queue (Q), ft/ln (95 th percentile)				221.7	199.9	189					70	50.9	83	85.7					
Back of Queue (Q), veh/ln (95 th percentile)				8.9	8.0	7.6					2.8	2.0	3.3	3.4					
Queue Storage Ratio (RQ) (95 th percentile)				0.58	0.53	0.50					0.23	0.51	0.92	0.34					
Uniform Delay (d 1), s/veh				18.7	18.2	18.2					17.6	17.4	11.9	9.1					
Incremental Delay (d 2), s/veh				1.2	0.3	0.6					1.4	1.3	0.2	0.8					
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0					0.0	0.0	0.0	0.0					
Control Delay (d), s/veh				19.9	18.5	18.9					18.9	18.7	12.0	9.9					
Level of Service (LOS)				B	B	B					B	B	B	A					
Approach Delay, s/veh / LOS				19.0	B	0.0				18.8	B	10.9	B						
Intersection Delay, s/veh / LOS				17.3						B									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				1.93	B	1.93	B	2.10	B	2.07	B								
Bicycle LOS Score / LOS				1.17	A			0.88	A	1.33	A								



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 **Microsoft Teams conference call meeting** with you on **October 1, 2024 @ 10 am** 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:

1. 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>
2. 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-service-customers/> 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

- 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://cincinnati-oh.gov/stormwater/construction-and-design/standards/sediment-and-erosion-control/>
 6. SMU Standards Plans Notes is required. Refer to link: <https://www.cincinnati-oh.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.
 - Slopes, sizes, and materials for all storm lines.

Recommendation:

- None

Contact:

- **Kevin Gold** | SMU | 513-222-3643 | kevin.gold@cincinnati-oh.gov

Water Works

Immediate Requirements to move the project forward:

- None.

Requirements to obtain permits:

1. 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.

- 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:**

- The site plan should show 2 readily accessible Fire Hydrants within 400 feet of all sides of your project.
- The minimum fire flow requirements for commercial structures is 2,000 gallons/per/minutes (GPM) @ 20 pressure/per/square inch (psi) (138Kpa).
- 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:

- 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.
- Fire apparatus access roads shall have an unobstructed width of not less than 20 feet.
- 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.
- The weight of our apparatus is as follow:

Apparatus	Width	Length	Height	Weight	Front axle	Rear axle	Turn radius 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:

- 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:

- 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/>.

2. 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/repared 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.
9. 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:

1. 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,


Art Dahlberg,
Director of Buildings and Inspections Department
& CSPRO Committee Chair


Rodney D. Ringer,
Development Manager

AD:RDR:hs



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 bryan.williams@cincinnati-oh.gov or 352-3462.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bryan Williams".

Bryan Williams, P.E.
Division Manager



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