



CITY OF PATASKALA PLANNING AND ZONING COMMISSION

City Hall, Council Chambers
621 West Broad Street
Pataskala, Ohio 43062

AMENDED

STAFF REPORT

December 7, 2022

Rezoning Application ZON-22-006

| | |
|--------------------|--|
| Applicants: | Redwood USA, LLC. c/o Jake Shields |
| Owner: | 76826771 LLC., and Suresh Gupta |
| Location: | 6197 Mink Street, Pataskala, OH 43062 (PIDs: 063-140952-00.000, 063-141630-00.000) |
| Acreage: | +/- 46.9 total |
| Zoning: | AG – Agricultural / R-20 – Medium-Density Residential |
| Request: | Requesting a recommendation of approval for a rezoning from AG – Agricultural to PDD – Planned development District, and approval of a Preliminary Plan pursuant to Section 1255.19 of the Pataskala Code for a 231-unit multi-family development. |

Description of the Request:

The applicant is seeking a recommendation of approval from Planning and Zoning Commission to rezone approx. 46.9 acres from the AG – Agricultural and R-20 – Medium Density Residential zoning districts to PDD – Planned Development District, and approval of a Preliminary Plan pursuant to Section 1255.19 of the Pataskala Code for a 231-unit multi-family development.

Staff Summary:

There are two (2) parcels subject to this application. 6197 Mink Street SW, and an adjacent unaddressed parcel to the east. A summary of both is below:

Parcel 1 (6197 Mink St SW):

- Acreage: +/- 35.03
- Zoning: AG - Agricultural
- Frontage: Mink St SW to the west.
- Existing Use/Features: Agricultural. The perimeter is treelined and a creek runs through property midway southwest to northeast surrounded by trees. Some wetlands.

Parcel 2:

- Acreage: +/- 11.89-acres
- Zoning: R-20 – Medium Density Residential
- Frontage: None
- Existing Use/Features: Undeveloped, mostly forested. Wetlands along the east border.

The Applicant is seeking a recommendation of approval from the Planning and Zoning Commission to rezone both properties, totaling approximately 46.9-acres, from AG – Agricultural and R-20 – Medium Density Residential, to PDD – Planned Development District, and the approval of a Preliminary Plan for “Redwood Pataskala Mink Street”. A general summary of the proposed development begins on the next page

Site Statistics

- Site Area: +/- 46.9 acres
- Units: 231
- Density: 4.9 DU/AC
- Open Space: 16.65-acres (35.5%)
- Wetlands: 5.29-acres total
 - 0.19-acres to be mitigated.
 - 5.1-acres to remain with 25-foot buffer around perimeter of wetlands.

Minimum Setbacks

- Frontage (Mink St, West): 50-feet
- Side (North): 20-feet
- Side (South): 20-feet
- Rear: East): 25-feet

Access and Parking

- Two (2) full access points onto Mink Street SW at the North and South of the frontage.
- Development to be served by private interior roadways: 22-feet in width with a 4-foot wide sidewalk on one side of the street.
- Each Unit will have a private driveway with parking for two vehicles (462 spaces), and a two (2) vehicle garage.
- 47 guest parking spaces will be distributed throughout the development.

Landscaping and Perimeter Screening

- L2 (3' shrub, 1 tree per 30') along frontage of Mink Street.
 - Except within AEP transmission easement – nothing permitted here.
- Deciduous Trees in front yards of multi-family buildings (unknown number)
- Shade/Evergreen Trees as a perimeter buffer to for side yards to the north and south.
 - North: Behind buildings A, B, C, LL, KK, JJ.
 - South: Behind buildings N, AA, BB, CC, DD, EE.
- Retain existing forested area around wetlands to the East as a preservation zone.

General

- Community to have one (1) central mailbox location, to the north of Building G.
- Trash/refuse disposal to be handled by individual cans provided to each unit.

Staff Review: *The following summary does not constitute recommendations but merely conclusions and suggestions from staff.*

Planning and Zoning Staff

The Future Land Use Map recommends the two properties as 'Medium Density Mixed Use'. The Comprehensive Plan (2021) describes this as having a recommended development intensity of 5-10 units per acre with detached/attached single-family, multi-family, retail, or office uses. The proposed Planned Development District would be in line with the recommendations of the Comprehensive Plan (2021).

A full list of comments from Staff has been included as an attachment to this Staff Report. Many comments are asking for more information to be given, and minor revisions to the plans. A list of some of the more considerable items beginning on the next page.

- Development Text will need more work in order to be a comprehensive enough document to bring before City Council.
- Include any necessary requested Divergences on Plan and in separate section of Development Text.
 - As proposed, will need at least two (2), potentially more once more information is provided.
- 25' Wetland Buffer is mentioned but not shown.
- Street Names must be proposed with the Preliminary Plan.

As this Application is a rezoning for a Planned Development District, the Planning and Zoning Commission will recommend approval/disapproval of both the Rezoning and the Preliminary Plan to City Council, who shall make the final decision. Should it be approved, the Applicant will then need to return to the Planning and Zoning Commission for approval of a Final Plan before beginning construction.

A multi-family development within the R-M – Residential Multi-Family zoning district would be required to provide L3 or L4 type landscaping along the side and rear yards for the perimeter of the development. L3 being a continuous six (6) foot high shrub screen (arborvitae) with one (1) tree per 30 lineal feet, and L4 being a six (6) foot fence or wall with one (1) tree and four (4) high shrubs every 30 lineal feet.

As this is a Planned Development District, the Applicant has the right to propose their own landscaping standards, subject to approval of the Planning and Zoning Commission and City Council. As proposed, the side and rear yard screening consists of a mix of shade and evergreen trees located behind the structures which border adjacent parcels to the north and south, and utilizing the existing forested area to the east as screening for the rear.

Public Service Director (Full comments attached)

- a. Stormwater control
 - i. The retention pond layout shown appears as though it should be adequate; however, not that this site drains to headwaters that have low capacity, meaning that during heavy rain events, this area does not drain well.
 - ii. Accordingly, it may be necessary to provide over-retention.
 - iii. A stormwater report will need to be submitted as part of the construction plan application process.
- b. Traffic
 - i. A left-turn lane should be constructed at the north entrance to the development.
 - ii. Verify that all interior streets are to be, and remain, private.
- c. ROW
 - i. Verify proposed ROW is 45' from existing centerline of ROW.

GPD (Full comments attached – Reviewed Traffic Access Study)

- Trip generation numbers seem low by approximately 20%, check ITE Trip Generation Manual.
- Consider re-evaluating using numbers from ITE. Potential scenario for left-turn lane coming into development from north.
- Compared numbers with City's previous Citywide Intersection Capacity and Safety Study and there seems to be no negative impact created by the new units.

SWLCWSD (Full comments attached)

Capacity is not reserved until such time that all requirements for tap permit have been fulfilled, flow evaluated, and fees paid. District cannot guarantee sanitary sewer capacity at this time, but design is underway for new infrastructure to add to capacity in the region.

Fire Department (Full comments attached)

General comments regarding compliance with Fire Code. Hydrants, No parking on one side of the street.

Licking Heights Local Schools (Full comments included in Application)

Redwood has met with the Superintendent and Treasurer. Established data from similar projects shows the project may result in 14 to 18 additional students for the district.

Other Departments and Agencies

No other comments received.

Surrounding Area:

| Direction | Zoning | Land Use |
|-----------|---|--|
| North | AG – Agriculture R-20 – Medium-Density Residential | Single-Family Homes Undeveloped, Forested |
| East | R-20 – Medium-Density Residential | Single-Family Homes |
| South | AG – Agriculture R-20 – Medium-Density Residential | Single-Family Homes |
| West | R-87 – Medium-Low Density Residential | Single-Family Homes |

Rezoning Approval:

According to Section 1217.04 of the Pataskala Code, the Planning and Zoning Commission shall consider approval of a rezoning if the proposal:

1. Will be harmonious with and in accordance with the general objectives, or with any specific objective of the Comprehensive Plan and/or this Code.
2. Will be designed, constructed, operated, and maintained so as to be harmonious in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area.
3. Will not be hazardous or disturbing to existing or future neighboring uses.
4. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services.
5. Will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.
6. Will not involve uses, activities, processes, materials, equipment and conditions of operations that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, odor, air or water pollution, or potential for explosion.

7. Will have vehicular approaches to the property which shall be so designed as not to create an interference with traffic on surrounding public thoroughfares.
8. Will not result in destruction, loss, or damage of a natural, scenic, or historic feature of major importance.

Department and Agency Review

- Zoning Inspector – No comments.
- City Engineer – No comments.
- Public Service – See attached.
- GPD – See attached.
- SWLCWSD – See attached.
- Police Department – No comments.
- West Licking Joint Fire District – See attached.
- Licking Heights School District – See attached.

Modifications:

Should the Planning and Zoning Commission choose to approve the applicant's request, the following modifications may be considered:

1. The Applicant shall provide a clean copy of the complete application to the Planning and Zoning Department prior to proceeding to City Council.

Resolution:

For your convenience, the following resolution may be considered by the Planning and Zoning Commission when making a motion:

"I recommend approval of Rezoning Application number ZON-22-006 pursuant to Section 1255.19 of the Pataskala Code. ("with the following modifications" if modifications are to be placed on the approval)."



CITY OF PATASKALA PLANNING & ZONING DEPARTMENT

621 West Broad Street, Suite 2A
Pataskala, Ohio 43062

ZON-21-006 Staff Review

December 7, 2022

Development Plan

General Comments:

- Lots will need to be combined
- Show the number of units in each building.
- Include a “Notes” Section with the following:
 - All new utilities to be installed underground.
 - Minimum distance between structures shall be at least 16 feet.
 - Maximum structure height is 35 feet.
 - Trash/Refuse to be handled by individual containers for each unit.
 - Any requested Divergences.
- 1113.06(j): Location, names and widths and typical cross section and right of way width of proposed streets. Street names shall not duplicate or closely resemble the name of any other street, highway or road in the City of Pataskala or Licking County.
 - Need actual street names at this time so that we may verify that there are no duplicates.
- Section 1121.12 requires curb and gutter for streets for residential development.
 - *If no curb and gutter, will need a Divergence from this section.*

Page 1 (Title Sheet):

- Remove Application, Letters, Development Text, Licking County Maps, Alta Survey from Sheet Index. Development Plans should only include the actual plans. Letters, Development Text, Surveys and Maps should all be combined as the “development text”. Everything else grouped together as “additional documents”.
- Include required statements as shown in Section 1113.50 as required by Section 1113.06(v)

Page 3 (L1.0):

- Can’t read any of the information shown along Mink Street to the east, particularly property line dimension and bearing.
- Add Note: Copy of the approved Nationwide Permit shall be submitted to the City of Pataskala upon approval of the Final Development Plan.

Page 4(L2.1):

- Front yard setback needs to be based off proposed R/W location, current based from existing R/W.
 - 1291.05(A)(2): For multiple-family residential uses, no off-street parking space, or portion thereof, shall be located closer than 60 feet to any established street right-of-way for major arterials, minor arterials, major collectors and minor collectors.
 - *Will need to request a Divergence for anything less than 60-feet.*
 - Include request on Plans (on Page 1) and in Development Text.
- Identifier mentions 25’ buffer around wetlands, but it is not shown.
 - Include wetlands and buffer areas in Development Text.
- Section 1291.15 requires that interior vehicle circulation drives shall be a minimum of 28’ for two-way traffic. Only 26’ is provided.
 - *Request a Divergence from 1291.15*
- Provide dimensions of visitor parking spaces, numbers of spaces for each area.
 - Section 1291.11 requires minimum dimensions of 9’x19’
 - Any ADA accessible visitor spaces?
- Under Site Data:

- Show acreage in streets/sidewalks, parking, structures. Break it down.
- Show total acreage in wetlands, acreage to be preserved and acreage to be mitigated.
- For units, specify multi-family so that it covers requirement 1113.06(t).

Page 5 (L3.0):

- Per 1255.10(b)(1): No acreage associated with PDD property perimeter setbacks may be counted toward the open space. Buildings A, B, C, F, H, N, AA, BB, CC, DD, EE, KK, and JJ all directly abut the proposed setback and cannot be counted as abutting common open space.
 - This will reduce the amount of units abutting open space by about 76 (can't tell for sure without number of units per building). Leaving about 155 units actually abutting open space, or 67%.
- Show wetland buffer.

Page 6 (L4.0):

- Show number of trees provided: within front yards, in open space, etc.
- Show wetland buffer.
- Provide language for maintenance of landscaping on Plan and in Development Text.
- Preservation Zone: Show a border for the extent of the Preservation Zone and include a Note on the Plans with language for said zone. To remain undeveloped, natural state, something like that. Include in the Development Text as well.
 - Section 1283.02(D): Preservation/Protection Zones should be enclosed and protected during duration of construction.
- Zoning Requirements:
 - References for RM that L2 is required for the front yard, however, you are not rezoning to RM so change this to say "Proposed Screening" and remove mentions of the RM requirements to avoid confusion.
 - If you want to use the RM requirements, you can, but also remember that RM requires you to provide L3 or L4 type screening (6' wall or shrub screen with 1 tree every 30') on the sides and rear.

Page 9 (C100)

- Will utility lines need to be in easements? If so, show on plans.
- Show wetland buffer.

Development Text

General:

- Include a disclaimer stating that where the Development Text is silent, Pataskala Code shall prevail.
- Everything shown on the Plans needs to be described in the Development Text.
- In general, a Development Text should be formatted essentially as a zoning code. For example:
 - **Section 1 – Permitted Uses**
 - Sec. 1(a): Multi-Family
 - **Section 2 – Dwelling Area**
 - Sec. 2(a): Each unit shall not be less than 1,250 square feet in area.
 - Sec. 2(b): Square footage of each unit shall be determined by outside dimensions, exclusive of porches, garages, cellars, and basements.
 - **So on and so forth...**
 - The Development Text in its current form needs much work.
- Create a title page for the Development Text with the name of the development, signature lines for Applicant, PZC Chairperson, City Council.

- Everything that is not a part of the Development Text itself (summary of project, management company synopsis, stuff like that) is included as a separate attachment.
- Architectural examples should be in the Development Text, not in the Plan.
- Permitted Uses lists “Accessory Uses and Structures”. Doesn’t look like there is a clubhouse, sport courts, anything like that. What kind of accessory uses? Would residents be able to install sheds? Those would be an accessory structure and permitted the way this text is written, but there are no standards that would apply to them included.

General Requirements: Separate this into sections, it is difficult to tell when one requirement ends and the other begins.

- Signage
 - Describe the number, size, illumination, etc. for the signs as shown on the Plan.
- Dumpsters
 - Height of enclosures
- Lighting
 - Section 1121.15 requires either front yard light posts, or streetlights. Request and justify a divergence for having the lights be on the buildings themselves (a good justification could be that the existing development on 310 has the same lighting).
- Landscaping
 - List and describe all elements of landscaping.
- 1255.17(a)(3)(G) – Development Standards Text
- 1255.17(a)(3)(G)(3): Dimensions and or acreages illustrated on the development plan shall be described in the development standards text.
 - Full acreage listed, include separate acreages and dimensions of the two existing lots.
- 1255.17(a)(3)(G)(4): Any provisions that depart from applicable standards set forth in the City of Pataskala Zoning Code addressing signage, landscaping, appearance and parking will be described and justified.
 - Any divergences needed, describe, and justify within the Development Text.

From: [Alan Haines](#)
To: [Jack Kuntzman](#)
Cc: [Antonio Anzalone](#)
Subject: RE: Pataskala PZC Review Memo for 12-07-2022
Date: Tuesday, November 29, 2022 5:36:18 PM
Attachments: [image001.png](#)

Jack,

My comments for the subject PZC hearing are as follows:

1. TCOD-22-002
 - a. Stormwater control
 - i. A stormwater report will need to be submitted as part of the construction plan application process.
 - ii. The site will presumably drain to the existing retention pond adjacent to this property, and the report will need to verify that the existing pond is sized to accommodate the additional load.
 - iii. Some improvements may be needed to the existing pond/outlet structure.
 - b. Existing retention pond is currently on private property
 - i. As part of this development, the existing basin should be deeded to the City for operation and maintenance, as there is not currently an entity having responsibility, nor is there a specific entity that should have responsibility.
 - ii. As part of this process, and for the City to accept responsibility of the pond, clearing, grubbing and grading around the pond is requested to be completed to start fresh and make this a usable and maintainable area.
 - c. Traffic
 - i. Access on Broad St. shall be right-in/right-out only
 - ii. See additional comments from reviewing traffic engineer
 - d. Right-of-way
 - i. Verify existing right-of-way along Broad St. is 60' from the center line. If not, right-of-way should be dedicated to achieve 60' from center line.
2. TCOD-22-003
 - a. Tabled – not reviewed.
3. ZON-22-006
 - a. Stormwater control
 - i. The retention pond layout shown appears as though it should be adequate; however, not that this site drains to headwaters that have low capacity, meaning that during heavy rain events, this area does not drain well.
 - ii. Accordingly, it may be necessary to provide over-retention.
 - iii. A stormwater report will need to be submitted as part of the construction plan application process.
 - b. Traffic
 - i. A left-turn lane should be constructed at the north entrance to the development.
 - ii. Verify that all interior streets are to be, and remain, private.
 - c. ROW
 - i. Verify proposed ROW is 45' from existing centerline of ROW.

Let me know if questions.

Regards,



November 21, 2022
Job Number 2022056.03

Mr. Alan Haines, P.E.
Public Service Director
City of Pataskala
621 W. Broad Street, Suite 2B
Pataskala, Ohio 43062

RE: Proposed Redwood-Pataskala Mink Street Development Traffic Access Study Review

At the request of the city, GPD Group (GPD) has performed a review of the preliminary Traffic Access Study for the proposed Redwood-Pataskala Development, Mink Street, provided by American Structurepoint, Inc. Our comments are as follows:

1. The Trip Generation numbers for this multifamily development seem low by approximately 20%. The ITE Trip Generation Manual numbers should be rechecked.
2. Even though a left turn lane is not warranted for either driveway, consider re-evaluating the traffic entering the development using the larger trip generation numbers as mentioned in comment 1. It could be stated that more traffic coming from the north will use the northern driveway, both out of convenience and that it provides quicker access to a majority of the units in the development. Using this logic and the trip distribution provided, a left turn lane should be warranted for the northern drive. This scenario should be re-evaluated.
3. The added traffic from this new development was compared with the previous GPD study regarding the Citywide Intersection Capacity and Safety Study to see if any capacity issues would be created by the new housing units. From the intersections that were studied, there seems to be no negative impacts from the potential increase in traffic from the development. This includes opening day traffic and 2034 projected traffic.
4. All other findings and evaluations in the Traffic Access Study, seem acceptable.

Should you have any questions or require additional information, please call me at 614.588.8958 or email me at SSeaman@GPDGroup.com.

Sincerely,
GPD Group

A handwritten signature in dark ink, reading "Scott O. Seaman".

Scott Seaman, P.E.
Project Manager / Traffic Engineer

SDS/djg

Cc: Dave Gasper, P.E. (GPD Group)
File



Southwest Licking Community Water & Sewer District

Mailing: P.O.Box 215
Etna, Ohio 43018

Administrative Office: 69 Zellers Lane
Pataskala, Ohio 43062

Phone: 740.927.0410

Fax: 740.927.4700

Website: www.swlcws.com

September 20, 2022

Redwood Apartment Neighborhoods

c/o: Jake Shields

7007 East Pleasant Valley Road

Independence, OH 44131

Re: Water/Sanitary Utility Location Request – Mink Street SW (063-140952-00.000)

Dear Mr. Shields,

Preliminarily, it appears that:

1. With relation to potable water services, the District has a 8" water main on the west side of Mink Street SW; and
2. With relation to sanitary sewer services, the District has a 12" sanitary sewer main on the east side of Mink Street SW.

While there is general availability of water and sanitary sewer in this area, **capacity is not reserved** until such time that all the requirements for the tap permit have been fulfilled, the expected sanitary flow is evaluated, and all fees have been paid. Sewer capacity is dynamic and subject to decrease pending ongoing development. Please review SWLCWS District Rules and Regulations Section 106.

Specifically, the District has reviewed its sanitary sewer capacities based on the information submitted to it. After reviewing the details of this project, the District's facilities, and current usage data, the District cannot guarantee sanitary sewer capacity at this time. Specifically, the District has concluded that the sanitary sewer infrastructure within this drainage tributary are insufficient to serve this project as proposed. The District is designing sanitary sewer infrastructure in the area, and the District is in design to add sanitary sewer treatment capacity by way of a wastewater treatment facility in Wagram.

If you have any questions, please feel free to contact me at any time.

Sincerely,

Christopher Gilcher

Utilities Superintendent

740-927-0410

cgilcher@swlcws.com



WEST LICKING JOINT FIRE DISTRICT

www.westlickingfire.org

District Headquarters

851 East Broad Street
Pataskala, Ohio 43062
740-927-8600 [Office]
740-964-6621 [Fax]
www.westlickingfire.org

11/29/2022

Subject: Plan review / Redwood development!

Jack,

The West Licking Fire District has reviewed the preliminary plans for Redwood development and we have the following comments.

- 1) All streets that are 28' in width shall have "NO PARKING" signs posted on the fire hydrant side of the street.
- 2) Per the Fire Districts regulations section J: the maximum distance between fire hydrants shall be 500' in residential areas.
- 3) The Fire Districts permit application and permit fees shall be paid in full prior to the start of construction.
- 4) The Fire Districts regulations can be found on our website at westlickingfire.org

This concludes our comments at this time. If you have any questions please feel free to contact me.

Regards,

Doug White

dwhite@westlickingfire.org

Fire Marshal

West Licking Fire District

851 E. Broad St.

Pataskala Oh 43062

Office Phone # 740-927-3046 Opt. 2

Westlickingfire.org





CITY OF PATASKALA PLANNING AND ZONING COMMISSION

City Hall, Council Chambers
621 West Broad Street
Pataskala, Ohio 43062

PRELIMINARY PLAN APPLICATION

(Pataskala Codified Ordinances Chapter 1113)

| Property Information | |
|---|--|
| Address: 6197 Mink St. SW | |
| Parcel Number: 063-140952-00.00 (parcel 1) & 063-141630-00.000 (parcel 2) | |
| Zoning: AG-Agriculture | Acres: +/- 46.9 acres combined |
| Water Supply: | |
| <input type="checkbox"/> City of Pataskala | <input type="checkbox"/> South West Licking <input type="checkbox"/> On Site |
| Wastewater Treatment: | |
| <input type="checkbox"/> City of Pataskala | <input type="checkbox"/> South West Licking <input type="checkbox"/> On Site |

| Applicant Information | | |
|---|-------------------------------|------------|
| Name: Redwood USA, LLC c/o Jake Shields | | |
| Address: 7007 East Pleasant Valley Road | | |
| City: Independence | State: OH | Zip: 44131 |
| Phone: 330-618-5692 | Email: jshields@byredwood.com | |

| Owner Information | | |
|---|---|------------|
| Name: 76826771 LLC (parcel 1) & Suresh Gupta (parcel 2) | | |
| Address: 1010 Woodman Drive | | |
| City: Dayton | State: OH | Zip: 45432 |
| Phone: 937-603-1951 (Suresh) | Email: sapna.gupta@daytondoc.com s.gupta@daytondoc.com | |

| Preliminary Plan Information |
|---|
| Describe the Project: Proposed rezoning to PDD to allow for residential neighborhood of attached single family residential units on private streets. Additional details attached. |
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| |

| Staff Use |
|---|
| Application Number: 2017-22-006 |
| Fee: 2000 / 2500 |
| Filing Date: 11-4-22 |
| Hearing Date: 12-7-22 |
| 000918 / 21918 |
| Documents |
| <input type="checkbox"/> Application |
| <input type="checkbox"/> Fee |
| <input type="checkbox"/> Preliminary Plan |
| <input type="checkbox"/> Supplementary Info |
| <input type="checkbox"/> Deed |
| <input type="checkbox"/> Address List |
| <input type="checkbox"/> Area Map |

Documents to Submit

Preliminary Plan Application: Submit 14 copies of the preliminary plan application.

Preliminary Plan: Submit 14 copies of a preliminary plan 24 x 36 inches in size containing the following:

- a) *Proposed name of the subdivision*
- b) *Location by section, range, township or other official surveys*
- c) *Names, addresses and phone numbers of the owner, subdivider, an Ohio Registered Professional Engineer who prepared the plan, or Registered Surveyor who prepared the plan, and the appropriate registration numbers and seals of each.*
- d) *Date of survey.*
- e) *Scale of the plan, not less than 100 feet to the inch, and north arrow.*
- f) *Boundaries of the subdivision, its acreage, and deed book and page number of lands within the proposed subdivision.*
- g) *Names of adjacent subdivisions, owners of adjoin parcels of unsubdivided land, and the location of their boundary lines.*
- h) *Locations, widths, and names of existing streets, railroad rights of way, easements, parks, permanent buildings, corporation and township lines, location of wooded areas and any other significant topographic and natural features within and adjacent to the plan for a minimum distance of 200 feet.*
- i) *Zoning classification of the tract and adjoining properties and a description of the proposed zoning changes, if any.*
- j) *Existing contours at an interval of not greater than two (2) feet if the slope of the ground is 15 percent or less, and not greater than five (5) feet where the slope is more than 15 percent.*
- k) *Existing storm and sanitary sewers, water lines, culverts, and other public utilities underground structures, and power transmission poles and lines, within and adjacent to the tract.*
- l) *Location, names and widths of typical cross section and right of way width of proposed streets and easements.*
- m) *Building setback lines with dimensions.*
- n) *Location and dimensions of all proposed public and private utilities, water, wastewater, storm drain lines, detention and/or retention facilities showing their locations and connections with existing system.*
- o) *Layout, lot number of and approximate dimensions of each lot. When a lot is located on a curved street, or when side lot lines are not at 90 degree angles, the width of the building line shall be shown.*
- p) *Parcels of land in acres and/or parts of acres to be preserved for public use, or to be reserved by covenant for residents of the subdivision.*
- q) *The location and width of sidewalks and spacing of street lighting.*
- r) *A vicinity map at a scale of not less than 2,000 feet to the inch shall show all existing subdivisions, roads, tract lines, nearest existing thoroughfares and the most advantageous connections between roads in the proposed subdivision and those of the neighboring area.*

Supplementary Information: Submit 14 copies of a site plan to scale of the subject property indicating the following:

- a) *Statement of proposed use of all lots, giving types number of dwelling units and any type of business or industry.*
- b) *Location and approximate dimensions of all existing buildings.*
- c) *For commercial and industrial development, the location, dimensions, approximate grade of proposed parking and loading areas, alleys, pedestrian walks, streets and the points of vehicular ingress and egress to the development and storm drainage detention of retention facilities.*
- d) *Description of the proposed covenants and restrictions.*
- e) *The extension or improvements of, including any oversize requirements to the City Central Water and Wastewater Treatment Systems that may be required by the City, to be constructed by the Subdivider at the Subdivider's expense, and according to all City ordinances. (See Section 1113.14)*
- f) *Calculations which develop the water and sanitary sewer demand rates for the subdivision.*

Deed: Provide a copy of the deed for the property with any deed restrictions. Deeds can be obtained at www.lcounty.com/rec.

Address List: Submit one copy of a list of all property owners and addresses of those owning property within 200 feet or two parcels from any point on the subject property line, whichever creates more property owners. This list must be in accordance with the Licking County Auditor's current tax list and must be submitted on mailing labels.


Area Map: Submit 14 copies of an area map from the Licking County Engineer's office showing the area encompassed by the address list. Area maps can be obtained at www.lcounty.com/taxparcelviewer/default.

Signatures

I certify the facts, statements and information provided on and attached to this application are true and correct to the best of my knowledge. Also, I authorize City of Pataskala staff to conduct site visits and photograph the property as necessary as it pertains to this preliminary plan request.

Applicant: 
Jacob Shields (Sep 8, 2022 10:42 EDT)

Date: Sep 8, 2022

Owner: 
Sangeeta Agrawal (Sep 8, 2022 10:42 EDT)

Date: Sep 8, 2022

Summary of Project

The proposed Mink Street SW OH P1 PUD is a planned Luxury Apartment Neighborhood which will be owned and developed by Redwood USA LLC. The Redwood Neighborhood will have 231 new, ranch style apartment homes with two car attached garages.

Conveniently located off Mink Street SW north of East Broad Street, the project will provide a serene/park-like setting composed of ranch dwellings which are highly desirable amongst empty nesters and seniors. The community will create positive tax generation for the City and School District while providing high-quality, sustainable housing.

Redwood's ranch apartment homes boast an open floor design, attached two car garages, two bedrooms, two full bathrooms and a den suitable for a home office. Every dwelling is designed in conformity with FHA regulations/ADA accessibility and conducive for the active-adult demography similar properties attract. Each dwelling offers individual private front and rear entries and a rear patio with a privacy fence further enhancing the amenity of peace and quiet. Ample guest parking will be provided throughout the community in addition to controlled access garages and driveway spaces directly in front of the garages for convenient ingress/egress. Attached garages provide added security and comfort; in harsh Ohio winters, no amenity is more desirable than a spacious garage with direct access to one's living area.

Exteriors will be landscaped with colorful plantings along entry walks encapsulating luxury and traditional neighborhood living typically found in for sale single-family subdivisions. Tenants will be responsible for all utility payments including phone, cable, electricity, gas and water/sewer. Landlord will provide trash services. Additional dwelling amenities featured are washer and dryer hook-ups, large kitchen with maple cabinets, den area, central heating and cooling, garbage disposal and dishwasher, walk-in closets, breakfast bar and an optional fireplace. Additionally, the apartment neighborhood is pet-friendly with abundant outdoor open spaces for walking. The planned neighborhood provides upper echelon apartment living within a true neighborhood context targeting residents desiring a stress-free/maintenance-free living environment without the inconveniences of a typical multi-level apartment community. The fact that no one lives above, below, or directly behind your apartment home are just a few reasons why this project will resonate well with the Pataskala community.

Management Company Synopsis

Redwood USA LLC, a real estate development and management company, was established in 1991 specializing in the development and management of single-story, attached garage luxury apartment communities. Redwood's core philosophical approach is every individual wants to live in an apartment home that is of single-story design, with an attached garage(s) and no stairs, compared to a walk up two- or three-story garden style apartment complex. Quite simply, Redwood is committed to providing future residents with an easily accessible, luxury apartment home accentuating peaceful, idyllic, comfortable and maintenance-free living experience.

Redwood USA, LLC has been integrally involved in the development of upwards of 15,000 single-story attached garage apartment dwellings throughout 10 states carving out a niche in the apartment market of attached garage, single-story and luxury apartment units.

APPLICATION OR REZONING CHANGE

ATTACHMENT
MINK STREET SW
PARCEL NO. 6314095200000 & 6314163000000
46.9± AC

1. Name of Applicant:

Bob Dyer
c/o Redwood Management
7007 East Pleasant Valley Drive
Independence, OH 44313
bdyer@assetadv.net

2. Name of Property Owner:

Suresh Gupta and Sangeeta Gupta

3. Address/Location of Property:

On the east side of Mink Street SW north of East Broad Street.

4. Legal Description of Property:

See Attached

5. Existing Zoning District:

Agriculture (AG) & Medium Density Residential (R-20)

6. Proposed Zoning District:

Planned Development District (PDD)

7. Existing Use of Property:

Undeveloped farm field and woodlot

8. Proposed Use of Property:

Attached Single Story Residential/Ranch Apartments

9. Are there any amendments to text or legal description of the property affected and any deed restrictions for the property?

The 46.9+/- acres ("Property") is zoned Agriculture (AG) and Medium Density Residential (R-20). The only amendment to the text will be the approval of the proposed PDD zoning. The legal description may be changed to accommodate the dedication of ROW in Mink Street SW. The Property has no deed restrictions at present, but will have zoning restrictions delineated in the PDD upon approval.

We are requesting to rezone the Property under the “Planned Development District” (“PDD”) (Chapter 1255) which requires provision of the following documents under the following procedure:

The notification processes of Chapter 1217 (“Amendments”). Only the requirements for submission outlined in the PDD Chapter apply (“Contents of Zoning Amendment Application with Preliminary Development Plan”). Attached are the following documents: Preliminary Development Plan, Development Standards text and supporting documentation as required.

10. Vicinity Map: See attached

11. Site Maps and Diagrams: See attached

12. Statement on the ways in which the proposed amendment relates to and is consistent with the Comprehensive Plan:

The proposed PDD “uses” are consistent with the uses designated by the Comprehensive Plan. According to the Comprehensive Plan, the “area along the east side of Mink Street SW is designated as a mixed-use area to include office, commercial and residential uses.

In regard to traffic planning, Mink Street SW is a “Major Arterial”. The City “Access Management” standards call for Mink Street SW to ultimately have 120’ of right of way (60’ from the centerline on the east and west side). The proposed PDD plan abides by that requirement and provides dedication of 60’ from the centerline for the required right of way on the east side.

Also in accordance with the City “Access Management” standards, setback from the edge of right of way will be 30’.

13. The names and address of all property owners within 200 feet, or two (2) parcels from the property lines, contiguous to, and directly across the street from the parcels proposed to be rezoned.

See attached

14. A written statement as to how the proposed zoning change will impact adjacent and proximate properties.

To the north is property used for residential and agricultural purposes

To the east is property used for residential purposes

To the south is property used for residential and park purposes

To the west is property used for residential and agricultural purposes

DEVELOPMENT STANDARDS TEXT
MINK STREET SW REDWOOD DEVELOPMENT
PARCEL NO. 6314095200000 & 6314163000000
46.9± AC

The parcel is referred to herein as the “Property”.

PRELIMINARY DEVELOPMENT PLAN

The Plan (The “Plan” includes the drawing/site plan attached and the text below):

The “Plan” delineates the “Property” and its:

Boundaries, dimensions and acreages;

Access points and easements;

Existing topography and drainage patterns and storm retention area;

Location of building areas (“Building Envelope”);

Location of open spaces;

Proposed internal drives and parking areas;

the “Residential” development area

Plan requirements not delineated in the drawing/site plan area addressed below:

The Property is 46.9± acres

Uses:

231 Multi-family one story Dwelling Units with attached 2 car garages

Accessory Uses and Structures

General Requirements (unless altered by a variance):

Density is no more than 6 units per acre

No building shall be erected or enlarged to exceed 35’ in height

Parking as regulated in Chapter 1291

Dwelling Area of each unit shall not be less than 1,250 square feet (determined by outside dimensions exclusive of porches, garages, cellars and basements)

Signs will be located as shown on the Development Plan and shall be designed and dimensioned as shown in the Sign Exhibit of the plan package.

Lighting will be building mounted cut off fixtures located adjacent to the entrance door on the building fronts, adjacent to the garage door and on the building rears. Example of the type of fixtures are provided in the plan package.

Dumpsters will not be used, instead individual trash totes will be located in each unit garage which will be placed by the unit resident on trash day for pickup by a community trash hauler who will empty each resident’s tote on a weekly basis. Maintenance of Common Facilities & Amenities will be overseen and funded by the owner of the residential units.

All new site utilities will be constructed underground.

Internal streets will be private and the sole responsibility of the developer for construction and ongoing maintenance. The proposed street cross section is provided on the Preliminary Grading & Drainage Exhibit. Width shall be 26’ overall, with a 22’ drive aisle and a 4’ on street integral sidewalk that will connect all dwellings with the public ROW.

Redwood Pataskala Mink Street

Pataskala, Ohio

DATE: November 04, 2022

Zoning Amendment and Preliminary Development Plan Submittal

PROJECT NO. 22041

SHEET INDEX

| | |
|------|---|
| | Application |
| | Letters (Fire, Water/Sanitary, School District) |
| | Development Text |
| | Licking County Maps |
| | Alta Survey (Legal Description) |
| L0.0 | Regional Context Plan/Vicinity Map/Zoning Map |
| L1.0 | Existing Conditions Plan |
| L2.0 | Illustrative Site Plan |
| L2.1 | Preliminary Development Plan |
| L3.0 | Open Space Plan |
| L4.0 | Conceptual Landscape Plan |
| L4.1 | Primary Entry Area Landscape Plan |
| L4.2 | Secondary Entry Area Landscape Plan |
| C100 | Preliminary Grading & Drainage Exhibit |
| C200 | Preliminary Jurisdictional Waters Determination Map |
| A1.0 | Architectural Character & Lighting |

PREPARED FOR



Redwood Living
7007 East Pleasant Valley Rd.
Independence, OH 44131

PREPARED BY



Columbus
100 Northwoods Blvd
Suite A
Columbus, Ohio 43235
p 614.255.3399

Cincinnati
20 Village Square, Floor 3
Cincinnati, Ohio 45246
p 614.360.3066

PODdesign.net

PROJECT TEAM



2550 Corporate Exchange Dr
Ste 300
Columbus, Ohio 43231
(614) 901-2235

VICINITY MAP



NOT TO SCALE

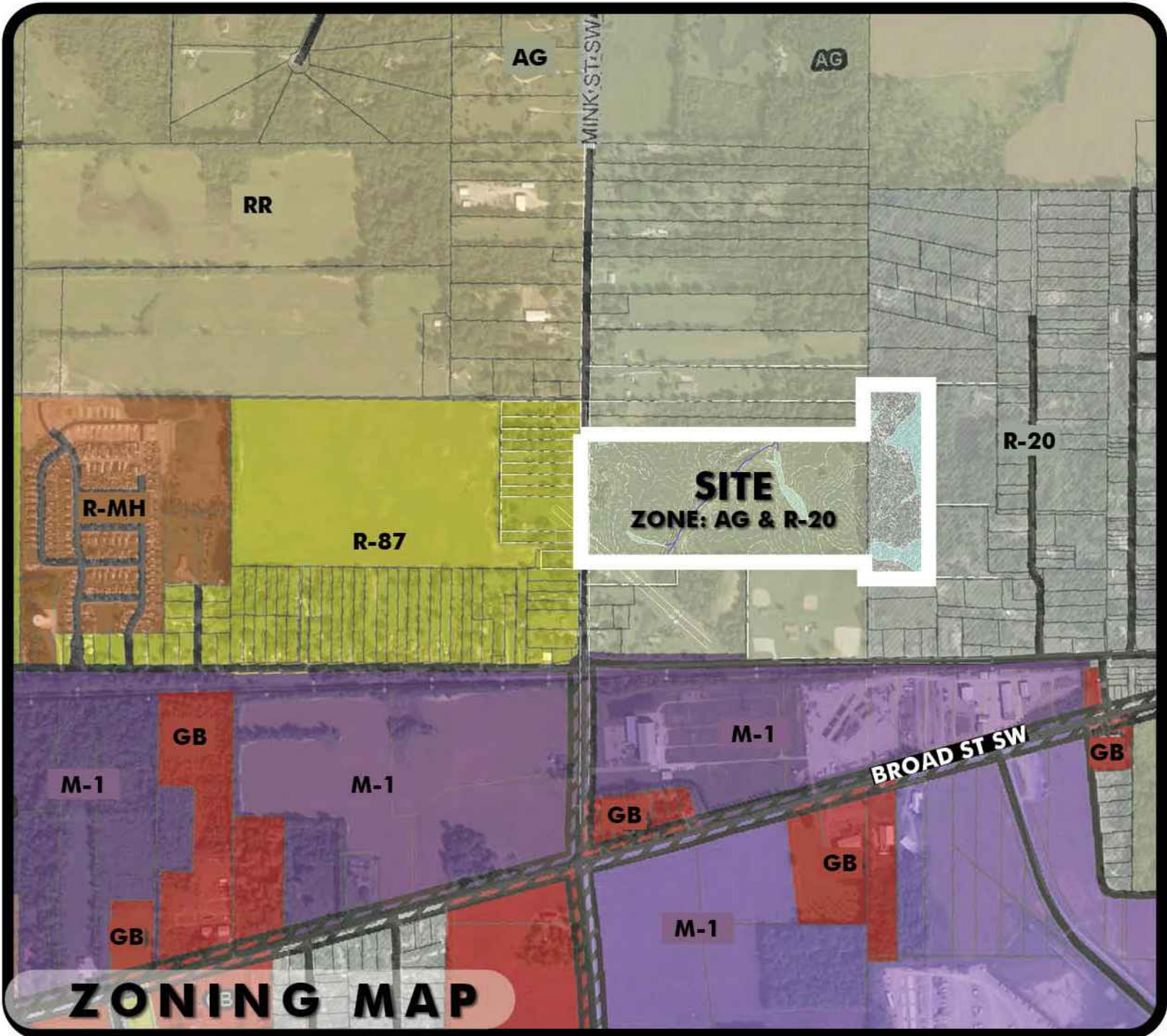


SIGNATURES

| | |
|------------------------------|------|
| APPLICANT, REDWOOD USA, LLC | DATE |
| PZC CHAIRPERSON | DATE |
| PLANNING AND ZONING DIRECTOR | DATE |
| CITY ADMINISTRATOR | DATE |
| PUBLIC SERVICE DIRECTOR | DATE |
| CITY ENGINEER | DATE |
| SWLCWSD GENERAL MANAGER | DATE |



Regional Context Plan
SCALE: 1" = 100'



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Mink Street, Pataskala OH

Prepared For
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7007 East Pleasant Valley Rd.
Independence, OH 44131

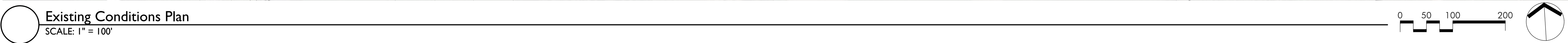
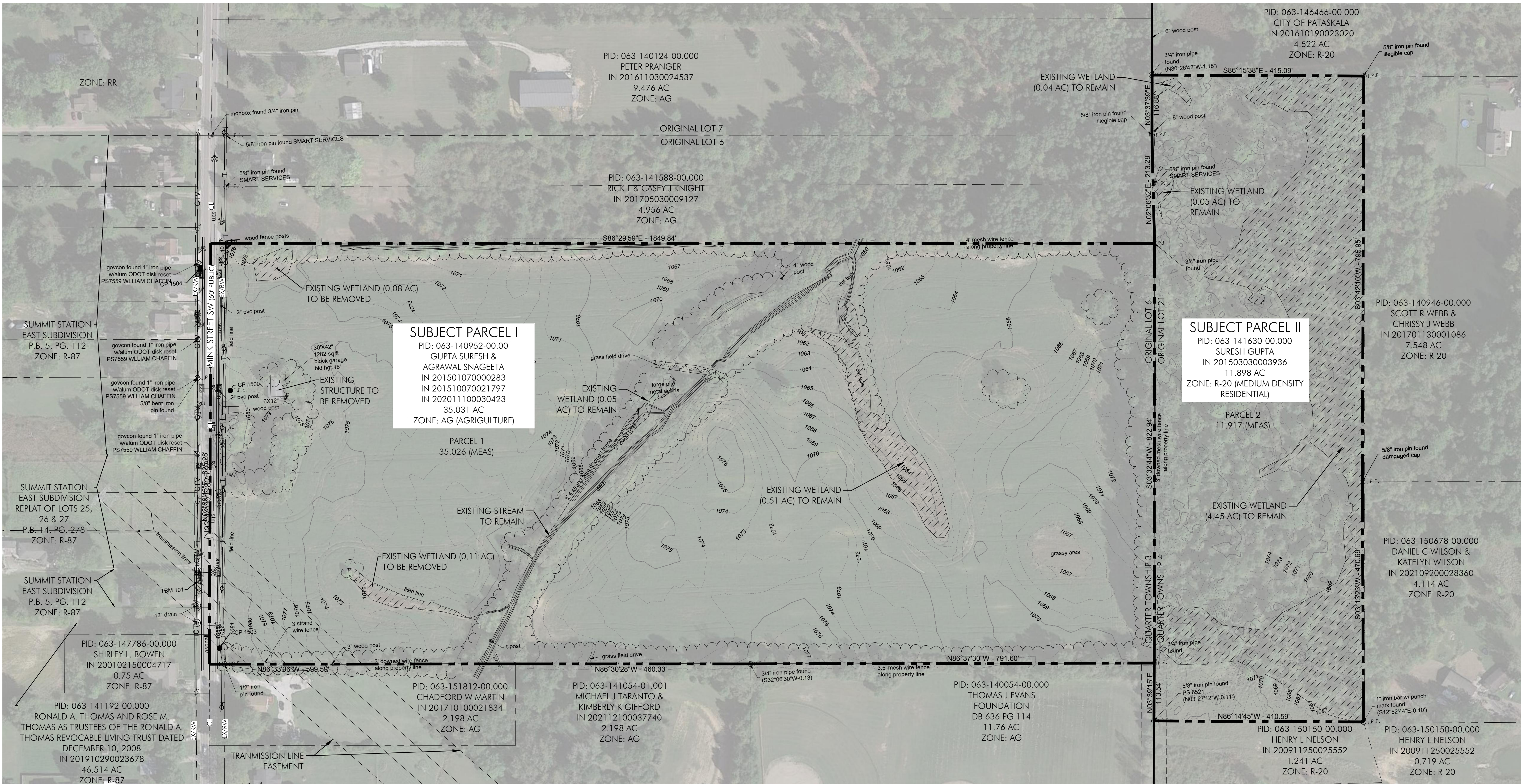


Project Info
Project # 22021
Date 11/04/2022
By SO, TF
Scale As Noted

Revisions

Sheet Title
REGIONAL CONTEXT PLAN

Sheet #
L0.0



LEGEND

- Property Line
- Right of Way
- Center Line
- Easement
- Overhead Electric Line
- Storm Sewer
- Sanitary Sewer
- Cable Line
- Telephone Line
- Existing Tree Line
- Existing Wetlands

GENERAL PROPERTY INFORMATION

| | |
|-------------------------|--|
| Owners of Record: | PARCEL I: SURESH GUPTA & SANGEETA AGRAWAL PARCEL II: SURESH GUPTA |
| Current Tax PIDs: | PARCEL I: 063-140952-00.000 PARCEL II: 063-141630-00.000 |
| Current Tax District: | PATASKALA LK HEIGHTS LSD |
| Current Deed Reference: | I.N. 201501070000283 I.N. 201510070021797 I.N. 202011100030423 I.N. 201503030003936 |
| Current Site Address: | 6197 MINK STREET SW, PATASKALA, OHIO 43062 |
| Current Zoning: | AG & R20 |
| Total Site Area: | ±46.9 |



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**Redwood
Pataskala
Mink Street**

Mink Street, Pataskala OH

Prepared For

Redwood Living
7007 East Pleasant Valley Rd.
Independence, OH 44131



Project Info

| | |
|-----------|------------|
| Project # | 22021 |
| Date | 11/04/2022 |
| By | SO, TF |
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Revisions

Sheet Title

**EXISTING
CONDITIONS
PLAN**

Sheet #

L1.0



Illustrative Site Plan
SCALE: 1" = 100'



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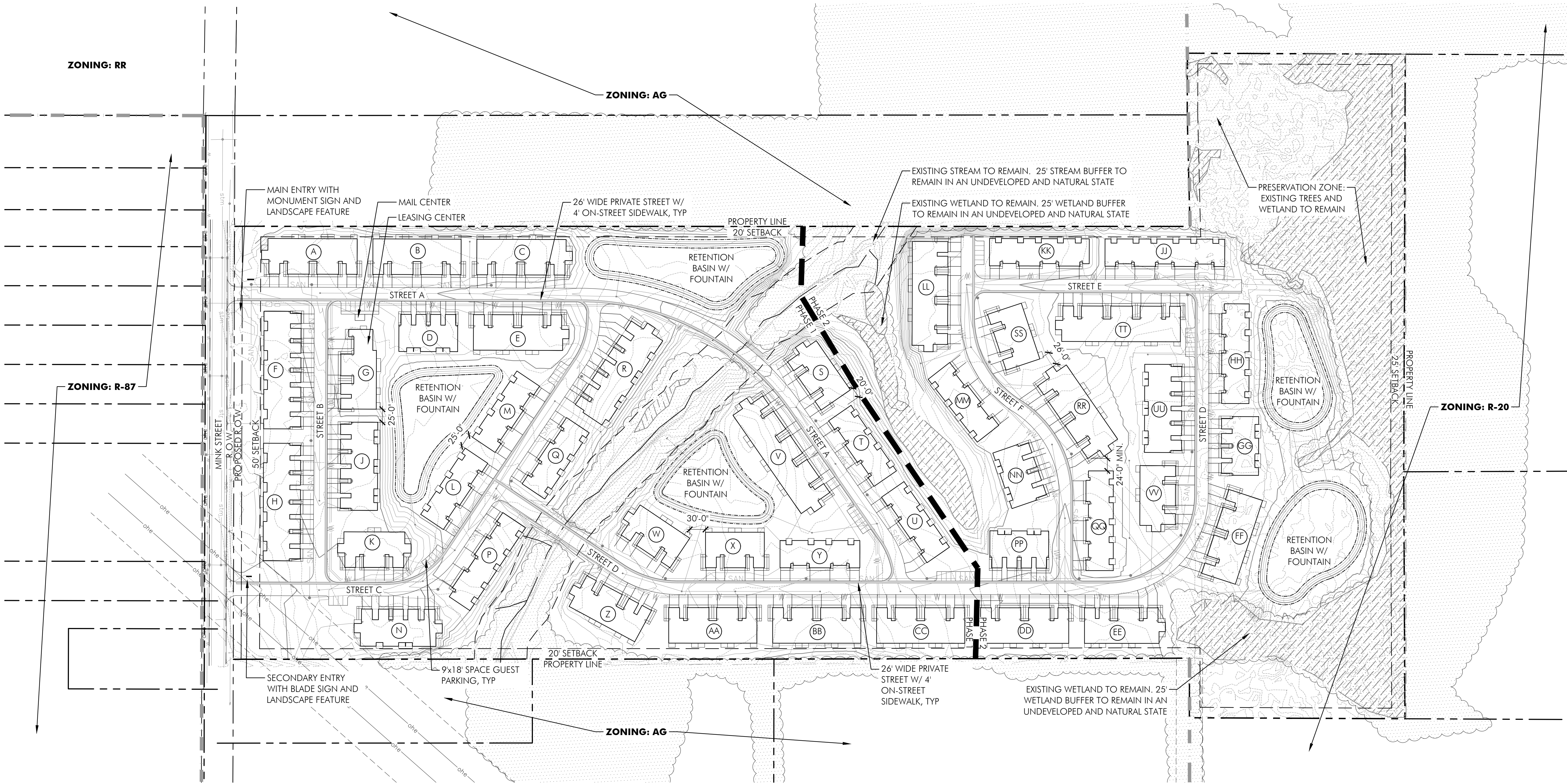
Revisions

Sheet Title

ILLUSTRATIVE SITE PLAN

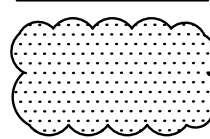

Sheet #

L2.0



Preliminary Development Plan
SCALE: 1" = 100'

LEGEND

-  EXISTING TREES TO BE PRESERVED
-  EXISTING WETLANDS TO BE PRESERVED

SITE DATA

| | | |
|------------------|--|--|
| PARCEL ID: | 063-140952-00.00 AND 063-141630-00.000 | CODE REQUIRED SETBACKS : |
| CURRENT ZONING: | AG & R20 | FRONT 50 FT |
| PROPOSED ZONING: | PDD | SIDE YARD 15 FT |
| SITE AREA: | ±46.9 | REAR YARD 25 FT |
| TOTAL UNITS: | 231 | TOTAL STORM WATER MANAGEMENT AREA: ±3.5 AC |
| TOTAL PARKING: | 971 | |
| DRIVEWAY SPACES: | 462 | |
| GARAGE SPACES: | 462 | |
| GUEST PARKING: | 47 | |
| DENSITY: | ±4.9 DU/AC | |



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Mink Street, Pataskala OH

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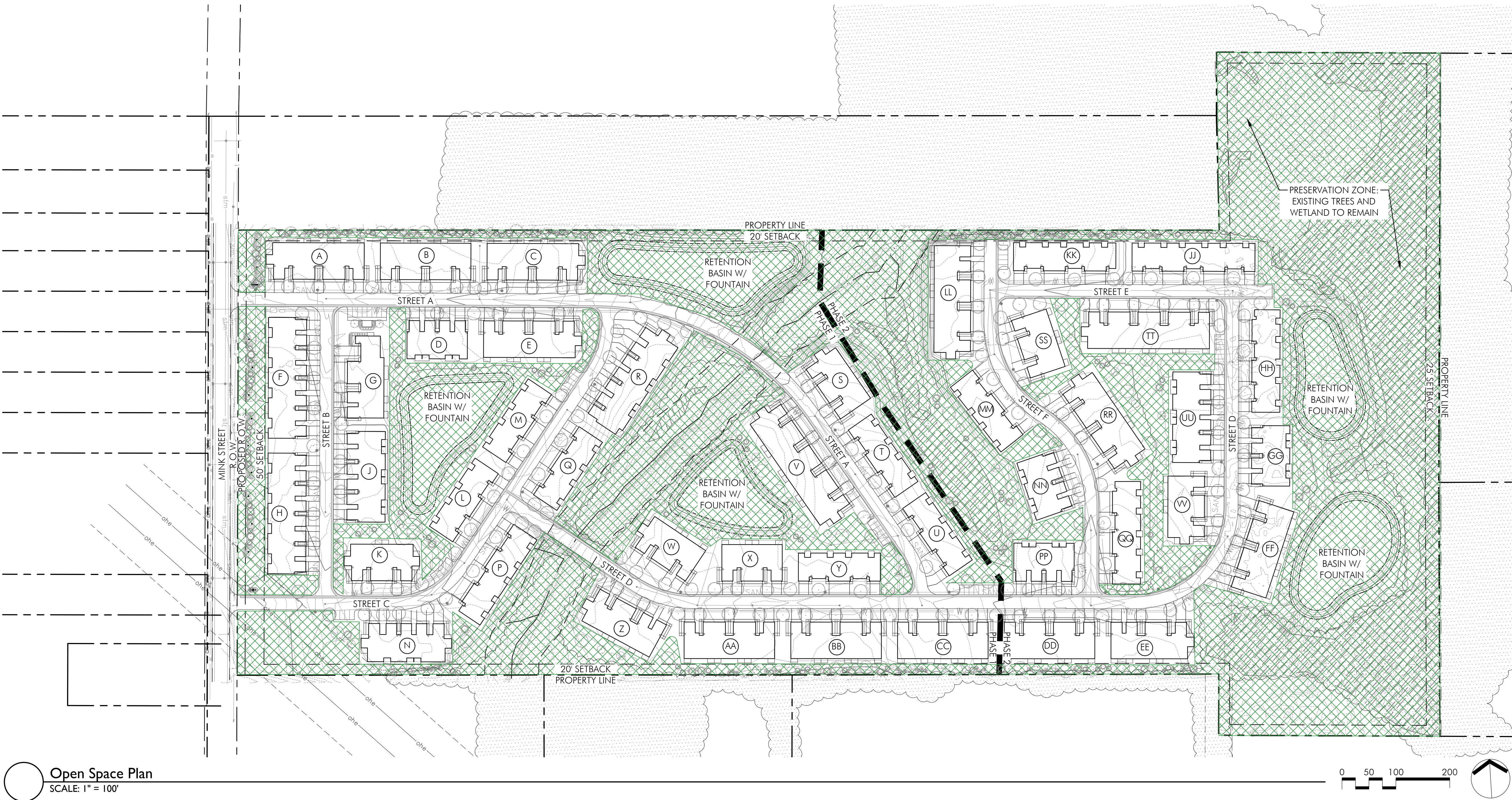


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Date 11/04/2022
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Sheet Title
PRELIMINARY DEVELOPMENT PLAN

Sheet #
L2.1



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Project Name

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Mink Street**

Mink Street, Pataskala OH

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Project Info

Project # 22021
Date 11/04/2022
By SO, TF
Scale As Noted

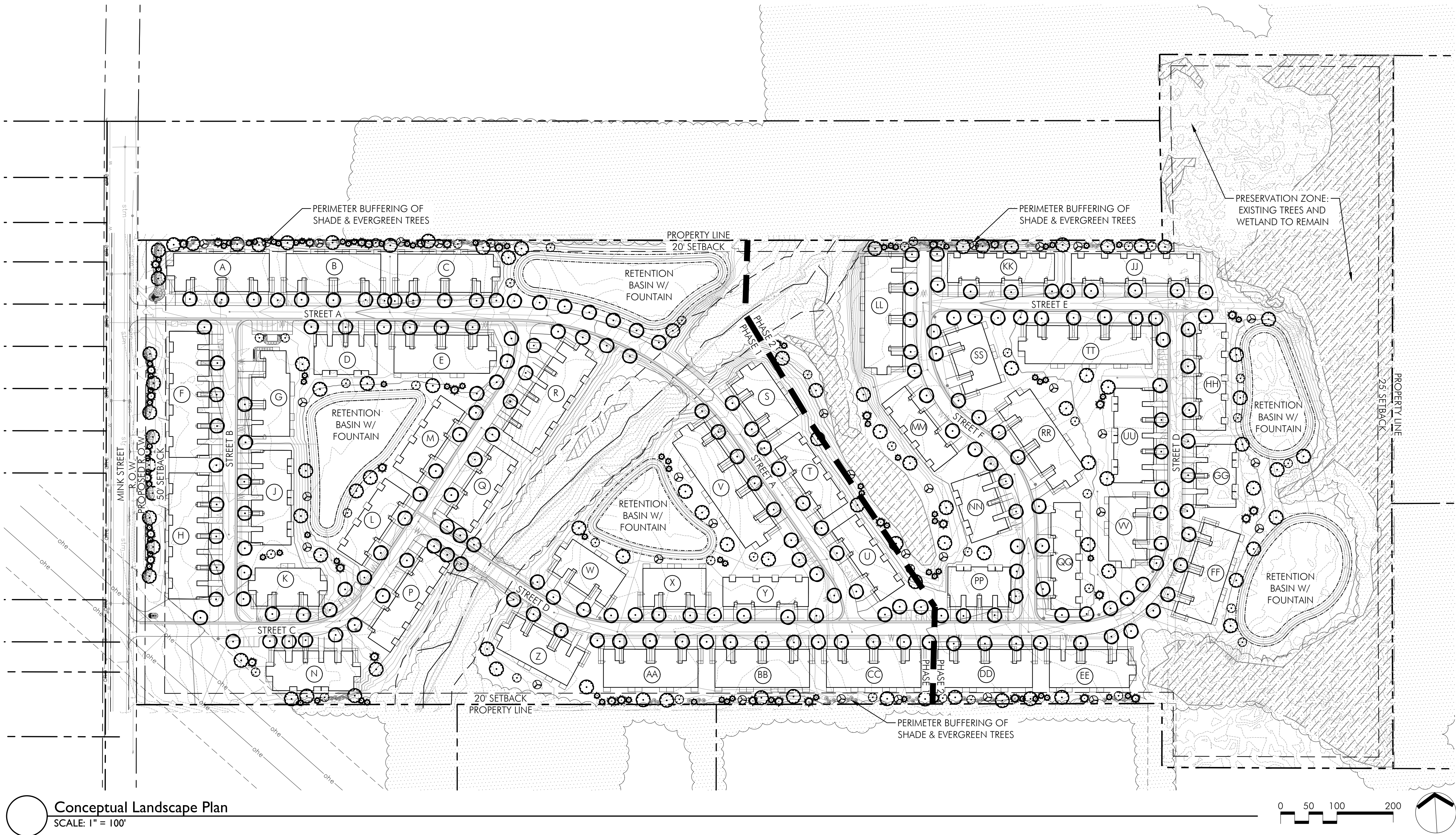
Revisions

Sheet Title

**OPEN SPACE
PLAN**

Sheet #

L3.0



POD design

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Redwood Pataskala Mink Street
Mink Street, Pataskala OH

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Redwood
APARTMENT NEIGHBORHOODS

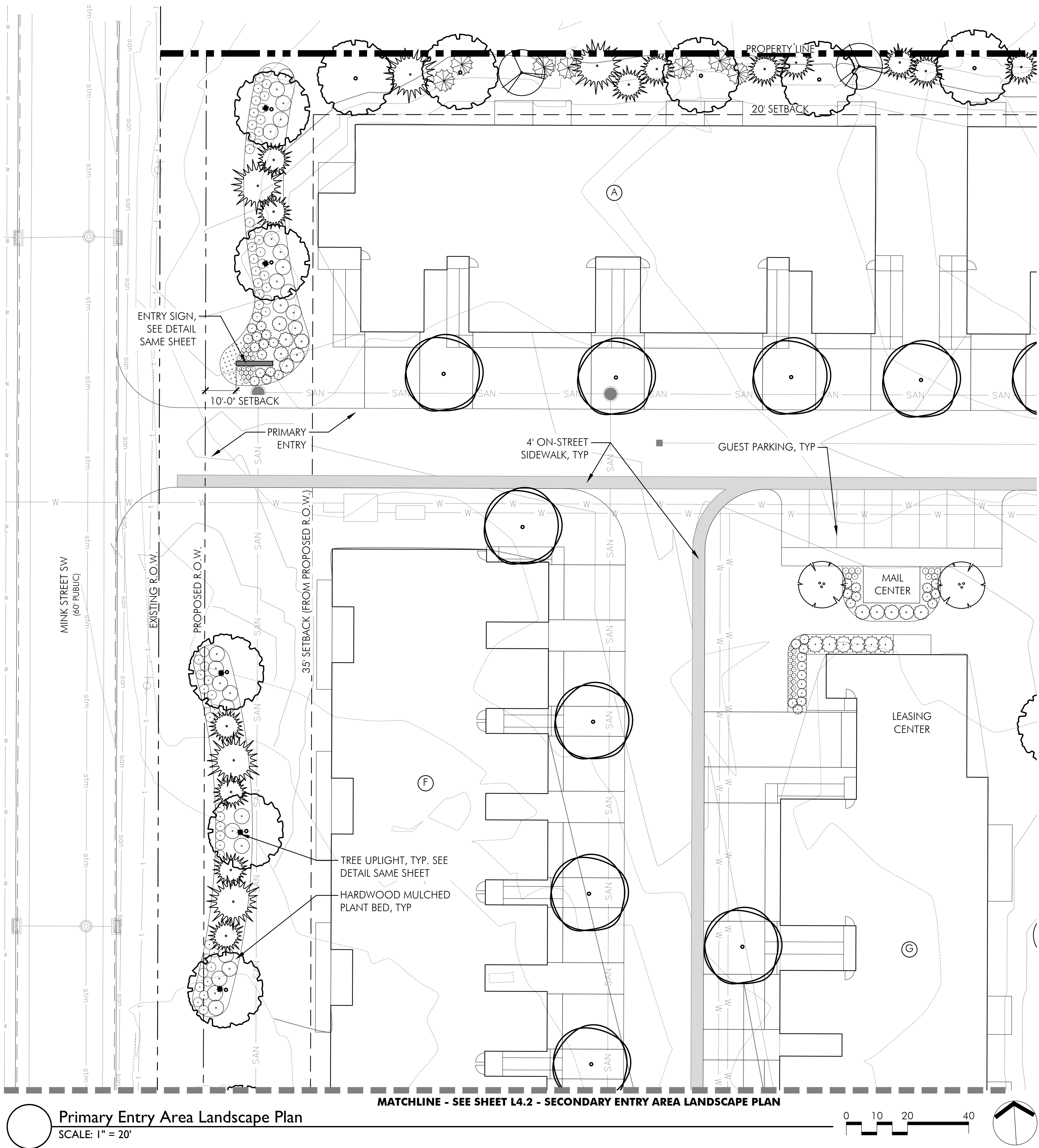
Project Info

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|-----------|------------|
| Project # | 22021 |
| Date | 11/04/2022 |
| By | SO, TF |
| Scale | As Noted |

Revisions

Sheet Title
CONCEPTUAL LANDSCAPE PLAN

Sheet #
L4.0



LEGEND

- PROPOSED DECIDUOUS TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED EVERGREEN TREE
- PROPOSED SHRUBS
- EXISTING TREES TO BE PRESERVED
- EXISTING WETLANDS TO BE PRESERVED
- ACCENT LIGHT: LED ACCENT LIGHT 12.4W KICHLER LIGHTING PRODUCT # 15751BKT COLOR: BLACK
- SIGN UPLIGHT: KICHLER LIGHTING LED ACCENT LIGHT 12.4W PRODUCT # 15751BKT WITH SNAP-ON HOOD COLOR: BLACK



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Project Name

**Redwood
Pataskala
Mink Street**

Mink Street, Pataskala OH

Prepared For

Redwood Living
7007 East Pleasant Valley Rd.
Independence, OH 44131



Project Info

Project # 22021
Date 11/04/2022
By SO, TF
Scale As Noted

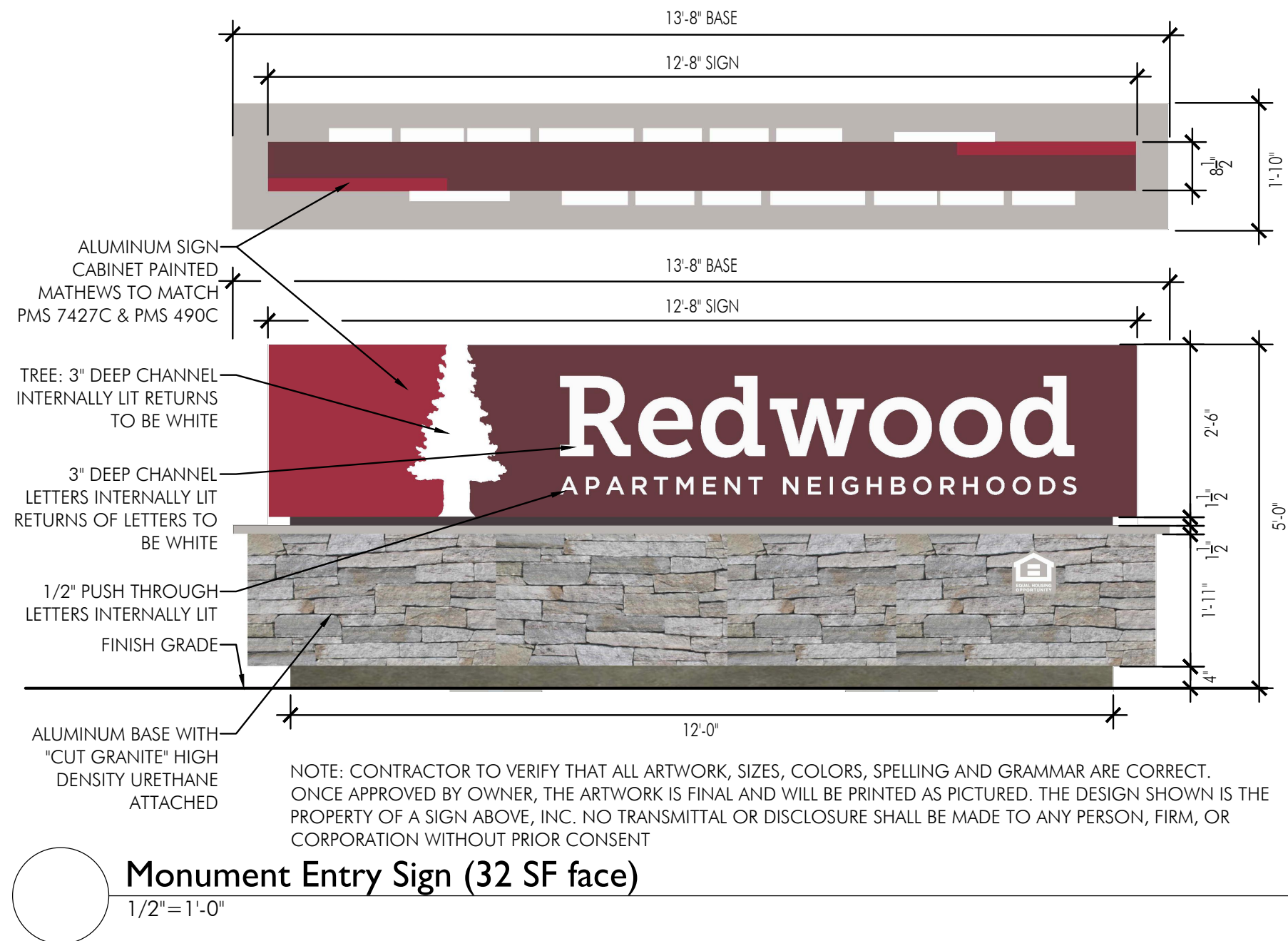
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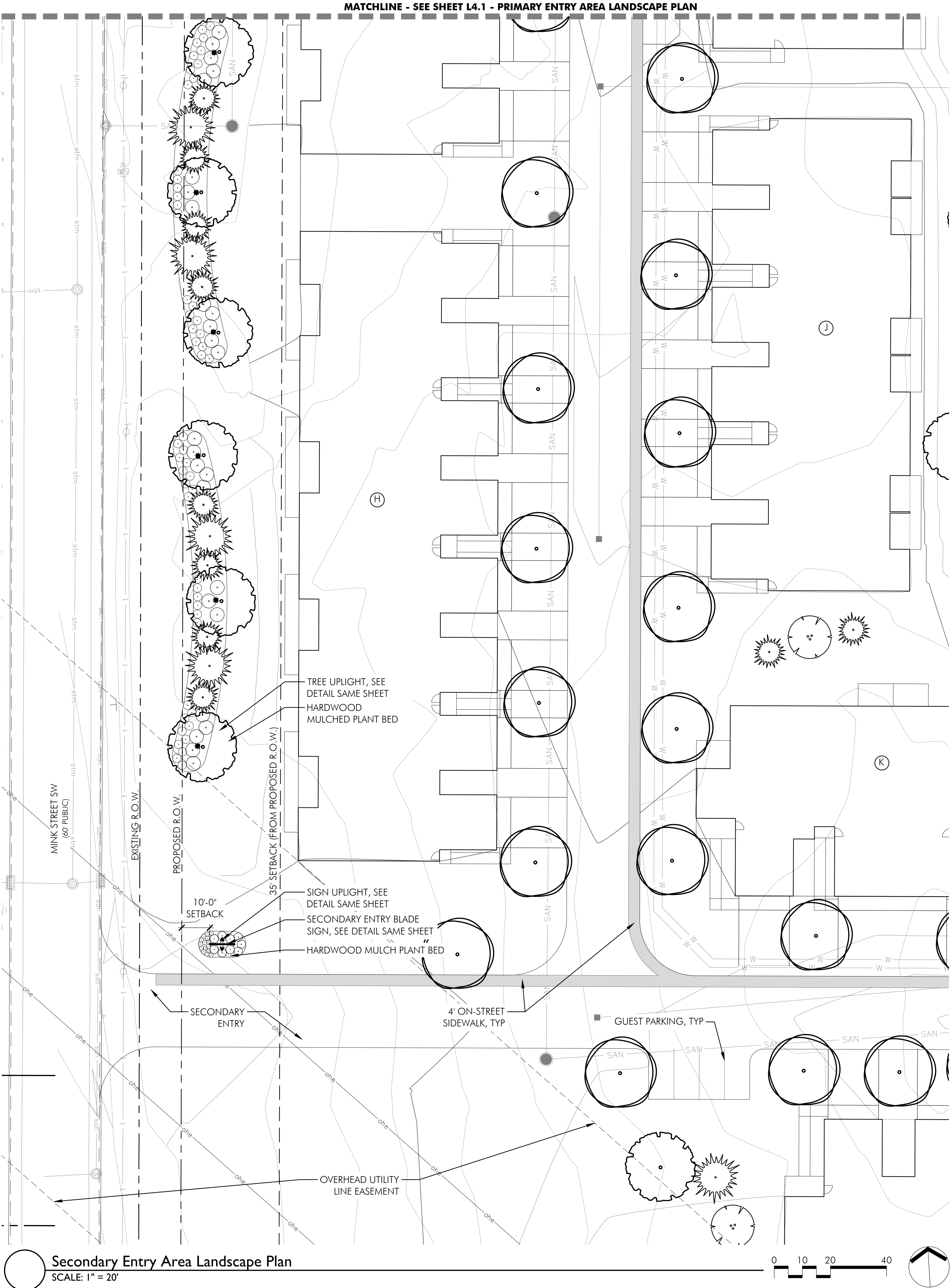
Sheet Title

**PRIMARY
ENTRY AREA
LANDSCAPE
PLAN**

Sheet #

L4.1





Secondary Entry Area Landscape Plan
SCALE: 1" = 20'

LEGEND

- PROPOSED DECIDUOUS TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED EVERGREEN TREE
- PROPOSED SHRUBS
- EXISTING TREES TO BE PRESERVED
- EXISTING WETLANDS TO BE PRESERVED
- ACCENT LIGHT:
LED ACCENT LIGHT 12.4W
KICHLER LIGHTING
PRODUCT # 15751BKT
COLOR: BLACK
- SIGN UPLIGHT:
KICHLER LIGHTING
LED ACCENT LIGHT 12.4W
PRODUCT # 15751BKT WITH
SNAP-ON HOOD
COLOR: BLACK



Blade Sign
1/2" = 1'-0"



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Project Name

**Redwood
Pataskala
Mink Street**

Mink Street, Pataskala OH

Prepared For

Redwood Living
7007 East Pleasant Valley Rd.
Independence, OH 44131



Project Info

| | |
|-----------|------------|
| Project # | 22021 |
| Date | 11/04/2022 |
| By | SO, TF |
| Scale | As Noted |

Revisions

Sheet Title

**SECONDARY
ENTRY AREA
LANDSCAPE
PLAN**

Sheet #

L4.2



Haydenwood
1,317 sqft





Meadowood
1,327 sqft


Forestwood
1,294 sqft


Capewood
1,620 sqft




Willowood
1,381 sqft




Breezewood
1,343 sqft


*NOTE: FINAL DESIGN AND ASSOCIATED DETAILS SHALL BE PROVIDED TO THE CITY IN THE FINAL DEVELOPMENT PLAN PROCESS

utility 12" coach light



| Finish | Dimensions | Watts | Delivered Lumens | Energy Star | Model No. | Product ID No. |
|--------------------------------|-----------------|-------|------------------|-------------|--------------|----------------|
| Black (BK) With Textured Glass | 6" x 12.5" x 7" | 12w | 600 | - | B33CL12W30BK | 3429920 |

Features

- Light Appearance: 3000K
- CRI 80+
- 120V AC Input
- Frequency: 50/60hz
- 50,000 Hour Life
- Mounting Accessories Included

Available Finishes

- Black (BK) With Textured Glass



Products

You are here: Home / Products / LED Wall Pack / WP7-A WP8-A WP9-A (LED)



WP7-A WP8-A WP9-A (LED)

WP7-A WP8-A WP9-A

- Housing: Die-Formed Cold-rolled Steel with Epoxy Powder Coat Finish

- Shade: High Transmission Acrylic Create Excellent Light Distribution and Uniformity

- LED: High Efficiency, High CRI, Binned and Mixed to Reach Uniform Light

- Certification: ETL/cETL, Suitable for Wet Locations



Jelly Jar 1-Light 7.5" Black Outdoor Wall Light

Product Description:
Variation: Painted Black
Dimensions: 4.5" L x 5.25" W x 7.5" H
Model Number: 805489
Master SKU: 3505009
Shipping Dimensions: 8.0 x 6.0 x 6.0
Shipping Weight: 1.5 lbs
Product Height: 7.5"
Product Width: 4.5"
Product Depth: 5.25"
Product Weight: 0.99 LBS
Hardwire or Plug-In: Hardwire
Product Material: Metal
Shade/Diffuser Material: Glass
Shade/Diffuser Finish: Clear
Dusk to Dawn: No
Motion Activated: No

Product Description

Jelly Jar 1-Light 7.5" Black Outdoor Wall Light

- Color Finish: Black
- Shade Description: Clear Glass
- Included Accessories: Mounting Hardware
- Number of Bulbs Required: (1) 60 Watt Medium (E27) Base Bulb(s)
- Bulbs Included: No

Brand Name: Patriot Lighting

3 Rear Patio Light

1:1

1 Garage Coach Light

1:1

2 Front Door Entry Light

1:1



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Project Name

Redwood Pataskala Mink Street

Mink Street, Pataskala OH

Prepared For

Redwood Living
7007 East Pleasant Valley Rd.
Independence, OH 44131



Project Info

Project # 22021
Date 11/04/2022
By SO, TF
Scale As Noted

Revisions

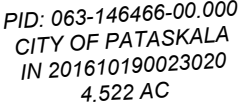
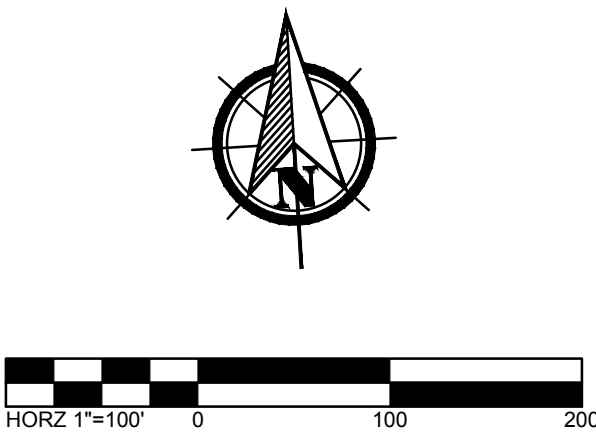
Sheet Title

ARCHITECTURAL CHARACTER & LIGHTING

Sheet

A1.0

| |
|--|
| <p>NOTES:</p> <ul style="list-style-type: none"> - WETLAND/ STREAM AND WETLAND/ STREAM BUFFER TO REMAIN IN AN UNDEVELOPED AND NATURAL STATE. - PROPOSED UTILITIES SHALL BE INSTALLED UNDERGROUND. |
| <p>PROP IMPERVIOUS AREA = 19.45 ACRES (41%)</p> |



PID: 063-140124-00.000
PETER PRANGER
IN 201611030024537
9.476 AC

PHASE 1 | PHASE 2

- PID: 063-140952-00.00
GUPTA SURESH &
AGRAWAL SANGEETA
IN 201501070000283
IN 201510070021797
IN 202011100030423
35.031 AC

PID: 063-141588-00.000
RICK L & CASEY J KNIGHT
IN 201705030009127
4.956 AC

WETLAND/STREAM AND
WETLAND/STREAM BUFFER TO
REMAIN IN AN UNDEVELOPED AND
NATURAL STATE (TYP.)

ID: 063-140946-00.000
SCOTT R WEBB &
CHRissy J WEBB
IN 201701130001086

D: 063-150678-00.000
DANIEL C WILSON &
KATELYN WILSON
N 202109200028360

- WETLAND/STREAM AND WETLAND/STREAM BUFFER TO REMAIN IN AN UNDEVELOPED AND NATURAL STATE (TYP.)

PID: 063-150150-00.000
HENRY L NELSON
IN 200911250025552
0.719 AC

PID: 063-150150-00.000
HENRY L NELSON
IN 200911250025552
1.241 AC

PID: 063-140054-00.000
THOMAS J EVANS FOUNDATION
DB 636 PG 114
11.76 AC

PID: 063-141054-01.001
MICHAEL J TARANTO &
KIMBERLY K GIFFORD
IN 202112100037740
2.198 AC

PID: 063-151812-00.000
CHADFORD W MARTIN
IN 201710100021834
2 198 4C

PID: 063-147786-0
SHIRLEY L. BOWEN
IN 200102150004
0.75 AC

EX SANITARY MH
TR:1082.33
INV(N):1057.33
INV(S):1057.37

EX SANITARY MH
TR:1078.07
INV(N):1054.37
INV(S):1054.37

EX SANITARY MH —
TR:1080.17
INV(N):1055.93
INV(S):1055.93

SUMMIT STATION
EAST SUBDIVISION
P.B. 5, PG. 112

PLOT SCALE: 1:1 EDIT DATE: 11/2/22 - 4:55 PM EDITED BY: AALDIS DRAWING FILE: O:\2021\03412\0.DRAWINGS\CIVIL\EXHIBITS\2021.03412 REDWOOD PATASKALA.DWG

PRELIMINARY GRADING & DRAINAGE EXHIBIT
FOR
REDWOOD PATASKALA MINK RD
PATASKALA, LICKING COUNTY, OHIO

[illegible]

**APPROVAL PENDING NOT FOR
CONSTRUCTION**
IN SUBMITTING BIDS IN RELIANCE ON
THESE PLANS THE CONTRACTOR
ASSUMES ALL RISKS OF ADDITIONAL
COSTS OF REVISIONS DUE TO
REQUIREMENTS OF THE OWNER OR
GOVERNMENTAL AUTHORITIES AND
MATERIAL REVISIONS IN THE COURSE
OF COMPLETING THE FINAL DESIGN.

| | |
|-------------|------------|
| DATE: | 11/2/2022 |
| DRAWN BY: | APA |
| CHECKED BY: | OSD |
| JOB NUMBER: | 2021.03412 |

C100

REFERENCES AND NOTES
1. ESRI WORLD IMAGERY / ARCGIS MAP SERVICE:
HTTP://GOTO.ARCGISONLINE.COM/MAPS/WORLD_IMAGERY,
ACCESSED 8/5/2022
2. MAP WAS DEVELOPED FOR PLANNING PURPOSES ONLY
AND MAY NOT BE SUITABLE FOR CERTAIN LEGAL,
ENGINEERING, OR SURVEYING PURPOSES. USERS OF
THIS INFORMATION SHOULD REVIEW OR CONSULT THE
PRIMARY DATA AND INFORMATION SOURCES TO
ASCERTAIN THE USABILITY OF THE INFORMATION.
3. ALL LENGTHS AND AREAS ARE APPROXIMATE.



LEGEND

| | | | |
|--|---------------------------|--|------------------------------------|
| | Approximate Site Boundary | | Intermittent Stream |
| | PEM Wetland | | Ephemeral Stream |
| | PFO Wetland | | Culvert Line |
| | PSS Wetland | | 2' Contour |
| | Perennial Stream | | Wetland Determination Sample Point |

NORTH

Civil & Environmental Consultants, Inc.
250 Old Wilson Bridge Road, Suite 250 - Worthington, OH 43085
614-540-6633 · 888-598-6808
www.cecinc.com

| | | | |
|-------|----------|--------|-----------|
| DATE: | 8/5/2022 | SCALE: | 1" = 150' |
|-------|----------|--------|-----------|

REDWOOD ACQUISITION LLC
MINK ROAD - PATASKALA
LICKING COUNTY, OHIO

**PRELIMINARY JURISDICTIONAL WATERS
DETERMINATION MAP**

| | |
|------------|------|
| FIGURE NO: | C200 |
|------------|------|

*Hand Signature on file

P:\322-000\322-518-GIS\Maps\PJWD\322518_PJWD.aprx 8/5/2022 12:22 PM (wguthrie)



T E C H N I C A L M E M O R A N D U M

DATE: November 4, 2022
TO: Alan Haines, PE – City of Pataskala, Public Services Director
FROM: Shane Morris, PE – American Structurepoint, Inc.
RE: Redwood – Pataskala Development, Mink Street, Ohio Multifamily Traffic Access Study
CC: Ollie Damschroder, LEED AP – American Structurepoint

Introduction

Redwood Living is planning to develop a 197-unit multifamily housing development on Mink Street SW in Pataskala, Ohio. The proposed 35± acre site is located approximately 0.4 mile north of the intersection of E Broad Street and Mink Street SW. American Structurepoint has prepared this Traffic Access Study (TAS) to analyze the proposed development and the two full access driveways on Mink Street SW to determine the extent of improvements that will be required to ensure that the access operates at acceptable levels in both the Opening Year (2024) and the 10-Year Horizon Year (2034).

Per conversations with the City of Pataskala the following items are to be included as part of this TAS:

- No Memorandum of Understanding (MOU) is required
- Traffic counts are to be collected at the intersection of E Broad St & Mink Street SW on a typical weekday from 6 to 9AM and from 4 to 6 PM
- Growth rates will be coordinated with the Mid-Ohio Regional Planning Commission (MORPC)
- Perform capacity analysis at the 2 full access driveways
- Perform left and right turn lane warrant analysis at the 2 full access driveways

Study Area and Background

The proposed development is located on an approximately 35 acre site in Pataskala, Ohio on Mink Street SW north of E Broad Street as shown in **Figure 1**. The proposed development consists of two full access driveways on Mink Street SW. The site concept plan for the 197 unit development can be found in **Attachment A**.

Per ODOT's Transportation Information Mapping System (TIMS), Mink Street SW is classified as a Major Collector and has a posted speed limit of 35 mph.

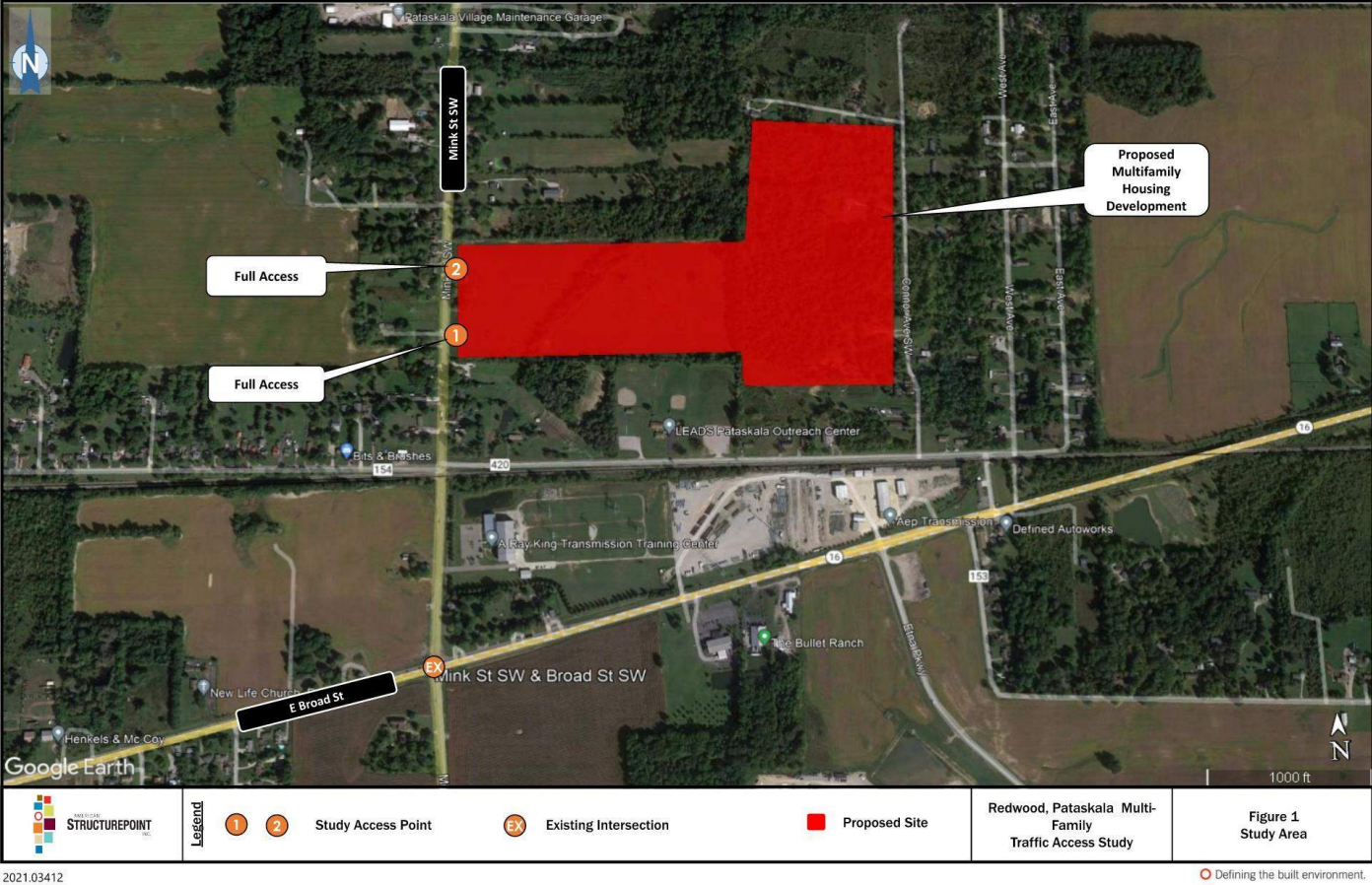


Figure 1: Study Area

Two study scenarios for the site access driveways were analyzed for this TAS, the Opening Year (2024) and the 10-Year Horizon Year (2034). For the purposes of this TAS it was assumed that the multi-family development would be fully built and operational by the Opening Year. The traffic analysis will study the scenarios for this project as listed below in **Table 1**.

Table 1: Study Scenarios

| Scenario | Traffic Volume |
|----------|---|
| 1 | Opening Year Traffic (2024) + Proposed Development Traffic |
| 2 | 10- Year Horizon Year Traffic (2034) + Proposed Development Traffic |

Traffic Volume Data

Turning movement counts were collected on Thursday, September 29, 2022 from 6 AM to 9 AM and from 4 PM to 6 PM at the signalized intersection of E Broad Street and Mink Street SW. Per the turning movement data collected, the AM Peak Hour for the intersection occurs from 7:15 AM to 8:15 AM and the PM Peak Hour from 4:45 PM to 5:45 PM. These turning movement counts were used as the basis for this study.

The current year (2022) peak hour volumes for the intersection of E Broad Street and Mink Street SW are shown in **Figure 2**, and the full traffic volume data is provided in **Attachment B**.

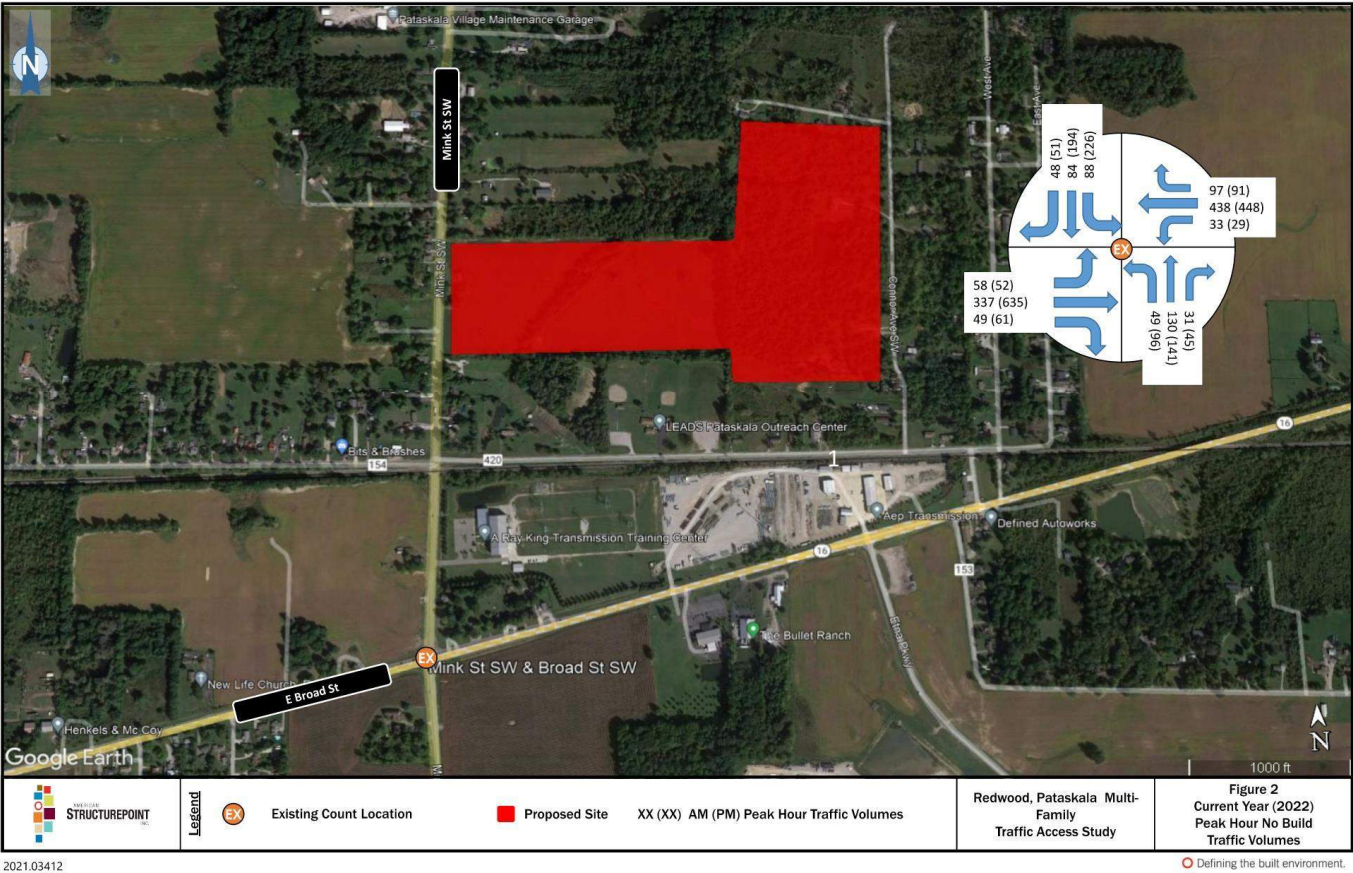


Figure 2: Current Year (2022) Peak Hour No Build Traffic Volumes

Growth Rates and Traffic Forecasting

The MORPC was asked to provide linear annual growth rates for the study area based on their planning level analysis generated in the regional travel demand model. The growth rates provided are summarized in **Table 2** and also provided in **Attachment C**. The growth rates were applied to the 2022 collected traffic volumes to calculate the projected traffic volumes for the Opening Year (2024) and 10-Year Horizon Year (2034).

Table 2: MORPC Growth Rates

| Location | Growth Rate |
|------------------------|-------------|
| E Broad St e/o Mink St | 1.20% |
| Mink St n/o E Broad St | 1.60% |
| E Broad St w/o Mink St | 1.10% |
| Mink St s/o E Broad St | 1.30% |

Trip Generation Forecasting

Trips for the proposed site were generated using standard Institute of Transportation Engineers (ITE) practices and *Trip Generation Manual* (11th Edition) data via the Online Traffic Impact Study Software (OTISS). The trip generation estimate used in this study is based on the latest site plan available. A total of 197 dwelling units was used in the analysis to generate trips for the low-rise multifamily housing development. All trip generation calculations in this study are based on the land use types and sizes shown in **Table 3**.

Table 3 – Trip Generation

| No. | ITE Code | Land Use Type | Size | Base Vehicle Trips | | | |
|--|----------|--------------------------------|--------|--------------------|-----------|-----------|-----------|
| | | | | AM Peak | | PM Peak | |
| | | | | Enter | Exit | Enter | Exit |
| 1 | 220 | Multifamily Housing (Low-Rise) | 197 DU | 20 | 64 | 66 | 39 |
| Total Peak Hour Trips Generated | | | | 20 | 64 | 66 | 39 |

Trip Distribution

Traffic distribution percentages were calculated based on the turning movement counts that were collected on September 29, 2022. The trip assignment percentages for the development were then adjusted at each site access based on knowledge of the surrounding area and engineering judgement with the assumption that the majority of residents will be utilizing E Broad Street in the AM and PM Peak Hours. The full trip distribution calculations can be found in **Attachment D**.

Capacity Analysis

Capacity analysis for the full access drive under the Full Build Opening Year (2024) and the Full Build Horizon Year (2034) scenarios was performed using Highway Capacity Software (HCS 2022) which utilizes the methodology outlined in the *Highway Capacity Manual* (HCM).

The standard parameter used to evaluate traffic operating conditions is referred to as the Level of Service (LOS). There are six LOS (A through F) which relate to driving conditions. LOS for intersections is defined in terms of control delay per vehicle, which is a direct correlation to driver discomfort, frustration, fuel consumption, and lost travel time. **Table 4** provides the LOS criteria as defined in the HCM.

Table 4: LOS Thresholds

| LOS | Signalized Intersection Control Delay per Veh (seconds) | Stop Controlled Intersection Control Delay per Veh (seconds) |
|-----|---|---|
| A | ≤ 10 | ≤ 10 |
| B | > 10 and ≤ 20 | > 10 and ≤ 15 |
| C | > 20 and ≤ 35 | > 15 and ≤ 25 |
| D | > 35 and ≤ 55 | > 25 and ≤ 35 |
| E | > 55 and ≤ 80 | > 35 and ≤ 50 |
| F | > 80 | > 50 |

The operating conditions are generally considered to be acceptable if found to operate at LOS D or better for the overall intersection, with no approach operating worse than LOS E. The capacity analysis results for the study intersection are summarized in **Table 5** for the AM and PM peak hours. The full capacity analysis output are provided in **Attachment E**.

Table 5: Capacity Analysis Results

| Intersection | Peak Hour | Approach | Opening Year (2024) | | Horizon Year (2034) | |
|--------------------------------|-----------|----------|------------------------|----------------|------------------------|----------------|
| | | | LOS | Delay (sec) | LOS | Delay (sec) |
| Mink St SW & Site Access #1 | AM | WB | B | 12.2 | B | 12.9 |
| | | SB | A | 0.2 | A | 0.1 |
| | PM | WB | B | 15.0 | C | 16.6 |
| | | SB | A | 0.3 | A | 0.3 |
| Mink St SW & Site Access #2 | AM | WB | B | 12.1 | B | 12.8 |
| | | SB | A | 0.2 | A | 0.2 |
| | PM | WB | C | 15.0 | C | 16.7 |
| | | SB | A | 0.3 | A | 0.3 |

For the study intersections of the site accesses on Mink Street SW, all intersections and approaches provide an acceptable LOS and delay in both the Opening Year (2024) and 10-Year Horizon Year (2034) for the AM and PM Peak Hours.

Turn Lane Warrant Analysis

A left and right turn lane warrant analysis was evaluated at each access driveway for the 2034 Design Year on Mink Street SW. The turn lane warrants were performed in accordance with ODOT's *Location and Design Manual, Volume 1*. Based on the results of the turn lane warrant analysis, no turn lanes are warranted on Mink Street SW. The full left and right turn lane warrant analysis can be found in **Attachment F**.

American Structurepoint, Inc.

Findings

Based on the results of the capacity analysis and turn lane warrant analysis that is included as part of this Traffic Access Study, no improvements to Mink Street SW are required or recommended as a result of the proposed Redwood development.

If any further information is needed, do not hesitate to contact me at smorris@structurepoint.com or at 614.901.2235.

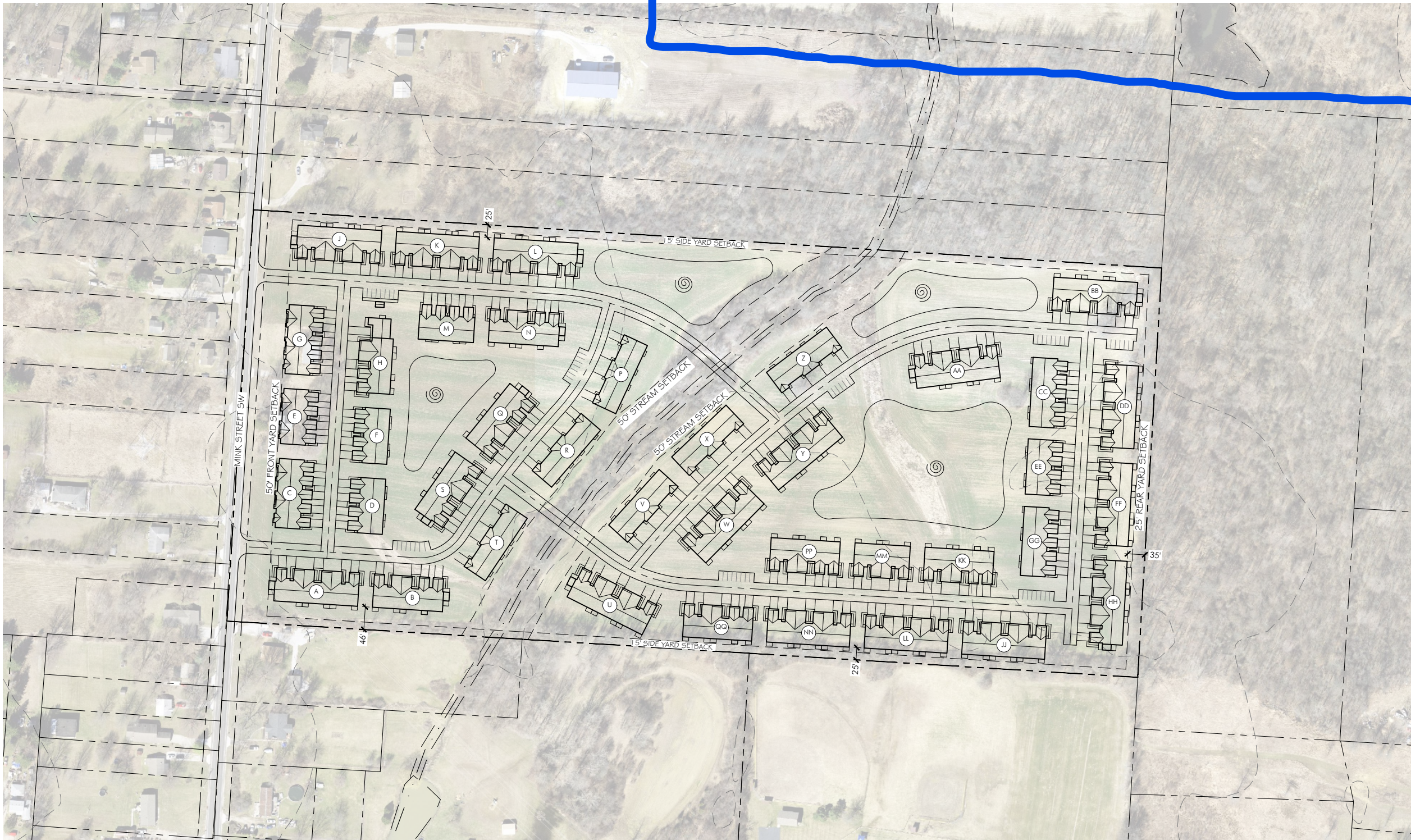
Sincerely,

Shane Morris, PE
Project Manager
American Structurepoint

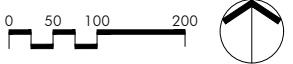
List of Attachments

Attachment A – Access Point Concept Plan
Attachment B – Traffic Volume Data & MORPC Growth Rates
Attachment C – Trip Generation Output
Attachment D – Trip Distribution Exhibits
Attachment E– Capacity Analysis
Attachment F – Turn Lane Warrant Analysis

Attachment A
Access Point Concept Plan



Concept Site Plan
SCALE: 1" = 100'



| ZONING DATA: | |
|--|----------------|
| ZONING PROPOSED (Chap. 1239): | R-M / (PUD ??) |
| SETBACKS (1239.05 C.): | |
| FRONT | 50 FT |
| SIDE YARD | 15 FT |
| REAR YARD | 25 FT |
| MAX LOT OCCUPANCY (1239.05 D.): | 60% |
| (Exclusive of ROW) | |
| OPEN/RECREATION SPACE REQ. (1239.05 M.): | ±40,200 SF |
| (1,000 SF/5 UNITS) | |
| 40 PIECES OF RECREATION/FURNISHINGS REQ. | |

| SITE DATA: | |
|----------------------|----------------|
| TOTAL AREA: | ±35.22 AC |
| TOTAL UNITS: | 197 |
| OVERALL DENSITY: | ±5.59 DU/AC |
| TOTAL GUEST PARKING: | 60 |
| STORM WATER PONDS: | 3.49 AC (9.9%) |

POD design

Columbus
100 Northwoods Blvd, Ste A
Columbus, Ohio 43235
p 614.255.3399

Shelton
20 Village Square, Floor 3
Cincinnati, Ohio 45246
p 614.360.3066

PODdesign.net

Project Name

**Redwood
Mink Street
Pataskala**

Mink Street, Pataskala OH

Prepared For

Redwood Living
7007 East Pleasant Valley Rd.
Independence, OH 44131

Redwood
APARTMENT NEIGHBORHOODS

Project Info

| | |
|-----------|------------|
| Project # | 22021 |
| Date | 04/05/2022 |
| By | GB, TF |
| Scale | As Noted |

Revisions

Sheet Title

**CONCEPT SITE
PLAN**

Sheet #

L1.0

Attachment B
Traffic Volume Data
and MORPC Growth Rates

E Broad St & Mink St SW - TMC

Thu Sep 29, 2022

Full Length (6 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993445, Location: 39.994013, -82.729285



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

| Leg Direction | Mink Southbound | | | | | Broad Westbound | | | | | Mink Northbound | | | | | Broad Eastbound | | | | | |
|---------------------------------------|--------------------|-------|-------|----|-------|--------------------|-------|-------|----|-------|--------------------|-------|-------|----|-------|--------------------|-------|-------|----|-------|-------|
| Time | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | Int |
| 2022-09-29 6:00AM | 5 | 7 | 5 | 0 | 17 | 10 | 69 | 1 | 0 | 80 | 0 | 14 | 3 | 0 | 17 | 8 | 42 | 4 | 0 | 54 | 168 |
| 6:15AM | 7 | 12 | 6 | 0 | 25 | 11 | 96 | 5 | 0 | 112 | 1 | 36 | 9 | 0 | 46 | 11 | 50 | 3 | 0 | 64 | 247 |
| 6:30AM | 6 | 17 | 16 | 0 | 39 | 12 | 114 | 9 | 0 | 135 | 2 | 48 | 8 | 0 | 58 | 25 | 79 | 11 | 0 | 115 | 347 |
| 6:45AM | 8 | 22 | 14 | 0 | 44 | 26 | 107 | 2 | 0 | 135 | 7 | 38 | 4 | 0 | 49 | 10 | 76 | 13 | 0 | 99 | 327 |
| Hourly Total | 26 | 58 | 41 | 0 | 125 | 59 | 386 | 17 | 0 | 462 | 10 | 136 | 24 | 0 | 170 | 54 | 247 | 31 | 0 | 332 | 1089 |
| 7:00AM | 17 | 17 | 11 | 0 | 45 | 16 | 109 | 6 | 0 | 131 | 3 | 28 | 11 | 0 | 42 | 16 | 83 | 14 | 0 | 113 | 331 |
| 7:15AM | 9 | 23 | 18 | 0 | 50 | 24 | 105 | 4 | 0 | 133 | 7 | 33 | 7 | 0 | 47 | 11 | 104 | 6 | 0 | 121 | 351 |
| 7:30AM | 14 | 25 | 16 | 0 | 55 | 31 | 122 | 6 | 0 | 159 | 8 | 43 | 19 | 0 | 70 | 11 | 62 | 13 | 0 | 86 | 370 |
| 7:45AM | 15 | 21 | 37 | 0 | 73 | 16 | 111 | 11 | 0 | 138 | 3 | 28 | 10 | 0 | 41 | 12 | 82 | 28 | 0 | 122 | 374 |
| Hourly Total | 55 | 86 | 82 | 0 | 223 | 87 | 447 | 27 | 0 | 561 | 21 | 132 | 47 | 0 | 200 | 50 | 331 | 61 | 0 | 442 | 1426 |
| 8:00AM | 10 | 15 | 17 | 0 | 42 | 26 | 100 | 12 | 0 | 138 | 13 | 26 | 13 | 0 | 52 | 15 | 89 | 11 | 0 | 115 | 347 |
| 8:15AM | 7 | 25 | 18 | 0 | 50 | 25 | 109 | 12 | 0 | 146 | 5 | 34 | 7 | 0 | 46 | 12 | 87 | 10 | 0 | 109 | 351 |
| 8:30AM | 6 | 22 | 10 | 0 | 38 | 13 | 116 | 7 | 0 | 136 | 5 | 30 | 12 | 0 | 47 | 14 | 76 | 4 | 0 | 94 | 315 |
| 8:45AM | 6 | 25 | 25 | 0 | 56 | 12 | 97 | 13 | 0 | 122 | 7 | 24 | 11 | 0 | 42 | 8 | 78 | 8 | 0 | 94 | 314 |
| Hourly Total | 29 | 87 | 70 | 0 | 186 | 76 | 422 | 44 | 0 | 542 | 30 | 114 | 43 | 0 | 187 | 49 | 330 | 33 | 0 | 412 | 1327 |
| 4:00PM | 11 | 38 | 36 | 0 | 85 | 11 | 98 | 8 | 0 | 117 | 19 | 28 | 15 | 0 | 62 | 15 | 144 | 17 | 0 | 176 | 440 |
| 4:15PM | 8 | 38 | 37 | 0 | 83 | 22 | 104 | 4 | 0 | 130 | 19 | 18 | 16 | 0 | 53 | 11 | 157 | 15 | 0 | 183 | 449 |
| 4:30PM | 9 | 50 | 65 | 0 | 124 | 31 | 111 | 8 | 0 | 150 | 13 | 29 | 10 | 0 | 52 | 19 | 165 | 9 | 0 | 193 | 519 |
| 4:45PM | 14 | 49 | 68 | 0 | 131 | 33 | 118 | 8 | 0 | 159 | 9 | 35 | 17 | 0 | 61 | 12 | 159 | 11 | 0 | 182 | 533 |
| Hourly Total | 42 | 175 | 206 | 0 | 423 | 97 | 431 | 28 | 0 | 556 | 60 | 110 | 58 | 0 | 228 | 57 | 625 | 52 | 0 | 734 | 1941 |
| 5:00PM | 13 | 54 | 44 | 0 | 111 | 28 | 108 | 8 | 0 | 144 | 14 | 37 | 22 | 0 | 73 | 22 | 147 | 12 | 0 | 181 | 509 |
| 5:15PM | 11 | 33 | 52 | 0 | 96 | 17 | 108 | 9 | 0 | 134 | 6 | 36 | 20 | 0 | 62 | 16 | 174 | 13 | 0 | 203 | 495 |
| 5:30PM | 13 | 58 | 62 | 0 | 133 | 13 | 114 | 4 | 0 | 131 | 16 | 33 | 37 | 0 | 86 | 11 | 155 | 16 | 0 | 182 | 532 |
| 5:45PM | 14 | 27 | 45 | 0 | 86 | 19 | 95 | 10 | 0 | 124 | 15 | 26 | 24 | 0 | 65 | 14 | 151 | 15 | 0 | 180 | 455 |
| Hourly Total | 51 | 172 | 203 | 0 | 426 | 77 | 425 | 31 | 0 | 533 | 51 | 132 | 103 | 0 | 286 | 63 | 627 | 56 | 0 | 746 | 1991 |
| Total | 203 | 578 | 602 | 0 | 1383 | 396 | 2111 | 147 | 0 | 2654 | 172 | 624 | 275 | 0 | 1071 | 273 | 2160 | 233 | 0 | 2666 | 7774 |
| % Approach | 14.7% | 41.8% | 43.5% | 0% | - | 14.9% | 79.5% | 5.5% | 0% | - | 16.1% | 58.3% | 25.7% | 0% | - | 10.2% | 81.0% | 8.7% | 0% | - | - |
| % Total | 2.6% | 7.4% | 7.7% | 0% | 17.8% | 5.1% | 27.2% | 1.9% | 0% | 34.1% | 2.2% | 8.0% | 3.5% | 0% | 13.8% | 3.5% | 27.8% | 3.0% | 0% | 34.3% | - |
| Lights | 192 | 560 | 587 | 0 | 1339 | 378 | 2018 | 141 | 0 | 2537 | 167 | 604 | 265 | 0 | 1036 | 267 | 2042 | 224 | 0 | 2533 | 7445 |
| % Lights | 94.6% | 96.9% | 97.5% | 0% | 96.8% | 95.5% | 95.6% | 95.9% | 0% | 95.6% | 97.1% | 96.8% | 96.4% | 0% | 96.7% | 97.8% | 94.5% | 96.1% | 0% | 95.0% | 95.8% |
| Articulated Trucks | 2 | 4 | 4 | 0 | 10 | 6 | 34 | 1 | 0 | 41 | 1 | 1 | 0 | 0 | 2 | 0 | 55 | 0 | 0 | 55 | 108 |
| % Articulated Trucks | 1.0% | 0.7% | 0.7% | 0% | 0.7% | 1.5% | 1.6% | 0.7% | 0% | 1.5% | 0.6% | 0.2% | 0% | 0% | 0.2% | 0% | 2.5% | 0% | 0% | 2.1% | 1.4% |
| Buses and Single-Unit Trucks | 9 | 14 | 11 | 0 | 34 | 12 | 59 | 5 | 0 | 76 | 4 | 19 | 10 | 0 | 33 | 6 | 63 | 9 | 0 | 78 | 221 |
| % Buses and Single-Unit Trucks | 4.4% | 2.4% | 1.8% | 0% | 2.5% | 3.0% | 2.8% | 3.4% | 0% | 2.9% | 2.3% | 3.0% | 3.6% | 0% | 3.1% | 2.2% | 2.9% | 3.9% | 0% | 2.9% | 2.8% |

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

E Broad St & Mink St SW - TMC

Thu Sep 29, 2022

Full Length (6 AM-9 AM, 4 PM-6 PM)

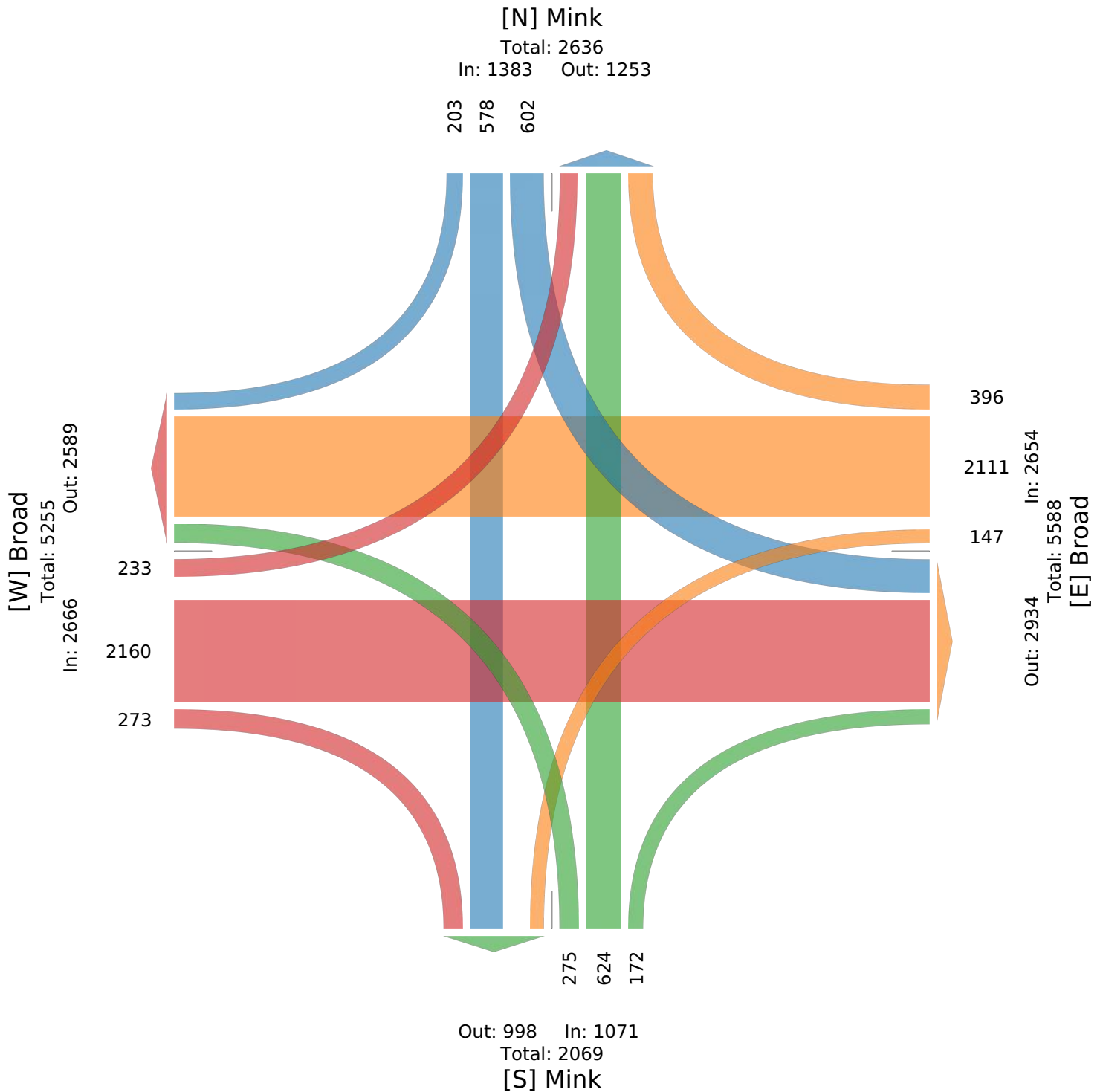
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993445, Location: 39.994013, -82.729285



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



E Broad St & Mink St SW - TMC

Thu Sep 29, 2022

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993445, Location: 39.994013, -82.729285



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

| Leg Direction | Mink Southbound | | | | | Broad Westbound | | | | | Mink Northbound | | | | | Broad Eastbound | | | | | |
|---------------------------------------|--------------------|-------|-------|----|-------|--------------------|-------|-------|----|-------|--------------------|-------|-------|----|-------|--------------------|-------|-------|----|-------|-------|
| Time | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | Int |
| 2022-09-29 7:15AM | 9 | 23 | 18 | 0 | 50 | 24 | 105 | 4 | 0 | 133 | 7 | 33 | 7 | 0 | 47 | 11 | 104 | 6 | 0 | 121 | 351 |
| 7:30AM | 14 | 25 | 16 | 0 | 55 | 31 | 122 | 6 | 0 | 159 | 8 | 43 | 19 | 0 | 70 | 11 | 62 | 13 | 0 | 86 | 370 |
| 7:45AM | 15 | 21 | 37 | 0 | 73 | 16 | 111 | 11 | 0 | 138 | 3 | 28 | 10 | 0 | 41 | 12 | 82 | 28 | 0 | 122 | 374 |
| 8:00AM | 10 | 15 | 17 | 0 | 42 | 26 | 100 | 12 | 0 | 138 | 13 | 26 | 13 | 0 | 52 | 15 | 89 | 11 | 0 | 115 | 347 |
| Total | 48 | 84 | 88 | 0 | 220 | 97 | 438 | 33 | 0 | 568 | 31 | 130 | 49 | 0 | 210 | 49 | 337 | 58 | 0 | 444 | 1442 |
| % Approach | 21.8% | 38.2% | 40.0% | 0% | - | 17.1% | 77.1% | 5.8% | 0% | - | 14.8% | 61.9% | 23.3% | 0% | - | 11.0% | 75.9% | 13.1% | 0% | - | - |
| % Total | 3.3% | 5.8% | 6.1% | 0% | 15.3% | 6.7% | 30.4% | 2.3% | 0% | 39.4% | 2.1% | 9.0% | 3.4% | 0% | 14.6% | 3.4% | 23.4% | 4.0% | 0% | 30.8% | - |
| PHF | 0.800 | 0.840 | 0.595 | - | 0.753 | 0.782 | 0.898 | 0.688 | - | 0.893 | 0.596 | 0.756 | 0.645 | - | 0.750 | 0.817 | 0.810 | 0.518 | - | 0.910 | 0.964 |
| Lights | 46 | 83 | 85 | 0 | 214 | 90 | 418 | 32 | 0 | 540 | 30 | 123 | 48 | 0 | 201 | 46 | 305 | 56 | 0 | 407 | 1362 |
| % Lights | 95.8% | 98.8% | 96.6% | 0% | 97.3% | 92.8% | 95.4% | 97.0% | 0% | 95.1% | 96.8% | 94.6% | 98.0% | 0% | 95.7% | 93.9% | 90.5% | 96.6% | 0% | 91.7% | 94.5% |
| Articulated Trucks | 0 | 1 | 0 | 0 | 1 | 3 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 23 |
| % Articulated Trucks | 0% | 1.2% | 0% | 0% | 0.5% | 3.1% | 1.1% | 0% | 0% | 1.4% | 0% | 0% | 0% | 0% | 0% | 0% | 4.2% | 0% | 0% | 3.2% | 1.6% |
| Buses and Single-Unit Trucks | 2 | 0 | 3 | 0 | 5 | 4 | 15 | 1 | 0 | 20 | 1 | 7 | 1 | 0 | 9 | 3 | 18 | 2 | 0 | 23 | 57 |
| % Buses and Single-Unit Trucks | 4.2% | 0% | 3.4% | 0% | 2.3% | 4.1% | 3.4% | 3.0% | 0% | 3.5% | 3.2% | 5.4% | 2.0% | 0% | 4.3% | 6.1% | 5.3% | 3.4% | 0% | 5.2% | 4.0% |

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

E Broad St & Mink St SW - TMC

Thu Sep 29, 2022

AM Peak (7:15 AM - 8:15 AM)

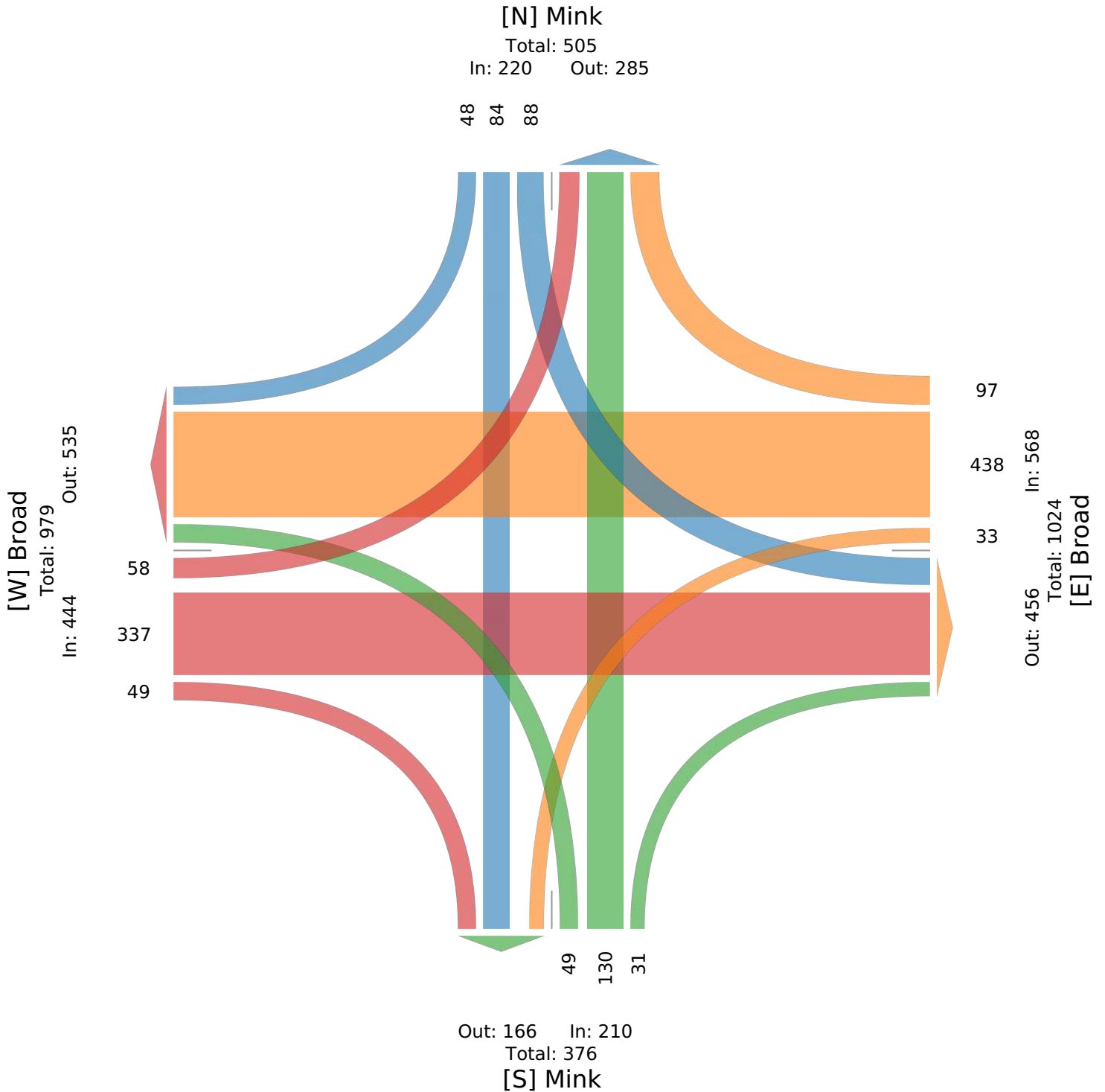
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993445, Location: 39.994013, -82.729285



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



E Broad St & Mink St SW - TMC

Thu Sep 29, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993445, Location: 39.994013, -82.729285



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

| Leg Direction | Mink Southbound | | | | | Broad Westbound | | | | | Mink Northbound | | | | | Broad Eastbound | | | | | |
|---------------------------------------|--------------------|-------|-------|----|-------|--------------------|-------|-------|----|-------|--------------------|-------|-------|----|-------|--------------------|-------|-------|----|-------|-------|
| Time | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | Int |
| 2022-09-29 4:45PM | 14 | 49 | 68 | 0 | 131 | 33 | 118 | 8 | 0 | 159 | 9 | 35 | 17 | 0 | 61 | 12 | 159 | 11 | 0 | 182 | 533 |
| 5:00PM | 13 | 54 | 44 | 0 | 111 | 28 | 108 | 8 | 0 | 144 | 14 | 37 | 22 | 0 | 73 | 22 | 147 | 12 | 0 | 181 | 509 |
| 5:15PM | 11 | 33 | 52 | 0 | 96 | 17 | 108 | 9 | 0 | 134 | 6 | 36 | 20 | 0 | 62 | 16 | 174 | 13 | 0 | 203 | 495 |
| 5:30PM | 13 | 58 | 62 | 0 | 133 | 13 | 114 | 4 | 0 | 131 | 16 | 33 | 37 | 0 | 86 | 11 | 155 | 16 | 0 | 182 | 532 |
| Total | 51 | 194 | 226 | 0 | 471 | 91 | 448 | 29 | 0 | 568 | 45 | 141 | 96 | 0 | 282 | 61 | 635 | 52 | 0 | 748 | 2069 |
| % Approach | 10.8% | 41.2% | 48.0% | 0% | - | 16.0% | 78.9% | 5.1% | 0% | - | 16.0% | 50.0% | 34.0% | 0% | - | 8.2% | 84.9% | 7.0% | 0% | - | - |
| % Total | 2.5% | 9.4% | 10.9% | 0% | 22.8% | 4.4% | 21.7% | 1.4% | 0% | 27.5% | 2.2% | 6.8% | 4.6% | 0% | 13.6% | 2.9% | 30.7% | 2.5% | 0% | 36.2% | - |
| PHF | 0.911 | 0.836 | 0.831 | - | 0.885 | 0.689 | 0.949 | 0.806 | - | 0.893 | 0.703 | 0.953 | 0.649 | - | 0.820 | 0.693 | 0.912 | 0.813 | - | 0.921 | 0.970 |
| Lights | 49 | 188 | 223 | 0 | 460 | 88 | 437 | 26 | 0 | 551 | 44 | 138 | 91 | 0 | 273 | 60 | 614 | 52 | 0 | 726 | 2010 |
| % Lights | 96.1% | 96.9% | 98.7% | 0% | 97.7% | 96.7% | 97.5% | 89.7% | 0% | 97.0% | 97.8% | 97.9% | 94.8% | 0% | 96.8% | 98.4% | 96.7% | 100% | 0% | 97.1% | 97.1% |
| Articulated Trucks | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 17 |
| % Articulated Trucks | 0% | 0.5% | 0% | 0% | 0.2% | 0% | 1.3% | 3.4% | 0% | 1.2% | 0% | 0% | 0% | 0% | 0% | 0% | 1.4% | 0% | 0% | 1.2% | 0.8% |
| Buses and Single-Unit Trucks | 2 | 5 | 3 | 0 | 10 | 3 | 5 | 2 | 0 | 10 | 1 | 3 | 5 | 0 | 9 | 1 | 12 | 0 | 0 | 13 | 42 |
| % Buses and Single-Unit Trucks | 3.9% | 2.6% | 1.3% | 0% | 2.1% | 3.3% | 1.1% | 6.9% | 0% | 1.8% | 2.2% | 2.1% | 5.2% | 0% | 3.2% | 1.6% | 1.9% | 0% | 0% | 1.7% | 2.0% |

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

E Broad St & Mink St SW - TMC

Thu Sep 29, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

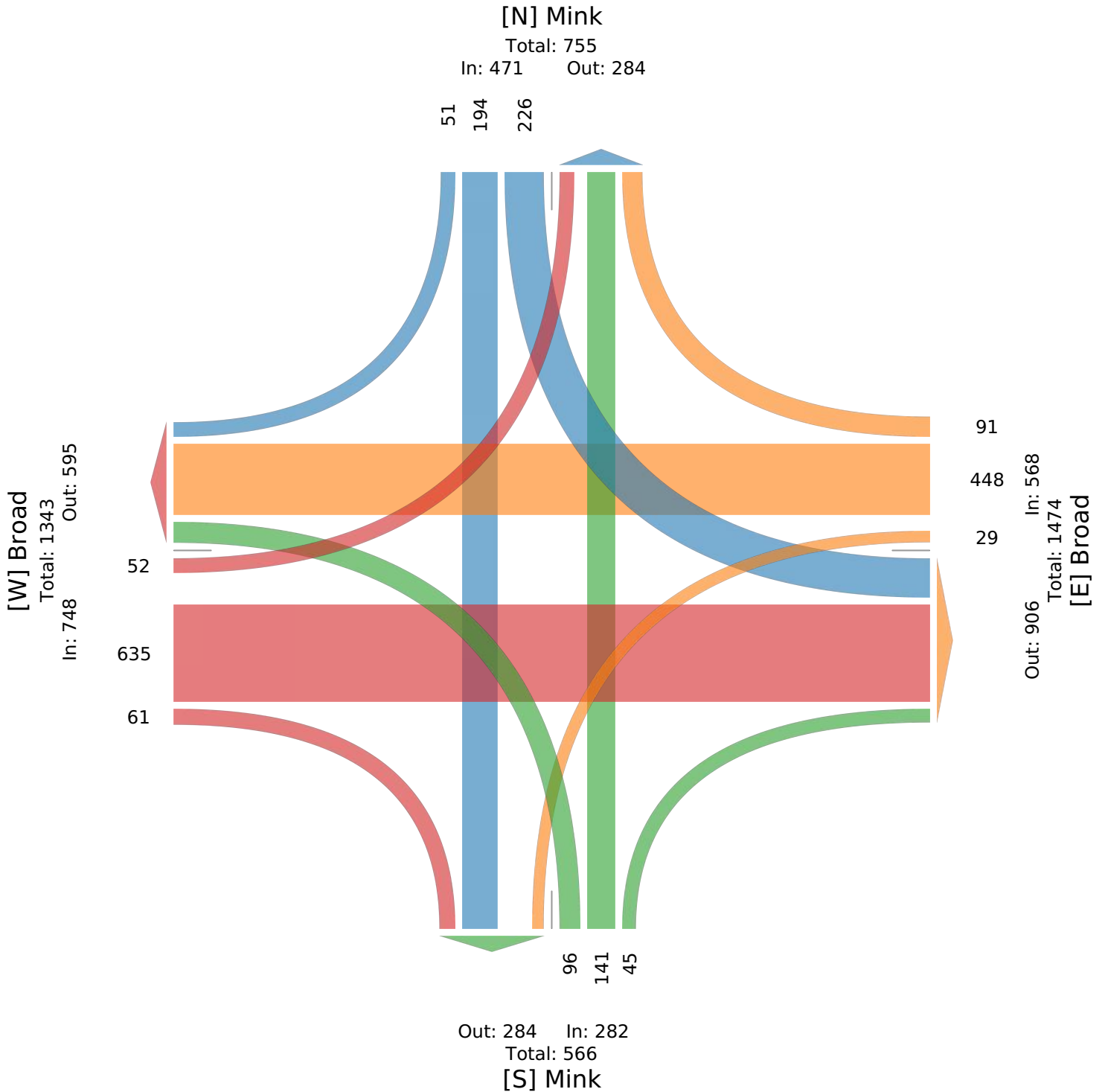
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993445, Location: 39.994013, -82.729285



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



From: Hwashik Jang <hjang@morpc.org>
Sent: Wednesday, October 19, 2022 5:04 PM
To: Morris, Shane
Cc: Nick Gill; Cheri Mansperger
Subject: RE: Growth Rate Request - E Broad Street & Mink Street SW

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

Shane,

We have completed processing growth rates for your E Broad Street & Mink Street SW study intersection.

Please use linear annual growth rates as summarized below.

| <u>Location</u> | <u>Linear Annual Growth Rate</u> |
|------------------------|----------------------------------|
| E Broad St e/o Mink St | 1.20% |
| Mink St n/o E Broad St | 1.60% |
| E Broad St w/o Mink St | 1.10% |
| Mink St s/o E Broad St | 1.30% |

Note: The above rate was derived based on planning level analysis by using MORPC's regional travel demand model.

If you have any questions, please let me know.

Thanks,

HWASHIK JANG

Senior Planner | Mid-Ohio Regional Planning Commission

T: 614.233.4145 | hjang@morpc.org

111 Liberty Street, Suite 100 | Columbus, OH 43215



From: Morris, Shane <smorris@structurepoint.com>
Sent: Tuesday, October 18, 2022 2:38 PM
To: Hwashik Jang <hjang@morpc.org>
Subject: RE: Growth Rate Request - E Broad Street & Mink Street SW

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Hi Hwashik

The Opening Year will be 2024 and the Design Year will be 2034.

Thanks
Shane

From: Hwashik Jang <hjang@morpc.org>
Sent: Tuesday, October 18, 2022 11:00 AM
To: Morris, Shane <smorris@structurepoint.com>
Subject: RE: Growth Rate Request - E Broad Street & Mink Street SW

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

Hi Shane,

What is the open and design year of the study?

Thanks,

Hwashik Jang | hjang@morpc.org | MORPC
Tel 614.233.4145

From: Morris, Shane <smorris@structurepoint.com>
Sent: Tuesday, October 11, 2022 10:25 AM
To: Hwashik Jang <hjang@morpc.org>
Subject: Growth Rate Request - E Broad Street & Mink Street SW

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Good Morning

We are putting together a Traffic Access Study for a development located on Mink Street SW in Pataskala. We will be performing capacity analysis along with left and right turn lane warrants for the 2 site access points on Mink Street SW.

This project will be reviewed by the City of Pataskala (Alan Haines, PE – Public Service Director).

We are requesting the growth rates for this intersection.

Attached please find a kmz showing the location of the intersection in addition to the recently collected traffic counts.

Thanks and have a great day.

Shane Morris, PE

Project Manager

2550 Corporate Exchange Drive, Suite 300

Columbus, OH 43231

614.901.2235 [OFFICE](#)

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<https://www.structurepoint.com/>

Attachment C

Trip Generation Output

| PROJECT DETAILS | |
|---------------------------------|-----------------------|
| Project Name: Redwood_Pataskala | Type of Project: |
| Project No: | City: |
| Country: | Built-up Area(Sq.ft): |
| Analyst Name: IT Support | Clients Name: |
| Date: 11/2/2022 | ZIP/Postal Code: |
| State/Province: | No. of Scenarios: 2 |
| Analysis Region: | |

| Scenario Summary | | | | | | | | |
|------------------|--------------|------------------|-----------------------|---------------------------------|------------|-----------------------------|------|-------|
| Scenarios | Name | No. of Land Uses | Phases of Development | No. of Years to Project Traffic | User Group | Estimated New Vehicle Trips | | |
| | | | | | | Entry | Exit | Total |
| Scenario - 1 | AM Peak Hour | 1 | 1 | 10 | | 20 | 64 | 84 |
| Scenario - 2 | PM Peak Hour | 1 | 1 | 10 | | 66 | 39 | 105 |

Scenario - 1

Scenario Name: AM Peak Hour

User Group:

Dev. phase: 1

No. of Years to Project 10

Traffic :

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

| Land Use & Data Source | Location | IV | Size | Time Period | Method | Entry | Exit | Total |
|--|---------------------------|----------------|------|---|---|-----------|-----------|-------|
| | | | | | Rate/Equation | Split% | Split% | |
| 220 - Multifamily Housing (Low-Rise) - Not Close Data Source: Trip Generation Manual, 11th Ed | General Urban/Suburban | Dwelling Units | 197 | Weekday, Peak Hour of Adjacent Street Traffic, | Best Fit (LIN) $T = 0.31(X) + 22.85$ | 20 24% | 64 76% | 84 |

VEHICLE TO PERSON TRIP CONVERSION**BASELINE SITE VEHICLE CHARACTERISTICS:**

| Land Use | Baseline Site Vehicle Mode Share | | Baseline Site Vehicle Occupancy | | Baseline Site Vehicle Directional Split | |
|--|----------------------------------|----------|---------------------------------|------|---|----------|
| | Entry (%) | Exit (%) | Entry | Exit | Entry (%) | Exit (%) |
| 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit | 100 | 100 | 1 | 1 | 24 | 76 |

ESTIMATED BASELINE SITE PERSON TRIPS:

| Land Use | Person Trips by Vehicle | | Person Trips by Other Modes | | Total Baseline Site Person Trips | |
|--|-------------------------|------|-----------------------------|------|----------------------------------|------|
| | Entry | Exit | Entry | Exit | Entry | Exit |
| 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit | 20 | 64 | 0 | 0 | 20 | 64 |
| | 84 | | 0 | | 84 | |

NEW VEHICLE TRIPS

| Land Use | New Vehicle Trips | | |
|--|-------------------|------|-------|
| | Entry | Exit | Total |
| 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit | 20 | 64 | 84 |

RESULTS

| Site Totals | Entry | Exit | Total |
|--------------------------------|-------|------|-------|
| Vehicle Trips Before Reduction | 20 | 64 | 84 |
| External Vehicle Trips | 20 | 64 | 84 |
| New Vehicle Trips | 20 | 64 | 84 |

Scenario - 2

Scenario Name: PM Peak Hour

User Group:

Dev. phase: 1

No. of Years to Project 10

Traffic :

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

| Land Use & Data Source | Location | IV | Size | Time Period | Method | Entry | Exit | Total |
|--|---------------------------|----------------|------|---|---|-----------|-----------|-------|
| | | | | | Rate/Equation | Split% | Split% | |
| 220 - Multifamily Housing (Low-Rise) - Not Close Data Source: Trip Generation Manual, 11th Ed | General Urban/Suburban | Dwelling Units | 197 | Weekday, Peak Hour of Adjacent Street Traffic, | Best Fit (LIN) $T = 0.43(X) + 20.55$ | 66 63% | 39 37% | 105 |

VEHICLE TO PERSON TRIP CONVERSION**BASELINE SITE VEHICLE CHARACTERISTICS:**

| Land Use | Baseline Site Vehicle Mode Share | | Baseline Site Vehicle Occupancy | | Baseline Site Vehicle Directional Split | |
|--|----------------------------------|----------|---------------------------------|------|---|----------|
| | Entry (%) | Exit (%) | Entry | Exit | Entry (%) | Exit (%) |
| 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit | 100 | 100 | 1 | 1 | 63 | 37 |

ESTIMATED BASELINE SITE PERSON TRIPS:

| Land Use | Person Trips by Vehicle | | Person Trips by Other Modes | | Total Baseline Site Person Trips | |
|--|-------------------------|------|-----------------------------|------|----------------------------------|------|
| | Entry | Exit | Entry | Exit | Entry | Exit |
| 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit | 66 | 39 | 0 | 0 | 66 | 39 |
| | 105 | | 0 | | 105 | |

NEW VEHICLE TRIPS

| Land Use | New Vehicle Trips | | |
|--|-------------------|------|-------|
| | Entry | Exit | Total |
| 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit | 66 | 39 | 105 |

RESULTS

| Site Totals | Entry | Exit | Total |
|--------------------------------|-------|------|-------|
| Vehicle Trips Before Reduction | 66 | 39 | 105 |
| External Vehicle Trips | 66 | 39 | 105 |
| New Vehicle Trips | 66 | 39 | 105 |

Attachment D
Trip Distribution Exhibits

2022

| AM Peak Hour Traffic Volumes | | | | | | | | | | | | | |
|------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| Intersection | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL |
| E Broad St & Mink St SW | 49 | 130 | 31 | 88 | 84 | 48 | 58 | 337 | 49 | 33 | 438 | 97 | 1442 |
| | 210 | | | 220 | | | 444 | | | 568 | | | |

2024

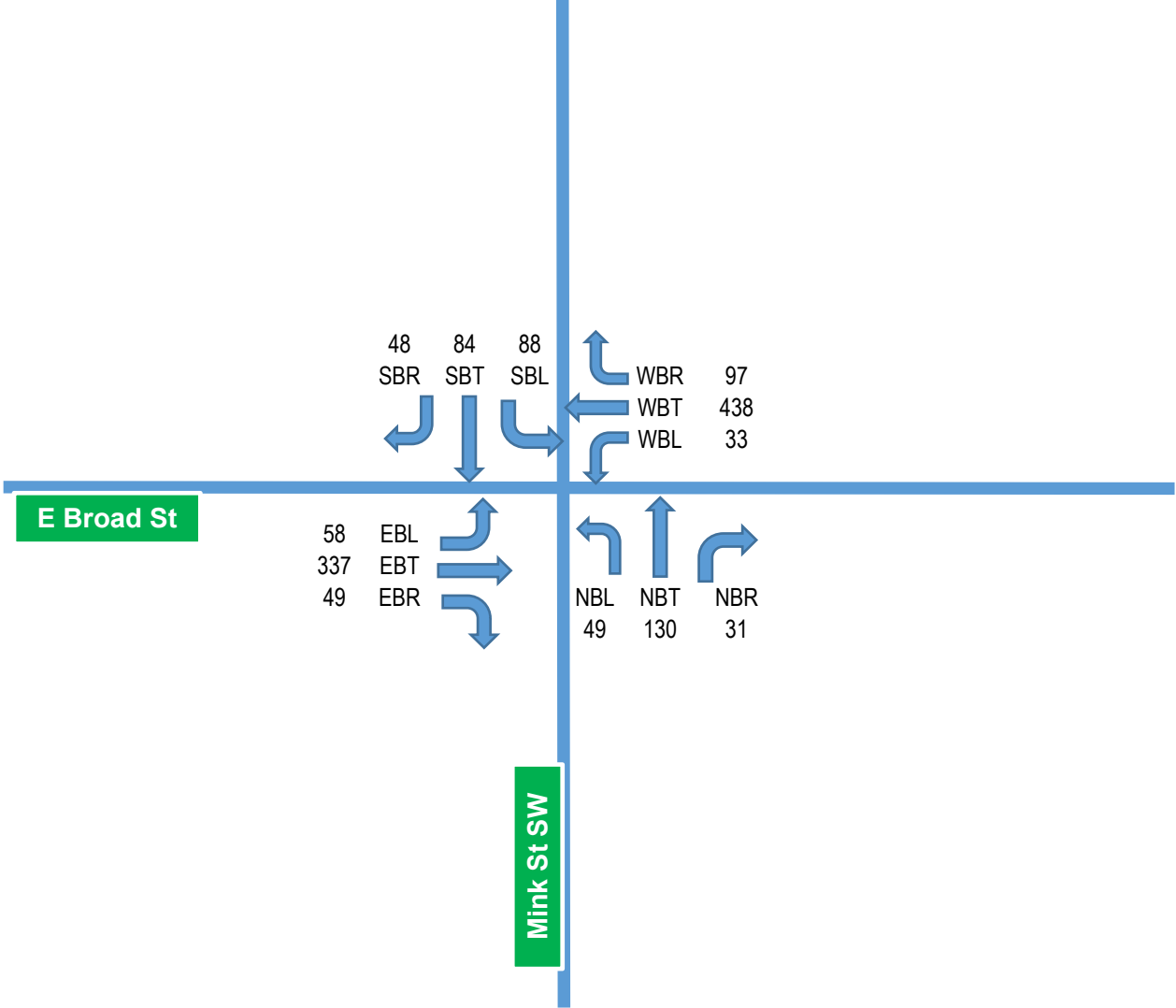
| Opening Year AM Peak Hour Traffic Volumes | | | | | | | | | | | | | |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| Intersection | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL |
| E Broad St & Mink St SW | 50 | 133 | 32 | 91 | 87 | 50 | 59 | 344 | 50 | 34 | 449 | 99 | 1478 |
| | 215 | | | 228 | | | 453 | | | 582 | | | |

2034

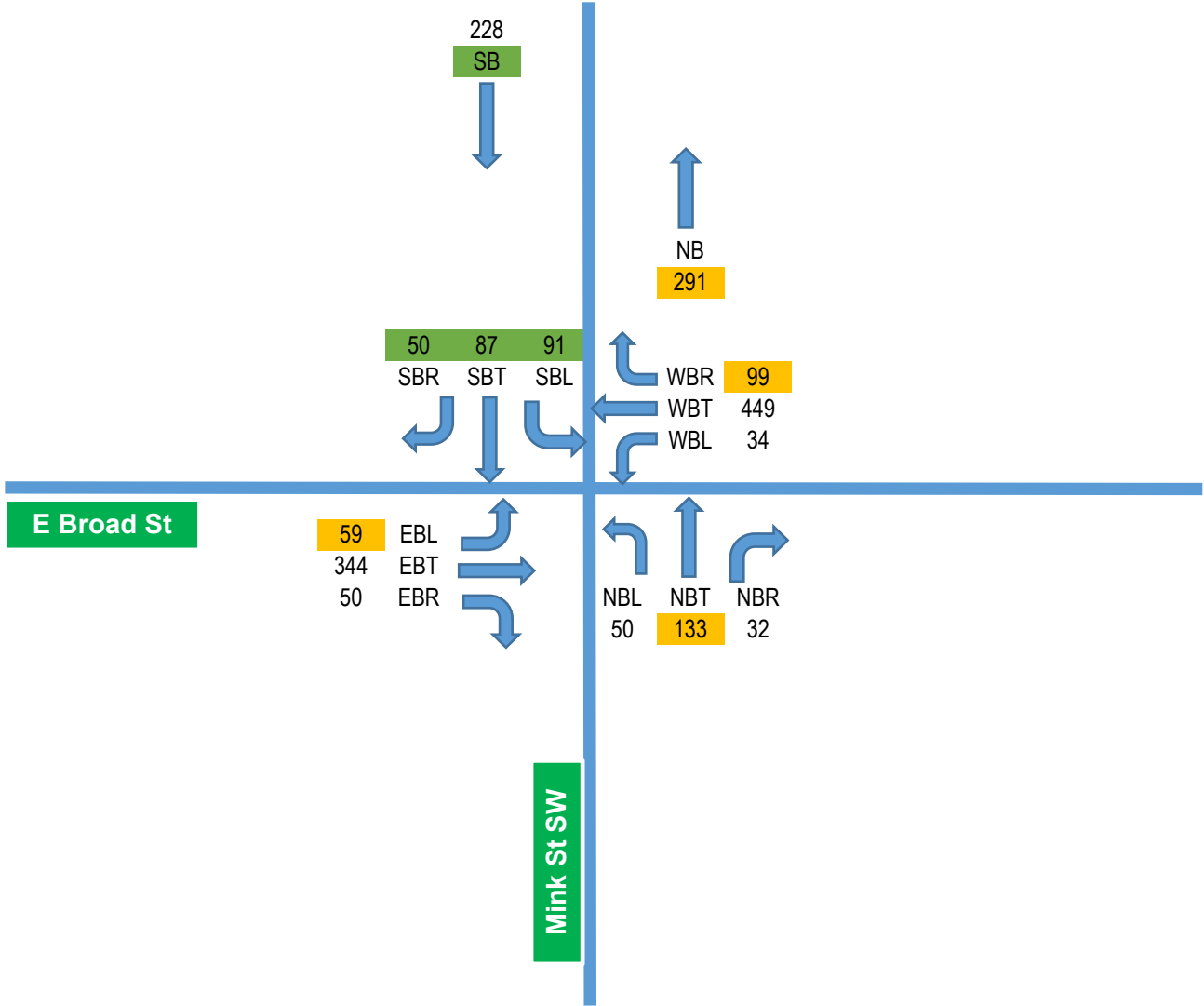
| Horizon Year AM Peak Hour Traffic Volumes | | | | | | | | | | | | | |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| Intersection | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL |
| E Broad St & Mink St SW | 57 | 150 | 36 | 105 | 100 | 57 | 66 | 381 | 55 | 38 | 501 | 111 | 1657 |
| | 243 | | | 262 | | | 502 | | | 650 | | | |

| |
|-------------|
| Growth Rate |
| 1.3% |
| 1.6% |
| 1.1% |
| 1.2% |

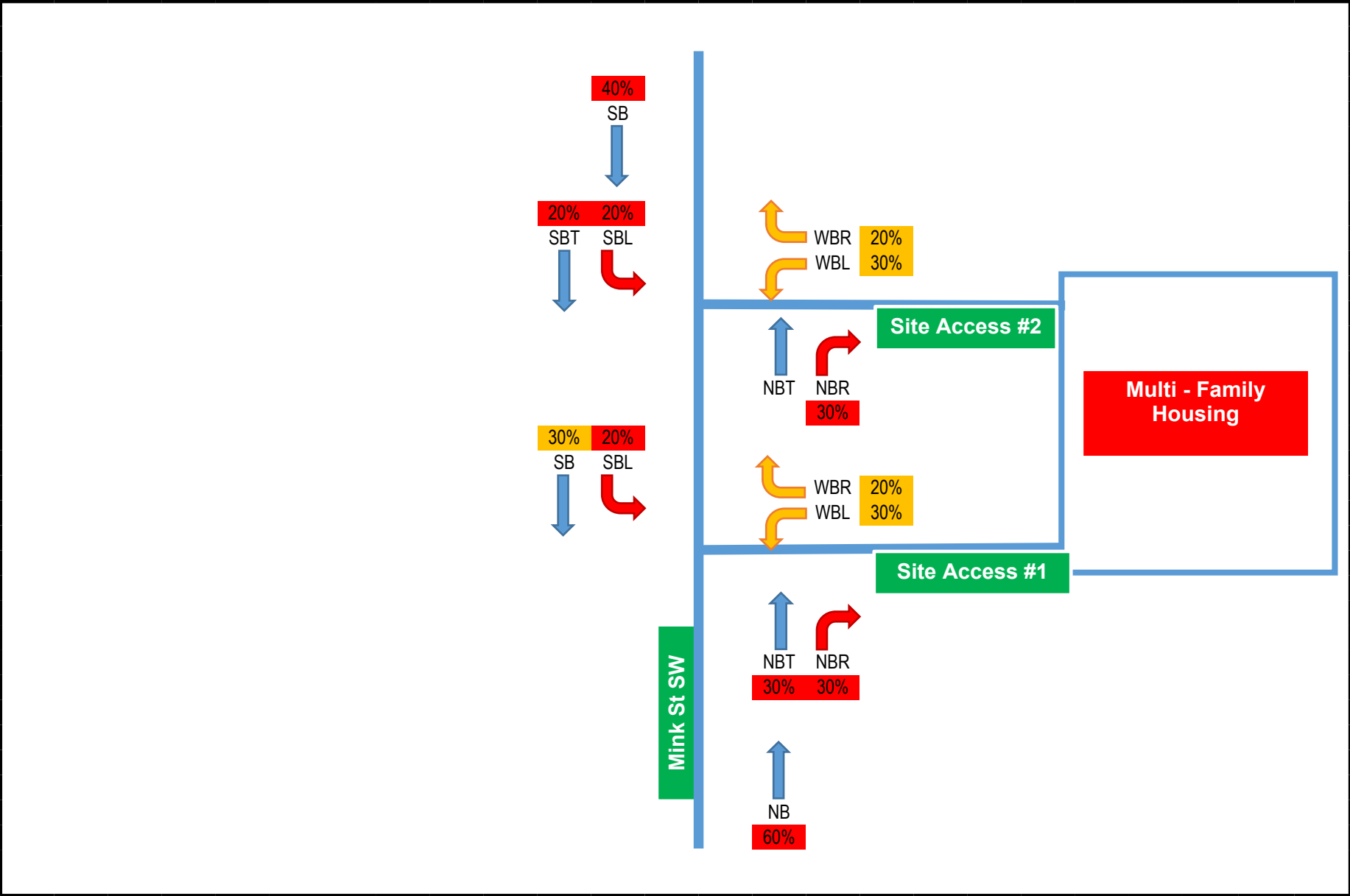
| Redwood - Multi - Family Housing Pataskala, Ohio | Year | Time Period | Scenario | Plate |
|---|------|------------------------------|-----------------|-------|
| | 2022 | AM Peak Hour Traffic Volumes | Existing Counts | |



| Redwood - Multi - Family Housing Pataskala, Ohio | Year | Time Period | Scenario | Plate |
|---|------|--|----------|-------|
| | 2024 | Opening Year AM Peak Hour Traffic Volumes | No Build | B |

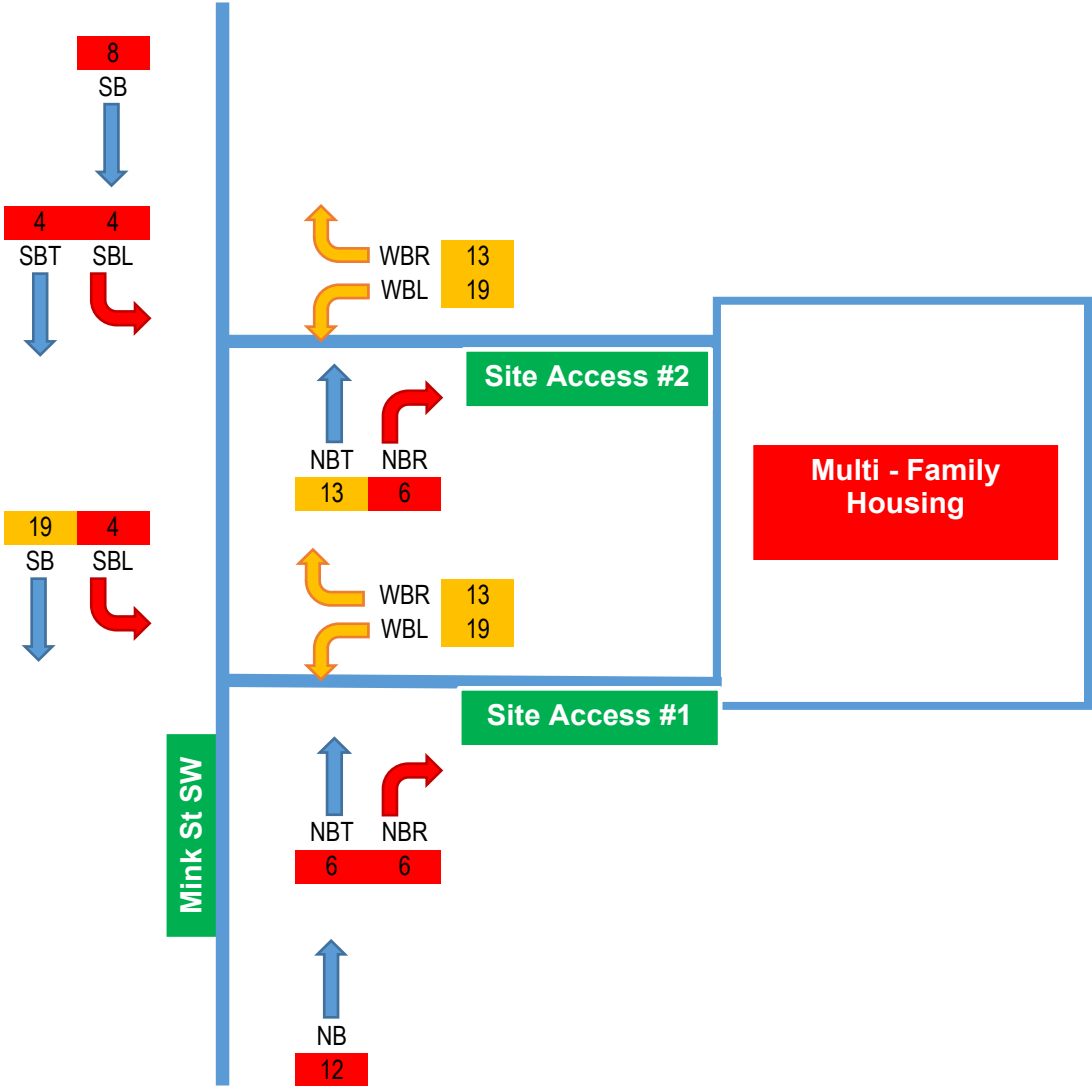


| Redwood - Multi - Family Housing Pataskala, Ohio | Year | Time Period | Scenario | Plate |
|---|------|-------------|----------|----------------------------------|
| | | | Build | Trip Distribution Percentages |

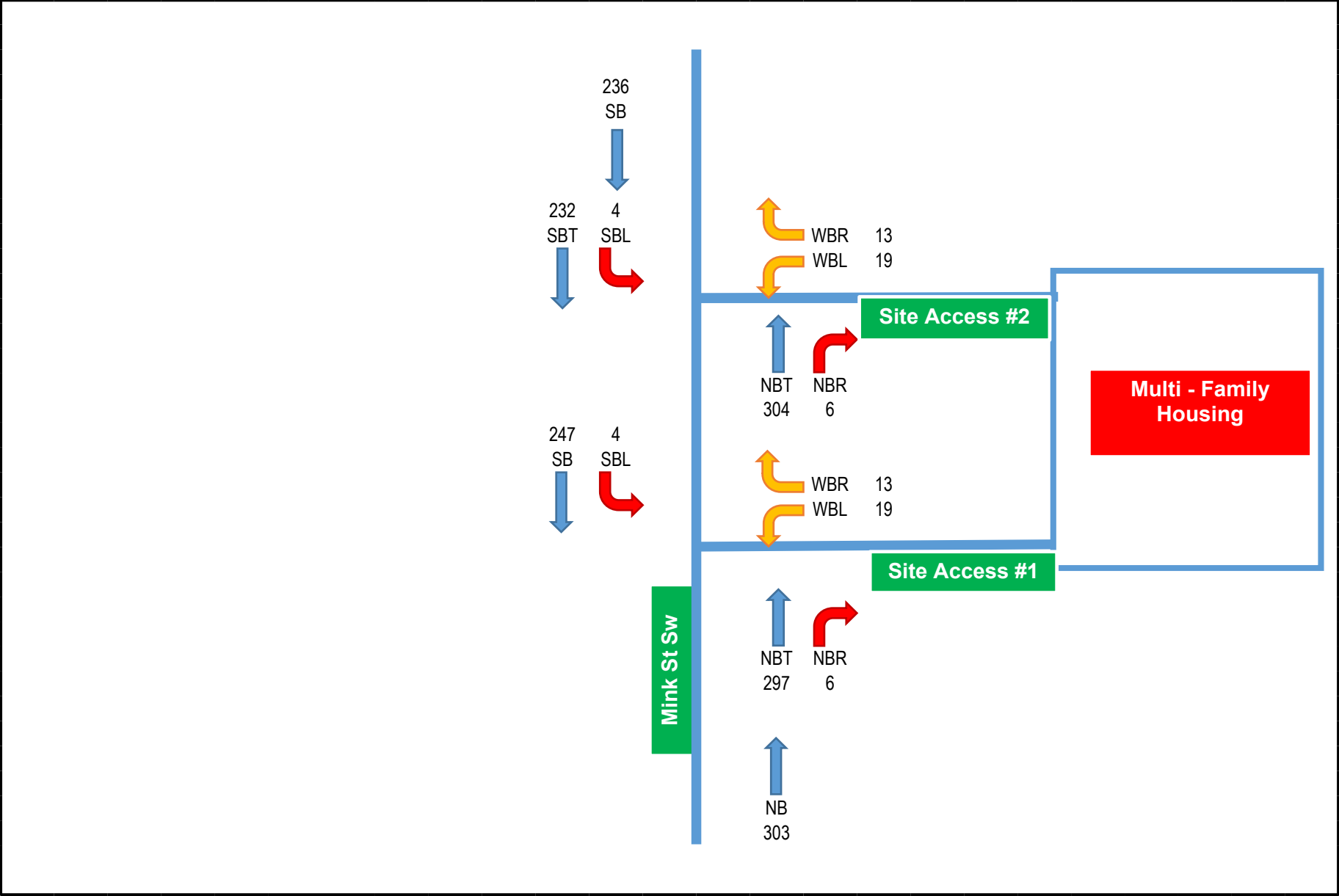


| Redwood - Multi - Family Housing Pataskala, Ohio | Year | Time Period | Scenario | Plate |
|---|------|----------------------|----------|-------|
| | | PM Trip Distribution | Build | C |

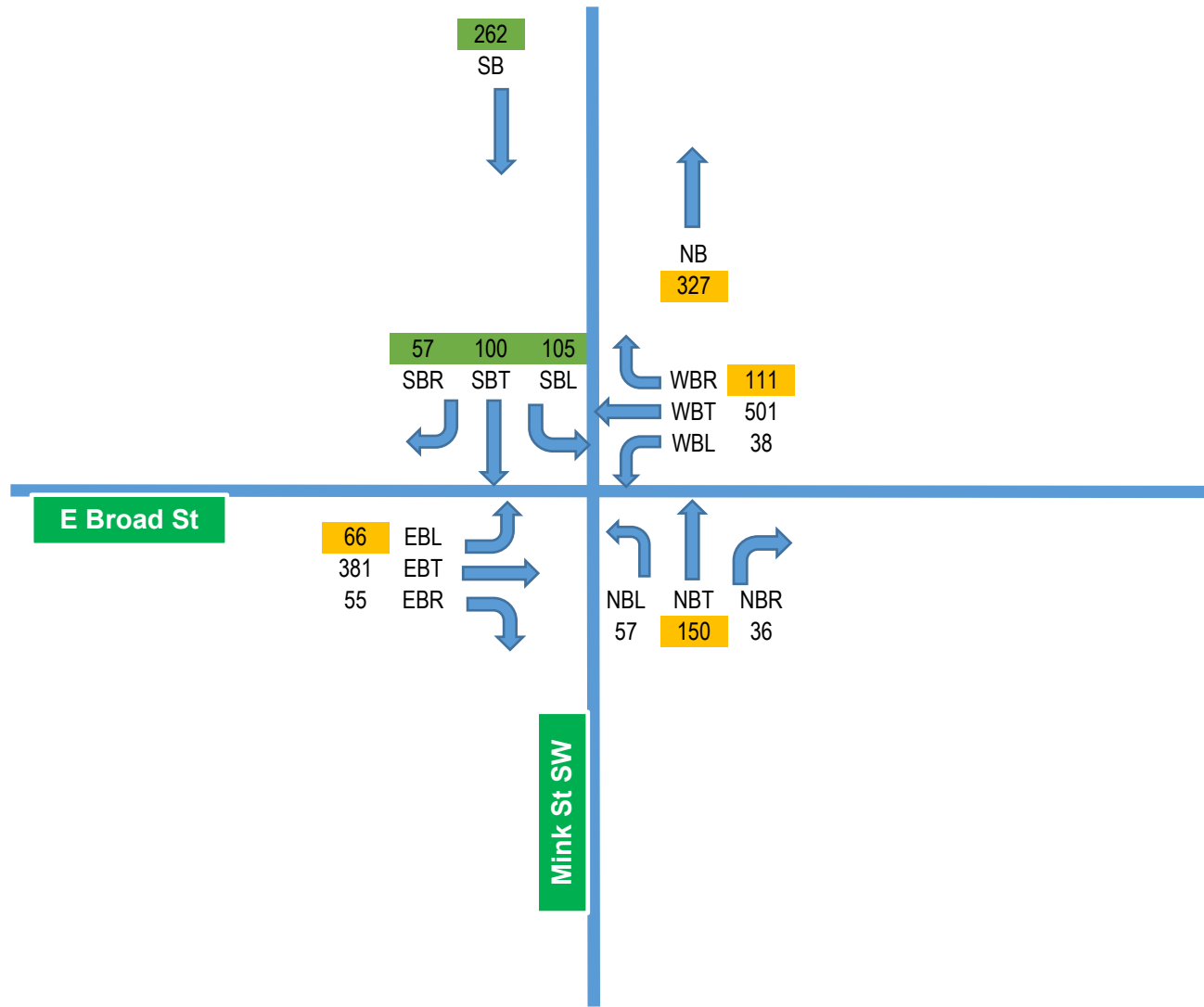
| | |
|----|-------|
| 20 | Entry |
| 64 | Exit |
| 84 | Total |



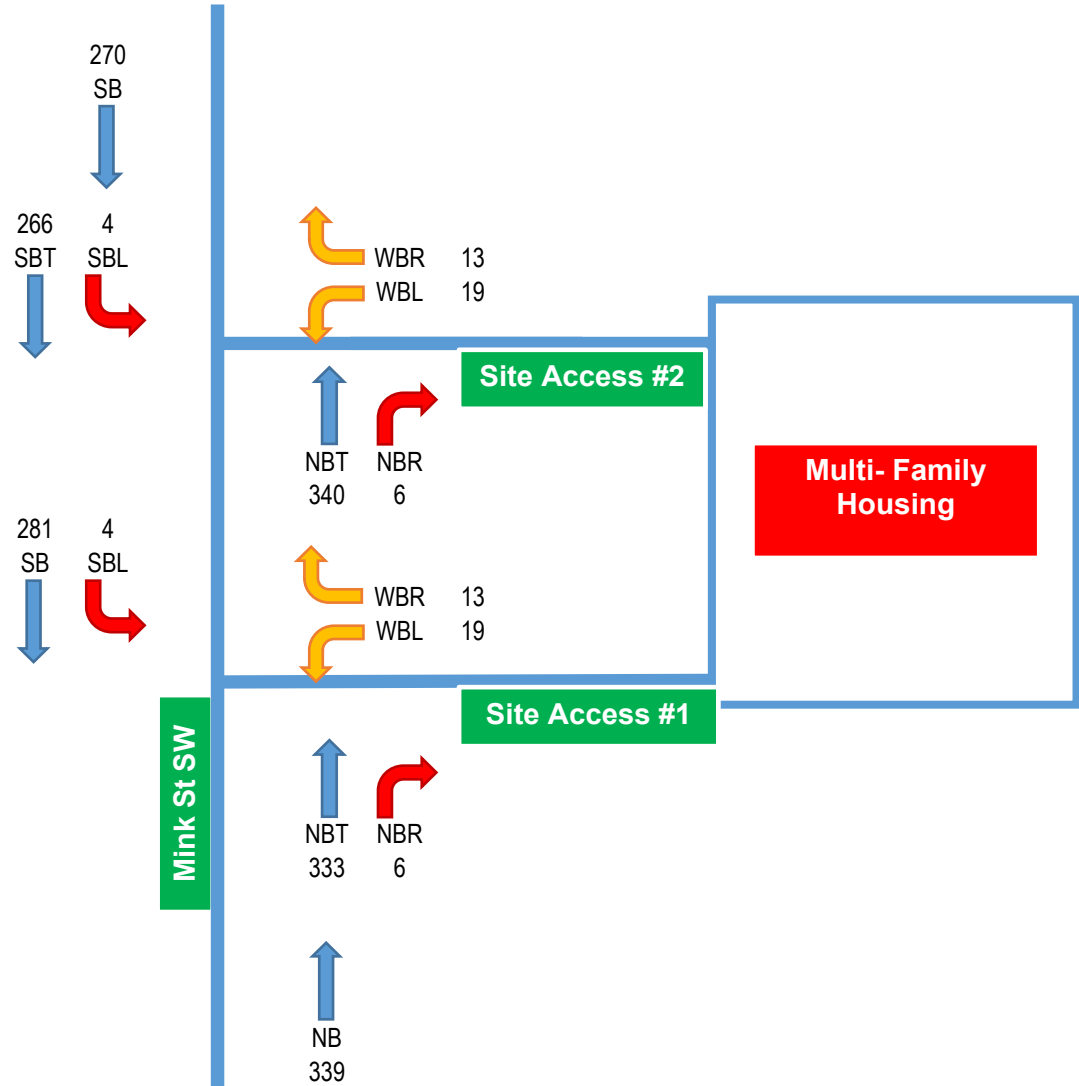
| Redwood - Multi - Family Housing Pataskala, Ohio | Year | Time Period | Scenario | Plate |
|---|------|--|----------|-------|
| | 2024 | Opening Year AM Peak Hour Traffic Volumes | Build | D=B+C |



| Redwood - Multi - Family Housing Pataskala, Ohio | Year | Time Period | Scenario | Plate |
|---|------|--|----------|-------|
| | 2034 | Horizon Year AM Peak Hour Traffic Volumes | No Build | E |



| Redwood - Multi - Family Housing Pataskala, Ohio | Year | Time Period | Scenario | Plate |
|---|------|---|----------|-------|
| | 2034 | Horizon Year AM Peak Hour Traffic Volumes | Build | F=C+E |



2022

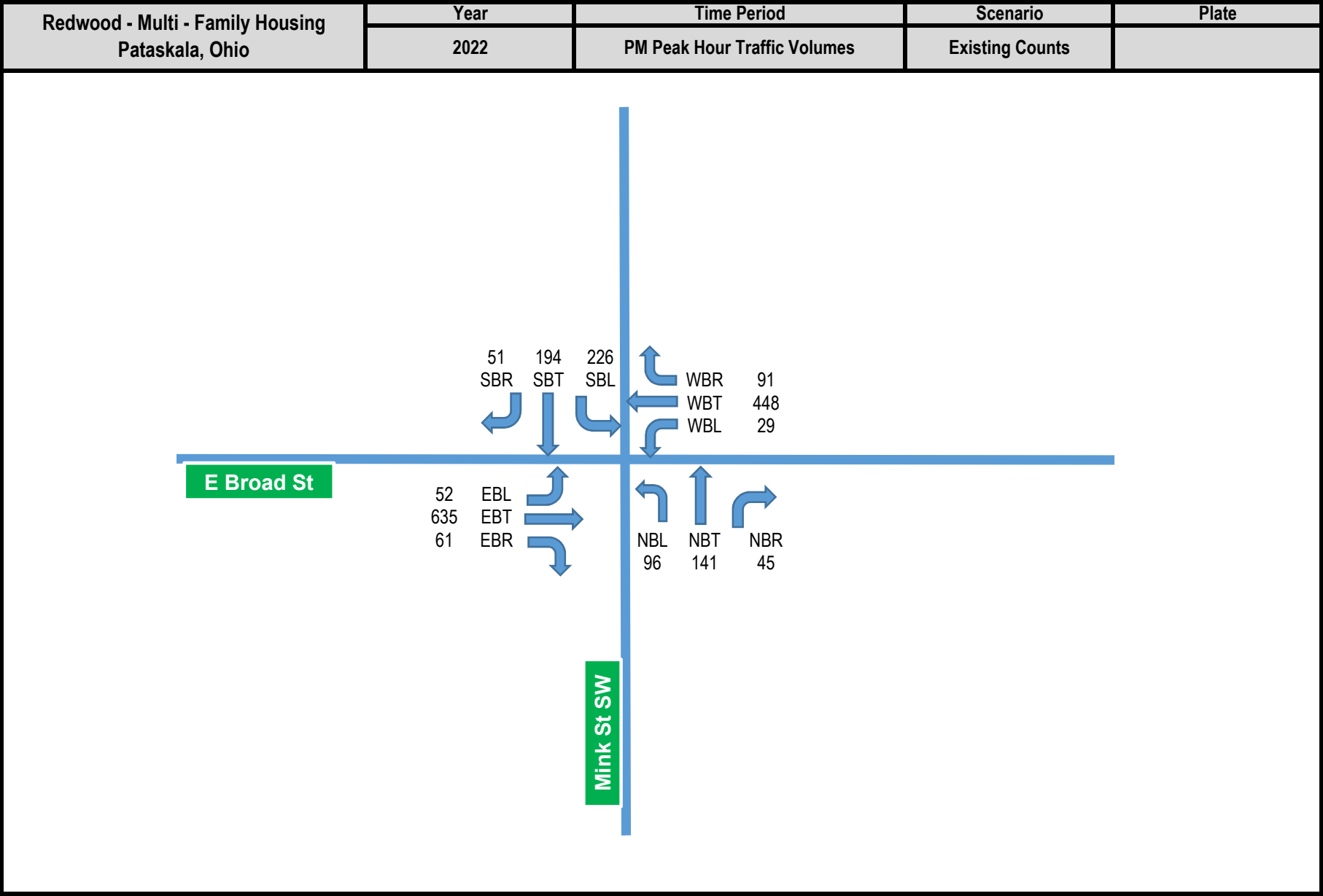
| PM Peak Hour Traffic Volumes | | | | | | | | | | | | | | Growth |
|------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|--------|
| Intersection | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | Rate |
| E Broad St & Mink St SW | 96 | 141 | 45 | 226 | 194 | 51 | 52 | 635 | 61 | 29 | 448 | 91 | 2069 | 1.3% |
| | | 282 | | | 471 | | | 748 | | | 568 | | | 1.6% |

2024

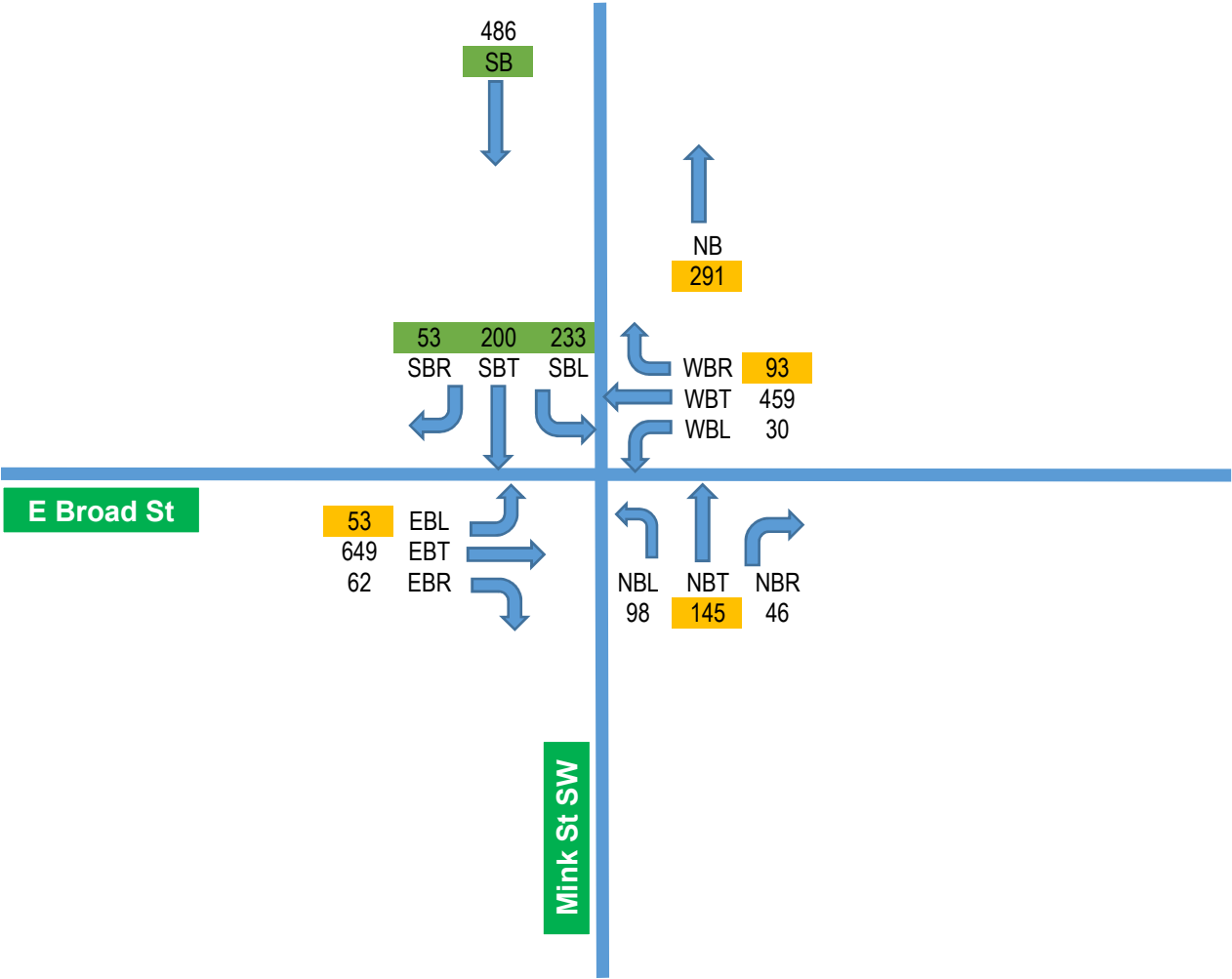
| Opening Year PM Peak Hour Traffic Volumes | | | | | | | | | | | | | | |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|------|
| Intersection | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| E Broad St & Mink St SW | 98 | 145 | 46 | 233 | 200 | 53 | 53 | 649 | 62 | 30 | 459 | 93 | 2121 | 1.1% |
| | | 289 | | | 486 | | | 764 | | | 582 | | | 1.2% |

2034

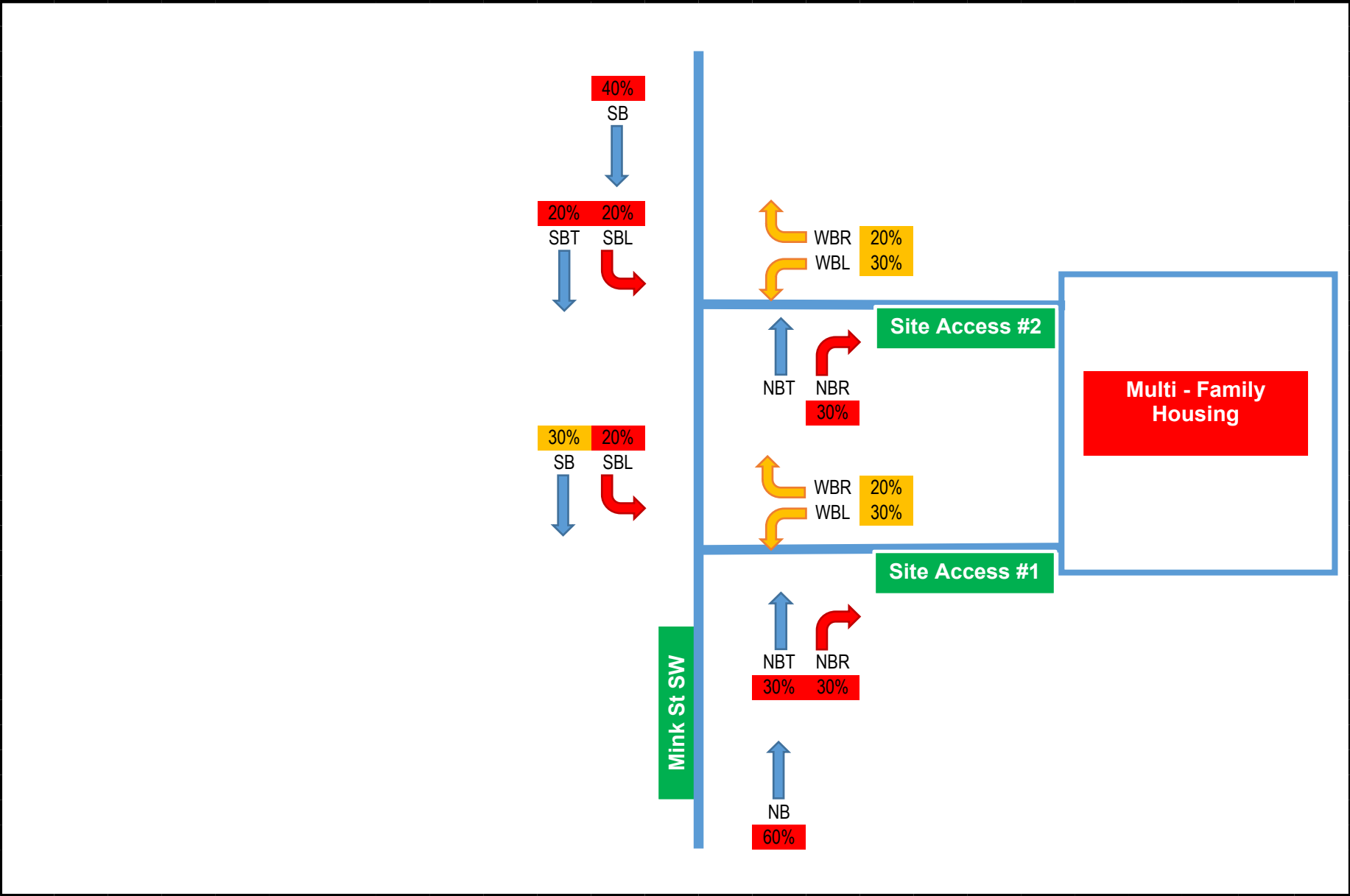
| Horizon Year PM Peak Hour Traffic Volumes | | | | | | | | | | | | | | |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|--|
| Intersection | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | |
| E Broad St & Mink St SW | 111 | 163 | 52 | 269 | 231 | 61 | 59 | 719 | 69 | 33 | 513 | 104 | 2384 | |
| | | 326 | | | 561 | | | 847 | | | 650 | | | |



| Redwood - Multi - Family Housing Pataskala, Ohio | Year | Time Period | Scenario | Plate |
|---|------|--|----------|-------|
| | 2024 | Opening Year PM Peak Hour Traffic Volumes | No Build | B |

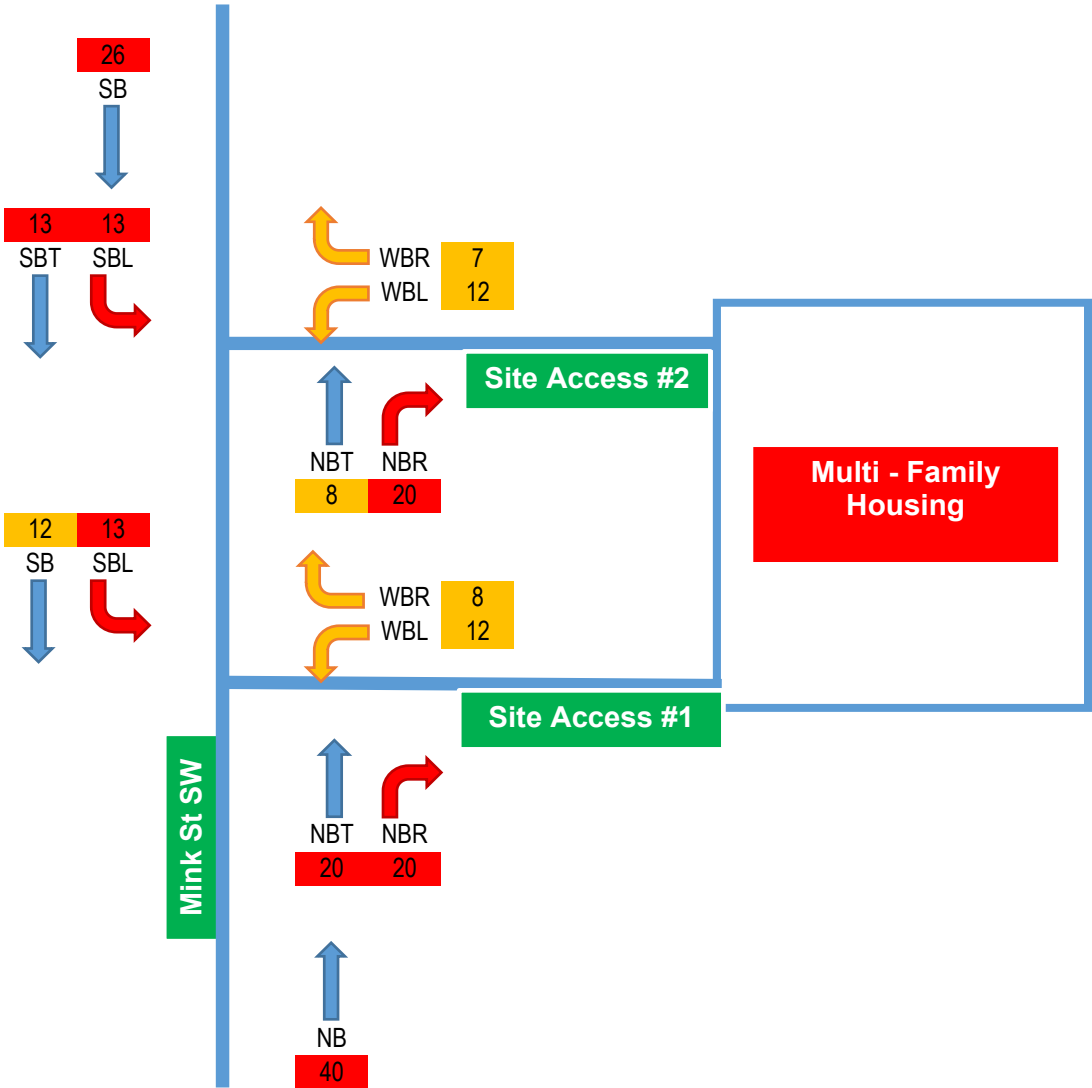


| Redwood - Multi - Family Housing Pataskala, Ohio | Year | Time Period | Scenario | Plate |
|---|------|-------------|----------|----------------------------------|
| | | | Build | Trip Distribution Percentages |

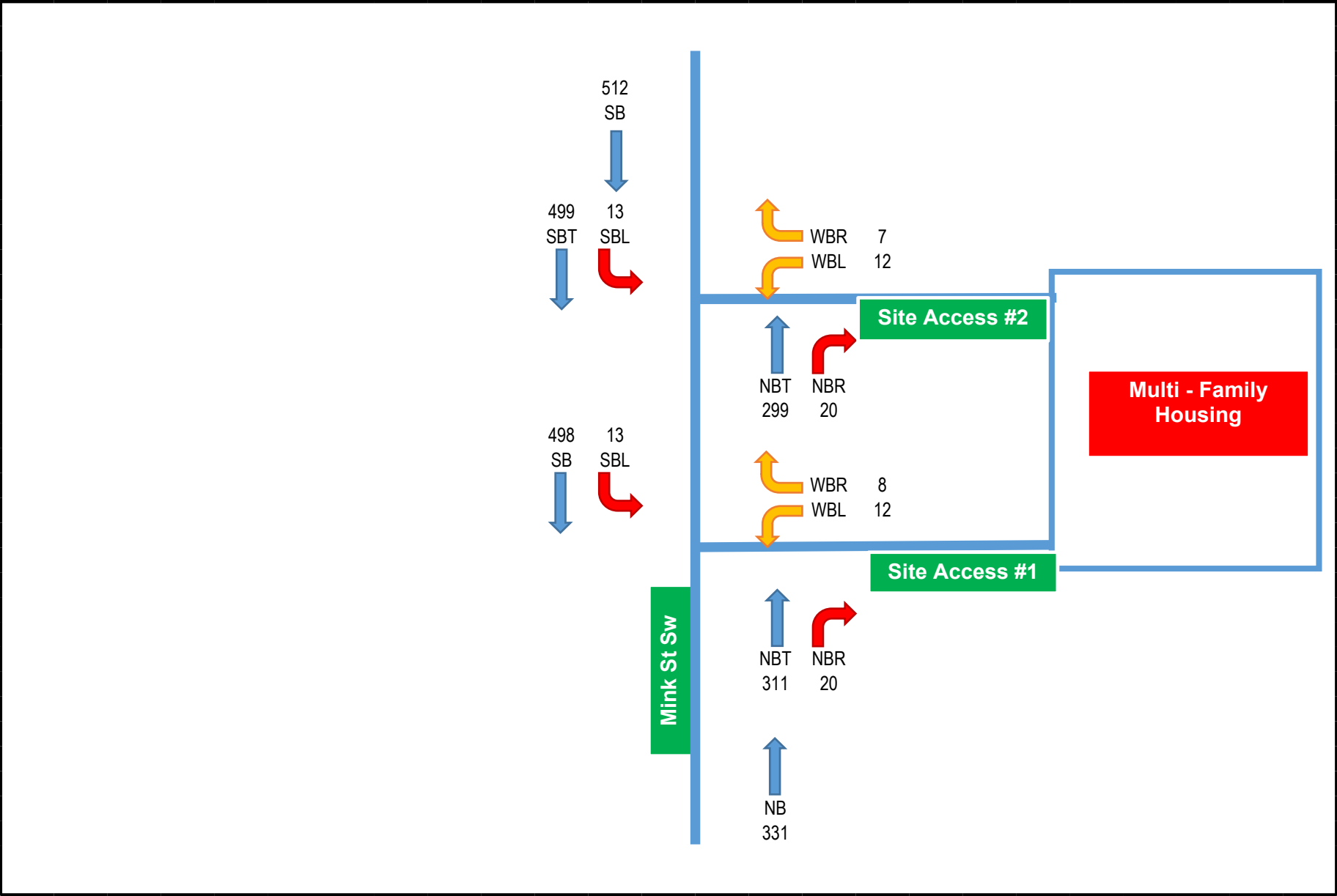


| Redwood - Multi - Family Housing Pataskala, Ohio | Year | Time Period | Scenario | Plate |
|---|------|----------------------|----------|-------|
| | | PM Trip Distribution | Build | C |

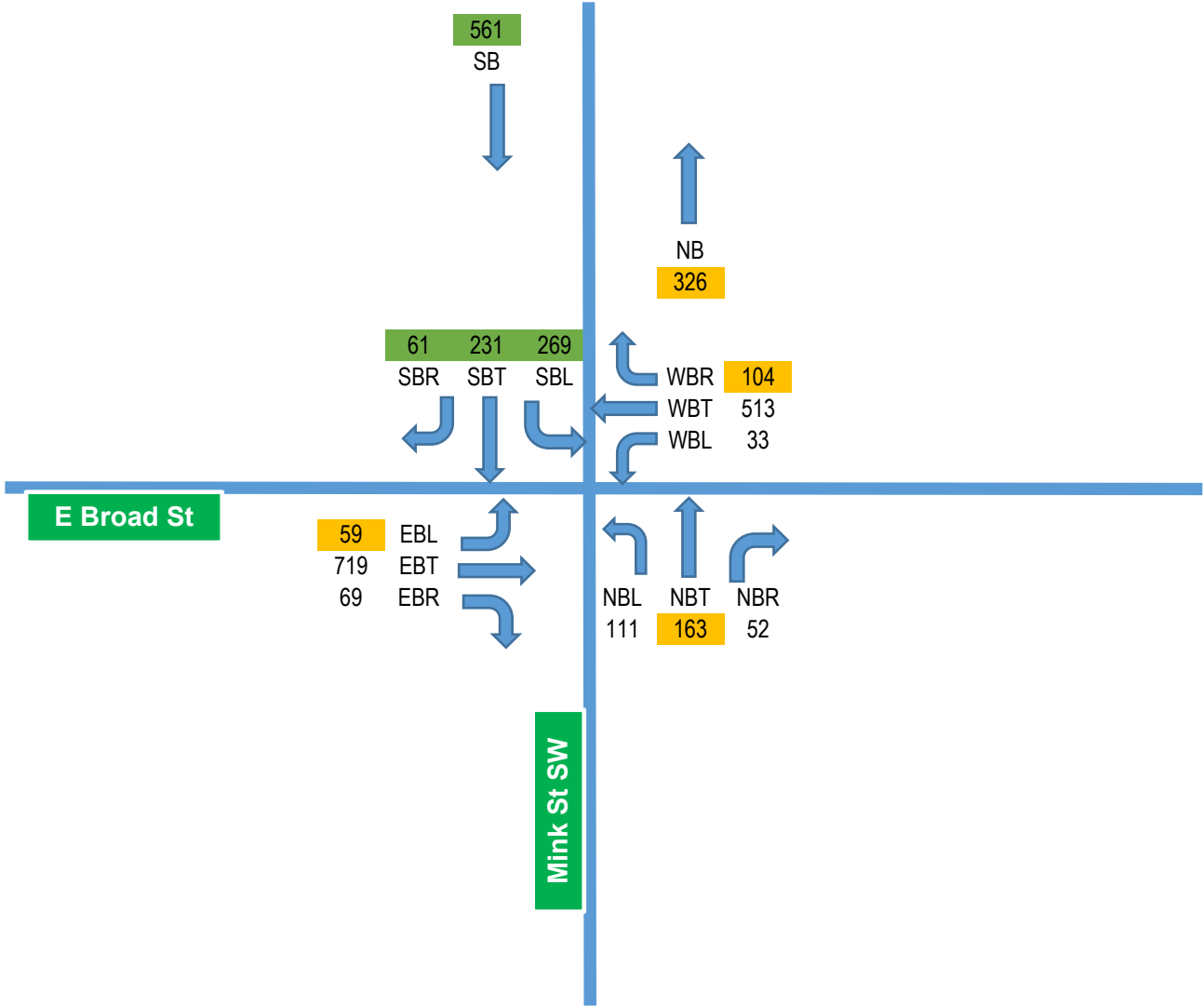
| | |
|-----|-------|
| 66 | Entry |
| 39 | Exit |
| 105 | Total |



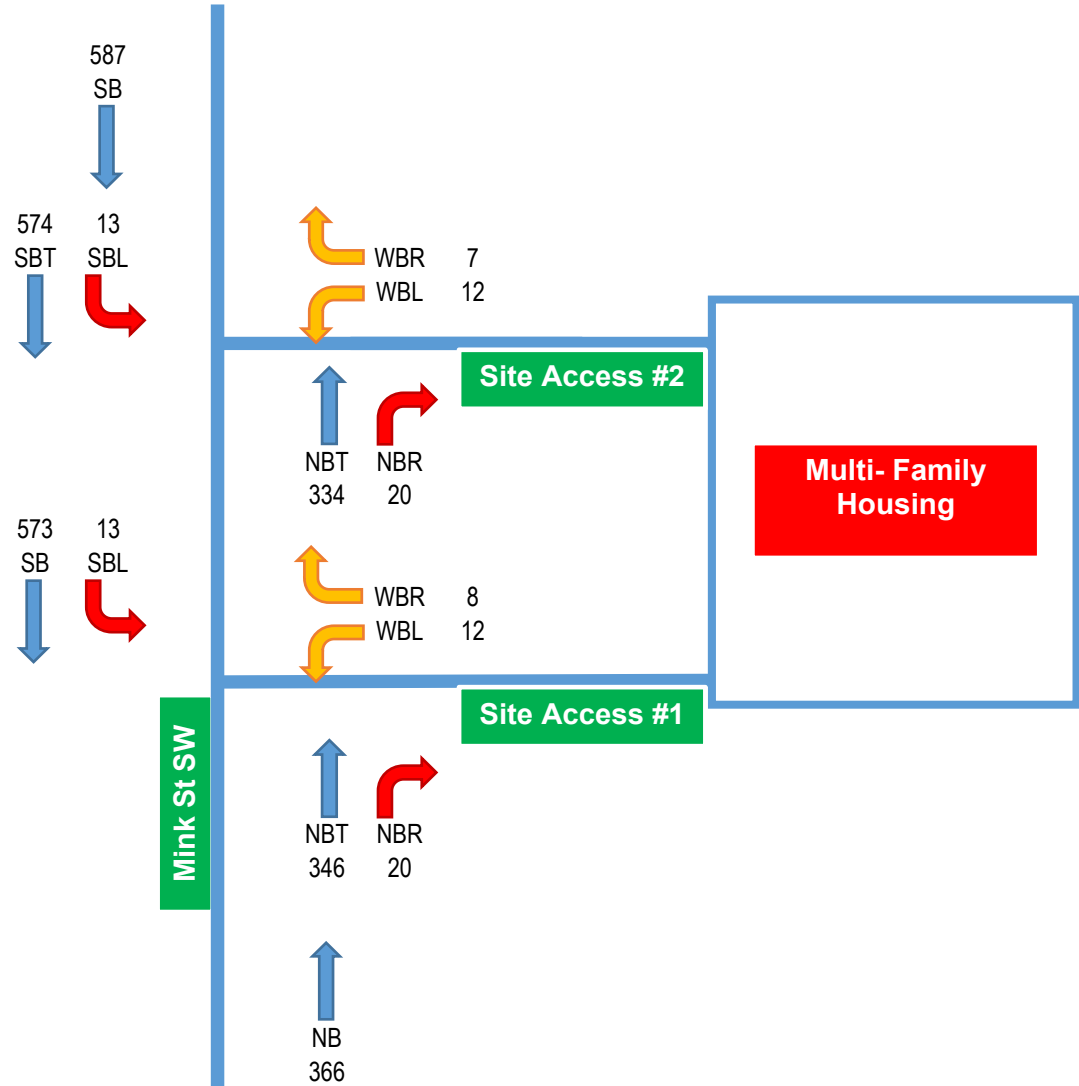
| Redwood - Multi - Family Housing Pataskala, Ohio | Year | Time Period | Scenario | Plate |
|---|------|--|----------|-------|
| | 2024 | Opening Year PM Peak Hour Traffic Volumes | Build | D=B+C |



| Redwood - Multi - Family Housing Pataskala, Ohio | Year | Time Period | Scenario | Plate |
|---|------|--|----------|-------|
| | 2034 | Horizon Year PM Peak Hour Traffic Volumes | No Build | E |



| Redwood - Multi - Family Housing Pataskala, Ohio | Year | Time Period | Scenario | Plate |
|---|------|--|----------|-------|
| | 2034 | Horizon Year PM Peak Hour Traffic Volumes | Build | F=C+E |

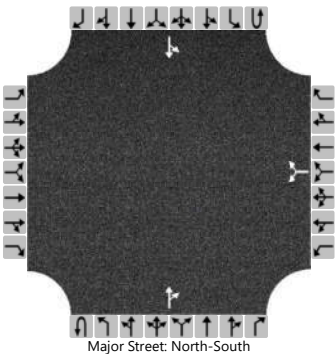


Attachment E
Capacity Analysis

HCS Two-Way Stop-Control Report

| General Information | | Site Information | |
|--------------------------|--------------------------------|----------------------------|-----------------------------|
| Analyst | TNA | Intersection | Site Access #1 & Mink ST SW |
| Agency/Co. | American Structurepoint | Jurisdiction | Pataskala, Ohio |
| Date Performed | 11/2/2022 | East/West Street | Site Access #1 |
| Analysis Year | 2024 | North/South Street | Mink ST SW |
| Time Analyzed | AM Peak Hour | Peak Hour Factor | 0.92 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | Redwood - Multi Family Housing | | |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|----|----|----|------------|---|-----|----|------------|----|-----|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | LT | | |
| Volume (veh/h) | | | | | | 19 | | 13 | | | 297 | 6 | | 4 | 247 | |
| 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) | | | | | | 7.1 | | 6.2 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.43 | | 6.23 | | | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

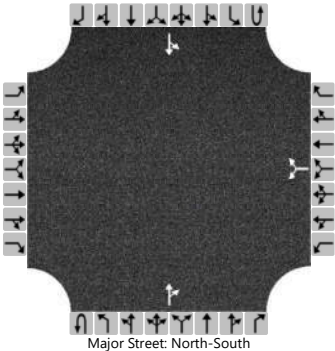
Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|-----|--|
| Flow Rate, v (veh/h) | | | | | | 35 | | | | | | | | 4 | | |
| Capacity, c (veh/h) | | | | | | 536 | | | | | | | | 1225 | | |
| v/c Ratio | | | | | | 0.06 | | | | | | | | 0.00 | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.2 | | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | 12.2 | | | | | | | | 8.0 | 0.0 | |
| Level of Service (LOS) | | | | | | B | | | | | | | | A | A | |
| Approach Delay (s/veh) | | | | | 12.2 | | | | | | | | 0.2 | | | |
| Approach LOS | | | | | B | | | | | | | | A | | | |

HCS Two-Way Stop-Control Report

| General Information | | Site Information | |
|--------------------------|--------------------------------|----------------------------|-----------------------------|
| Analyst | TNA | Intersection | Site Access #2 & Mink ST SW |
| Agency/Co. | American Structurepoint | Jurisdiction | Pataskala, Ohio |
| Date Performed | 11/2/2022 | East/West Street | Site Access #2 |
| Analysis Year | 2024 | North/South Street | Mink ST SW |
| Time Analyzed | AM Peak Hour | Peak Hour Factor | 0.92 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | Redwood - Multi Family Housing | | |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|----|----|----|------------|---|-----|----|------------|----|-----|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | LT | | |
| Volume (veh/h) | | | | | | 19 | | 13 | | | 304 | 6 | | 4 | 232 | |
| 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) | | | | | | 7.1 | | 6.2 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.43 | | 6.23 | | | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

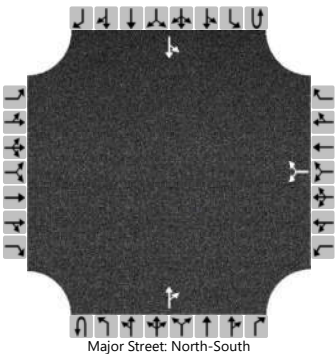
Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|-----|--|
| Flow Rate, v (veh/h) | | | | | | 35 | | | | | | | | 4 | | |
| Capacity, c (veh/h) | | | | | | 539 | | | | | | | | 1217 | | |
| v/c Ratio | | | | | | 0.06 | | | | | | | | 0.00 | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.2 | | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | 12.1 | | | | | | | | 8.0 | 0.0 | |
| Level of Service (LOS) | | | | | | B | | | | | | | | A | A | |
| Approach Delay (s/veh) | | | | | 12.1 | | | | | | | | 0.2 | | | |
| Approach LOS | | | | | B | | | | | | | | A | | | |

HCS Two-Way Stop-Control Report

| General Information | | Site Information | |
|--------------------------|--------------------------------|----------------------------|-----------------------------|
| Analyst | TNA | Intersection | Site Access #1 & Mink ST SW |
| Agency/Co. | American Structurepoint | Jurisdiction | Pataskala, Ohio |
| Date Performed | 11/2/2022 | East/West Street | Site Access #1 |
| Analysis Year | 2024 | North/South Street | Mink ST SW |
| Time Analyzed | PM Peak Hour | Peak Hour Factor | 0.92 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | Redwood - Multi Family Housing | | |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|----|----|---|------------|---|-----|----|------------|----|-----|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | LT | | |
| Volume (veh/h) | | | | | | 12 | | 8 | | | 311 | 20 | | 13 | 498 | |
| 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) | | | | | | 7.1 | | 6.2 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.43 | | 6.23 | | | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

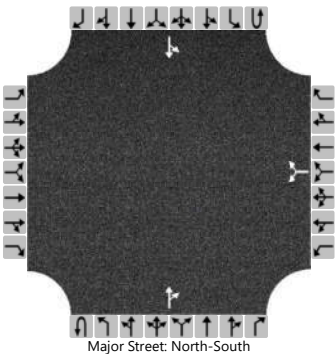
Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|-----|--|
| Flow Rate, v (veh/h) | | | | | | 22 | | | | | | | | 14 | | |
| Capacity, c (veh/h) | | | | | | 383 | | | | | | | | 1193 | | |
| v/c Ratio | | | | | | 0.06 | | | | | | | | 0.01 | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.2 | | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | 15.0 | | | | | | | | 8.1 | 0.1 | |
| Level of Service (LOS) | | | | | | B | | | | | | | | A | A | |
| Approach Delay (s/veh) | | | | | 15.0 | | | | | | | | 0.3 | | | |
| Approach LOS | | | | | B | | | | | | | | A | | | |

HCS Two-Way Stop-Control Report

| General Information | | Site Information | |
|--------------------------|--------------------------------|----------------------------|-----------------------------|
| Analyst | TNA | Intersection | Site Access #2 & Mink ST SW |
| Agency/Co. | American Structurepoint | Jurisdiction | Pataskala, Ohio |
| Date Performed | 11/2/2022 | East/West Street | Site Access #2 |
| Analysis Year | 2024 | North/South Street | Mink ST SW |
| Time Analyzed | PM Peak Hour | Peak Hour Factor | 0.92 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | Redwood - Multi Family Housing | | |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|----|----|---|------------|---|-----|----|------------|----|-----|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | LT | | |
| Volume (veh/h) | | | | | | 12 | | 7 | | | 299 | 20 | | 13 | 499 | |
| 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) | | | | | | 7.1 | | 6.2 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.43 | | 6.23 | | | | | | 4.13 | | |
| 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) | | | | | | 21 | | | | | | | | 14 | | |
| Capacity, c (veh/h) | | | | | | 380 | | | | | | | | 1207 | | |
| v/c Ratio | | | | | | 0.05 | | | | | | | | 0.01 | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.2 | | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | 15.0 | | | | | | | | 8.0 | 0.1 | |
| Level of Service (LOS) | | | | | | C | | | | | | | | A | A | |
| Approach Delay (s/veh) | | | | | 15.0 | | | | | | | | 0.3 | | | |
| Approach LOS | | | | | C | | | | | | | | A | | | |

HCS Two-Way Stop-Control Report

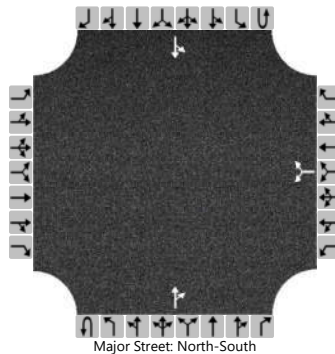
General Information

| | |
|--------------------------|--------------------------------|
| Analyst | TNA |
| Agency/Co. | American Structurepoint |
| Date Performed | 11/2/2022 |
| Analysis Year | 2034 |
| Time Analyzed | AM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Redwood - Multi Family Housing |

Site Information

| | |
|----------------------------|-----------------------------|
| Intersection | Site Access #1 & Mink ST SW |
| Jurisdiction | Pataskala, Ohio |
| East/West Street | Site Access #1 |
| North/South Street | Mink ST SW |
| Peak Hour Factor | 0.92 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|----|----|----|------------|---|-----|----|------------|----|-----|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | LT | | |
| Volume (veh/h) | | | | | | 19 | | 13 | | | 333 | 6 | | 4 | 281 | |
| 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) | | | | | | 7.1 | | 6.2 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.43 | | 6.23 | | | | | | 4.13 | | |
| 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

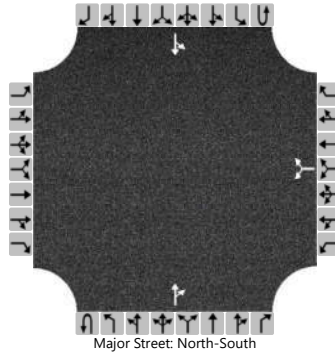
| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|-----|--|
| Flow Rate, v (veh/h) | | | | | | 35 | | | | | | | | 4 | | |
| Capacity, c (veh/h) | | | | | | 491 | | | | | | | | 1185 | | |
| v/c Ratio | | | | | | 0.07 | | | | | | | | 0.00 | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.2 | | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | 12.9 | | | | | | | | 8.1 | 0.0 | |
| Level of Service (LOS) | | | | | | B | | | | | | | | A | A | |
| Approach Delay (s/veh) | | | | | 12.9 | | | | | | | | 0.1 | | | |
| Approach LOS | | | | | B | | | | | | | | A | | | |

HCS Two-Way Stop-Control Report

General Information

| | | | |
|--------------------------|--------------------------------|----------------------------|-----------------------------|
| Analyst | TNA | Intersection | Site Access #2 & Mink ST SW |
| Agency/Co. | American Structurepoint | Jurisdiction | Pataskala, Ohio |
| Date Performed | 11/2/2022 | East/West Street | Site Access #2 |
| Analysis Year | 2034 | North/South Street | Mink ST SW |
| Time Analyzed | AM Peak Hour | Peak Hour Factor | 0.92 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | Redwood - Multi Family Housing | | |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|----|----|----|------------|---|-----|----|------------|----|-----|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | LT | | |
| Volume (veh/h) | | | | | | 19 | | 13 | | | 340 | 6 | | 4 | 266 | |
| 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) | | | | | | 7.1 | | 6.2 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.43 | | 6.23 | | | | | | 4.13 | | |
| 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

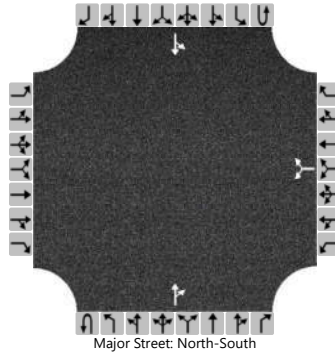
| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|-----|--|
| Flow Rate, v (veh/h) | | | | | | 35 | | | | | | | | 4 | | |
| Capacity, c (veh/h) | | | | | | 494 | | | | | | | | 1177 | | |
| v/c Ratio | | | | | | 0.07 | | | | | | | | 0.00 | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.2 | | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | 12.8 | | | | | | | | 8.1 | 0.0 | |
| Level of Service (LOS) | | | | | | B | | | | | | | | A | A | |
| Approach Delay (s/veh) | | | | | 12.8 | | | | | | | | 0.2 | | | |
| Approach LOS | | | | | B | | | | | | | | A | | | |

HCS Two-Way Stop-Control Report

General Information

| | | | |
|--------------------------|--------------------------------|----------------------------|-----------------------------|
| Analyst | TNA | Intersection | Site Access #1 & Mink ST SW |
| Agency/Co. | American Structurepoint | Jurisdiction | Pataskala, Ohio |
| Date Performed | 11/2/2022 | East/West Street | Site Access #1 |
| Analysis Year | 2034 | North/South Street | Mink ST SW |
| Time Analyzed | PM Peak Hour | Peak Hour Factor | 0.92 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | Redwood - Multi Family Housing | | |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|----|----|---|------------|---|-----|----|------------|----|-----|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | LT | | |
| Volume (veh/h) | | | | | | 12 | | 8 | | | 346 | 20 | | 13 | 573 | |
| 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) | | | | | | 7.1 | | 6.2 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.43 | | 6.23 | | | | | | 4.13 | | |
| 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) | | | | | | 22 | | | | | | | | 14 | | |
| Capacity, c (veh/h) | | | | | | 332 | | | | | | | | 1155 | | |
| v/c Ratio | | | | | | 0.07 | | | | | | | | 0.01 | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.2 | | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | 16.6 | | | | | | | | 8.2 | 0.2 | |
| Level of Service (LOS) | | | | | | C | | | | | | | | A | A | |
| Approach Delay (s/veh) | | | | | 16.6 | | | | | | | | 0.3 | | | |
| Approach LOS | | | | | C | | | | | | | | A | | | |

HCS Two-Way Stop-Control Report

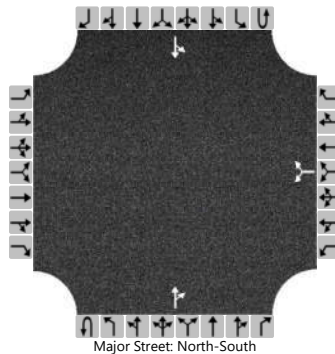
General Information

| | |
|--------------------------|--------------------------------|
| Analyst | TNA |
| Agency/Co. | American Structurepoint |
| Date Performed | 11/2/2022 |
| Analysis Year | 2034 |
| Time Analyzed | PM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Redwood - Multi Family Housing |

Site Information

| | |
|----------------------------|-----------------------------|
| Intersection | Site Access #2 & Mink ST SW |
| Jurisdiction | Pataskala, Ohio |
| East/West Street | Site Access #2 |
| North/South Street | Mink ST SW |
| Peak Hour Factor | 0.92 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|----|----|---|------------|---|-----|----|------------|----|-----|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | LT | | |
| Volume (veh/h) | | | | | | 12 | | 7 | | | 334 | 20 | | 13 | 574 | |
| 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) | | | | | | 7.1 | | 6.2 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.43 | | 6.23 | | | | | | 4.13 | | |
| 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) | | | | | | 21 | | | | | | | | 14 | | |
| Capacity, c (veh/h) | | | | | | 329 | | | | | | | | 1168 | | |
| v/c Ratio | | | | | | 0.06 | | | | | | | | 0.01 | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.2 | | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | 16.7 | | | | | | | | 8.1 | 0.2 | |
| Level of Service (LOS) | | | | | | C | | | | | | | | A | A | |
| Approach Delay (s/veh) | | | | | 16.7 | | | | | | | | 0.3 | | | |
| Approach LOS | | | | | C | | | | | | | | A | | | |

Attachment F
Turn Lane Warrant Analysis

Turn Lane Warrant Analysis - Site Access #1

Project Name: Redwood -Multi -Family Housing Study - Pataskala, OH

Project Number: 2021.03412

Direction: NB, SB

Intersection: Site Access #1 & Mink St SW

Data Collection Date: 9/29/2022

Major Street: Mink St SW

of approach lanes: 1

Minor Street: Site Access #1

of approach lanes: 1

Approach

AM Peak Hour

PM Peak Hour

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 0 | 333 | 6 | 4 | 281 | 0 | 0 | 0 | 0 | 19 | 0 | 13 |
| 0 | 346 | 20 | 13 | 573 | 0 | 0 | 0 | 0 | 12 | 0 | 8 |

Left Turn Lane Warrant

Project Name: Redwood -Multi -Family Housing Study - Pataskala, OH

Project Number: 2021.03412

Direction: SB

Intersection: Site Access #1 & Mink St SW

Data Collection Date: 9/29/2022

Major Street: Mink St SW

of approach lanes: 1

Minor Street: Site Access #1

of approach lanes: 1

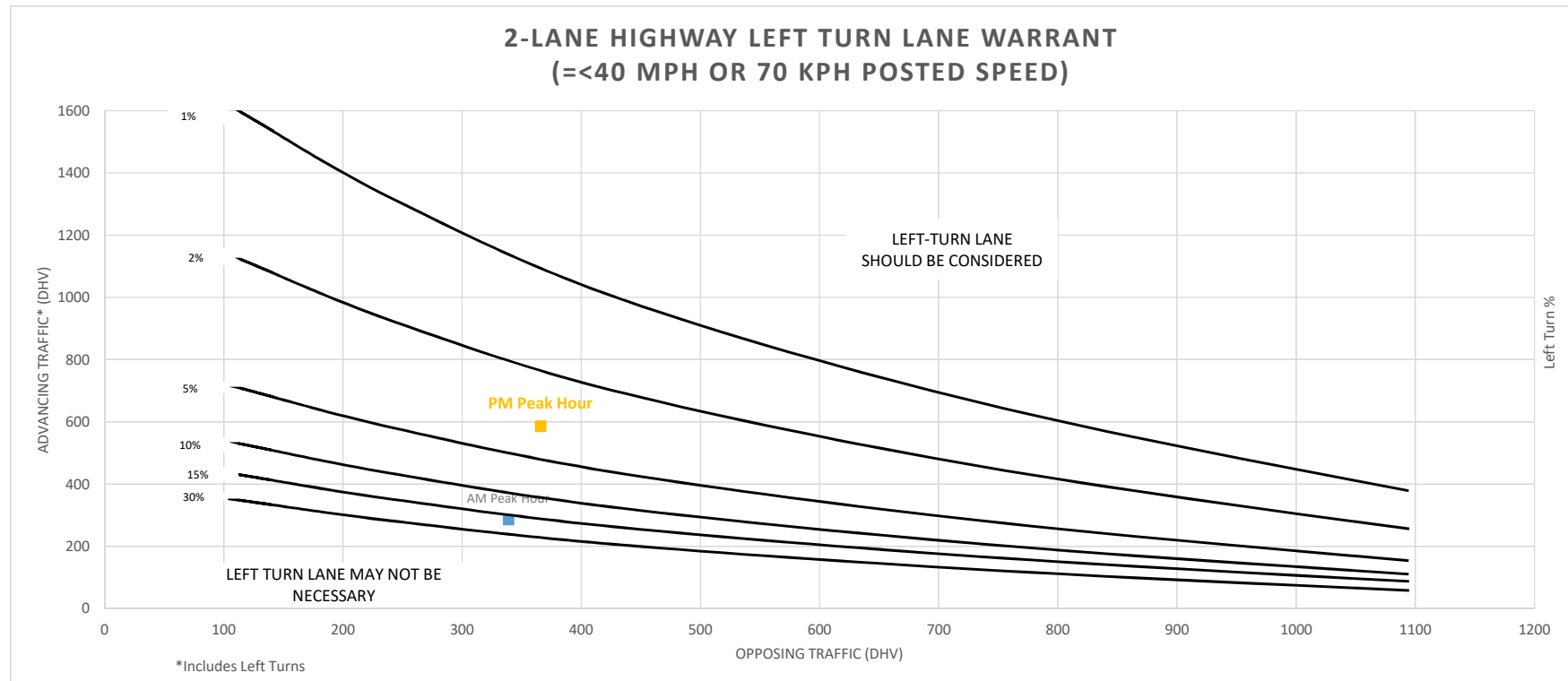
Site Access #1 - 2034 Build Volumes

| | AM Peak Hour | PM Peak Hour |
|------------------------------------|--------------|--------------|
| Opposing Traffic: | 339 | 366 |
| Advancing Traffic (Including LTs): | 285 | 586 |
| Left Turns | 4 | 13 |
| % Left Turns: | 1% | 2% |

Left Turn Lane Warranted?

NO

NO



Right Turn Lane Warrant

Project Name: Redwood -Multi -Family Housing Study - Pataskala, OH

Project Number: 2021.03412

Direction: NB
Intersection: Site Access #1 & Mink St SW

Data Collection Date: 9/29/2022

Major Street: Mink St SW
Minor Street: Site Access #1

of approach lanes: 1
of approach lanes: 1

Site Access #1 - 2034 Build Volumes

AM Peak Hour

339

PM Peak Hour

366

Total DHV (Including RTs):

Right Turns

Right Turn Lane Warranted?

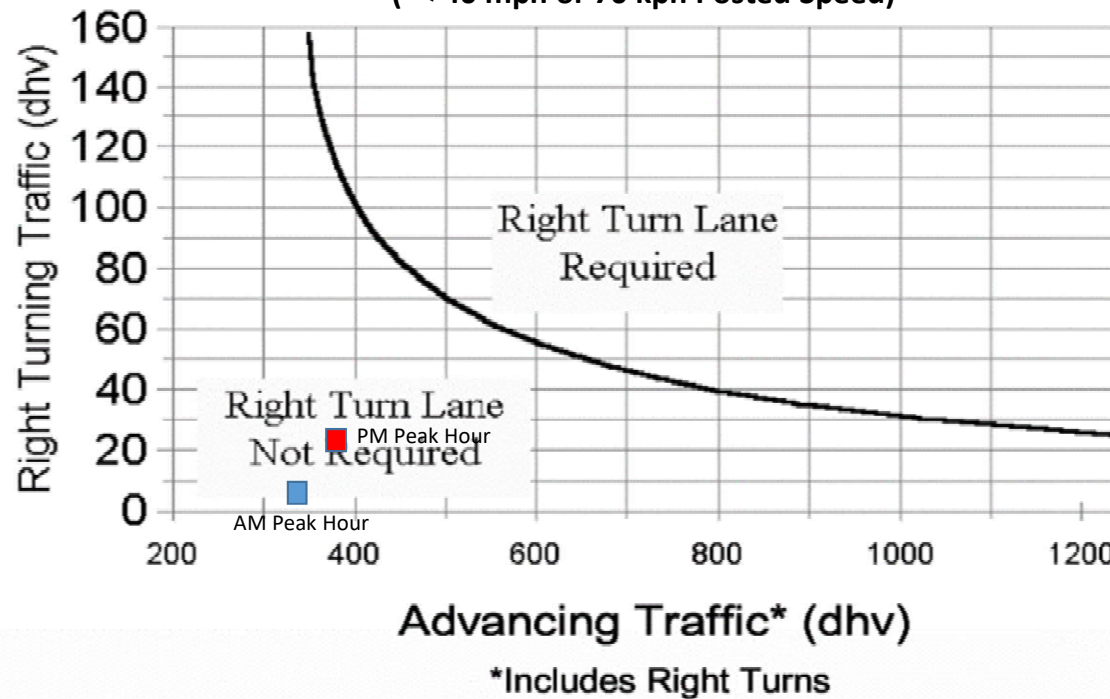
6

20

NO

NO

2-LANE HIGHWAY RIGHT TURN LANE WARRANT (=< 40 mph or 70 kph Posted Speed)



Turn Lane Warrant Analysis - Site Access #2

Project Name: Redwood -Multi -Family Housing Study - Pataskala, OH

Project Number: 2021.03412

Direction: NB, SB

Intersection: Site Access #2 & Mink St SW

Data Collection Date: 9/29/2022

Major Street: Mink St SW

of approach lanes: 1

Minor Street: Site Access #2

of approach lanes: 1

Approach

AM Peak Hour

PM Peak Hour

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 0 | 340 | 6 | 4 | 266 | 0 | 0 | 0 | 0 | 19 | 0 | 13 |
| 0 | 334 | 20 | 13 | 574 | 0 | 0 | 0 | 0 | 12 | 0 | 7 |

Left Turn Lane Warrant

Project Name: Redwood -Multi -Family Housing Study - Pataskala, OH

Project Number: 2021.03412

Direction: SB

Intersection: Site Access #2 & Mink St SW

Data Collection Date: 9/29/2022

Major Street: Mink St SW

of approach lanes: 1

Minor Street: Site Access #2

of approach lanes: 1

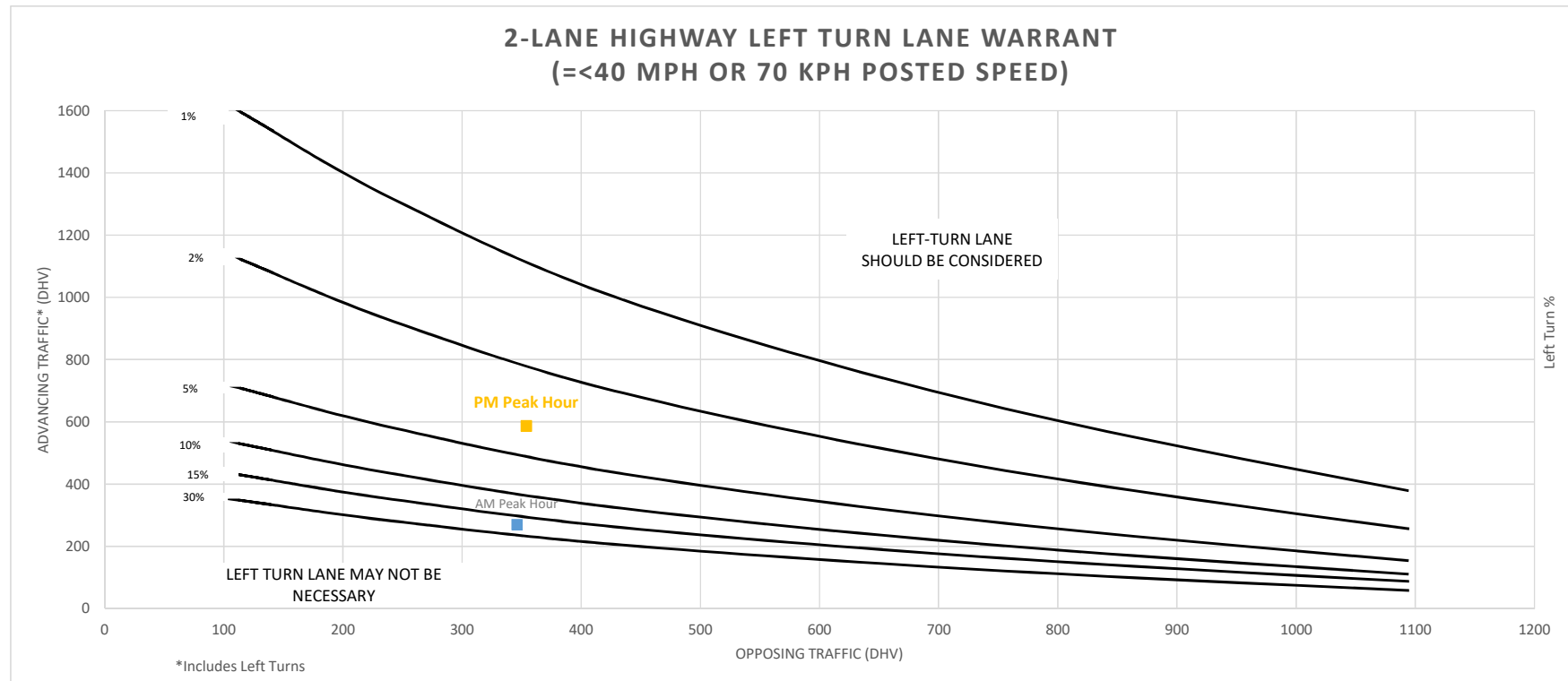
Alignment 03 - 2050 Build Volumes

| | AM Peak Hour | PM Peak Hour |
|------------------------------------|--------------|--------------|
| Opposing Traffic: | 346 | 354 |
| Advancing Traffic (Including LTs): | 270 | 587 |
| Left Turns | 4 | 13 |
| % Left Turns: | 1% | 2% |

Left Turn Lane Warranted?

NO

NO



Right Turn Lane Warrant

Project Name: Redwood -Multi -Family Housing Study - Pataskala, OH

Project Number: 2021.03412

Direction: NB

Intersection: Site Access #2 & Mink St SW

Data Collection Date: 9/29/2022

Major Street: Mink St SW

Minor Street: Site Access #2

of approach lanes: 1

of approach lanes: 1

Alignment 03 - 2050 Build Volumes

AM Peak Hour

346

6

NO

PM Peak Hour

354

20

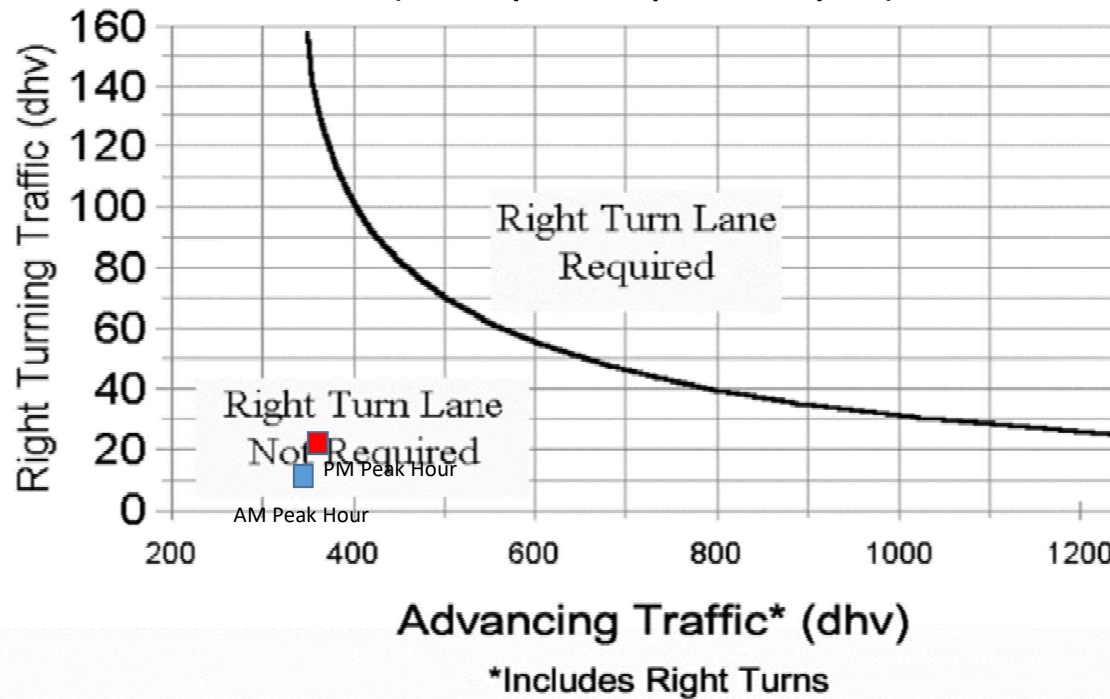
NO

Total DHV (Including RTs):

Right Turns

Right Turn Lane Warranted?

2-LANE HIGHWAY RIGHT TURN LANE WARRANT (=< 40 mph or 70 kph Posted Speed)





LYCKING HEIGHTS LOCAL SCHOOLS

6539 Summit Rd. SW, Pataskala, OH 43062

p. (740) 927-6926 | f. (740) 927-9043

September 20, 2022

Jack Kuntzman
City Planner
City of Pataskala
621 West Broad Street, Suite 2-A
Pataskala, OH 43062

Dear Jack,

On August 25, 2022, Jake Shields, Director of Acquisitions for Redwood Apartment Neighborhoods, met with Licking Heights Schools treasurer Todd Griffith and me to discuss a proposed development of a Redwood Apartment complex at Mink Street SW. The development would include 234 units and would be designed primarily for young professionals and retirees. Established data from similar projects shows that the proposed Redwood development would result in 14 to 18 additional students in Licking Heights Local Schools

We appreciate the time that Mr. Shields took to meet with us to discuss the proposed Redwood Apartment complex.

Sincerely,

Dr. Kevin S. Miller
Superintendent

KSM/lja

Cc: Jake Shields



Southwest Licking Community Water & Sewer District

Mailing: P.O.Box 215
Etna, Ohio 43018

Administrative Office: 69 Zellers Lane
Pataskala, Ohio 43062

Phone: 740.927.0410

Fax: 740.927.4700

Website: www.swlcws.com

September 20, 2022

Redwood Apartment Neighborhoods
c/o: Jake Shields
7007 East Pleasant Valley Road
Independence, OH 44131

Re: Water/Sanitary Utility Location Request – Mink Street SW (063-140952-00.000)

Dear Mr. Shields,

Preliminarily, it appears that:

1. With relation to potable water services, the District has a 8" water main on the west side of Mink Street SW; and
2. With relation to sanitary sewer services, the District has a 12" sanitary sewer main on the east side of Mink Street SW.

While there is general availability of water and sanitary sewer in this area, **capacity is not reserved** until such time that all the requirements for the tap permit have been fulfilled, the expected sanitary flow is evaluated, and all fees have been paid. Sewer capacity is dynamic and subject to decrease pending ongoing development. Please review SWLCWS District Rules and Regulations Section 106.

Specifically, the District has reviewed its sanitary sewer capacities based on the information submitted to it. After reviewing the details of this project, the District's facilities, and current usage data, the District cannot guarantee sanitary sewer capacity at this time. Specifically, the District has concluded that the sanitary sewer infrastructure within this drainage tributary are insufficient to serve this project as proposed. The District is designing sanitary sewer infrastructure in the area, and the District is in design to add sanitary sewer treatment capacity by way of a wastewater treatment facility in Wagram.

If you have any questions, please feel free to contact me at any time.

Sincerely,

Christopher Gilcher
Utilities Superintendent
740-927-0410
cgilcher@swlcws.com

From: [Jake Shields](#)
To: [Todd Foley](#)
Subject: FW: [External] RE: Redwood Pataskala Concept Plan
Date: Monday, September 26, 2022 4:03:33 PM
Attachments: [mls0001.png](#)
[WA ETL regulations 2020.pdf](#)

Fire is good for Pataskala.

Jake Shields
Director of Acquisitions



Mobile: [330.618.5692](tel:330.618.5692) byRedwood.com
7007 East Pleasant Valley Road, Independence, OH 44131
2018-2022 Great Place to Work Certified | 2018-2022 Top Workplace

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From: Doug White <DWhite@westlickingfire.org>
Sent: Monday, September 26, 2022 2:34 PM
To: Jake Shields <jshields@byRedwood.com>
Subject: [External] RE: Redwood Pataskala Concept Plan

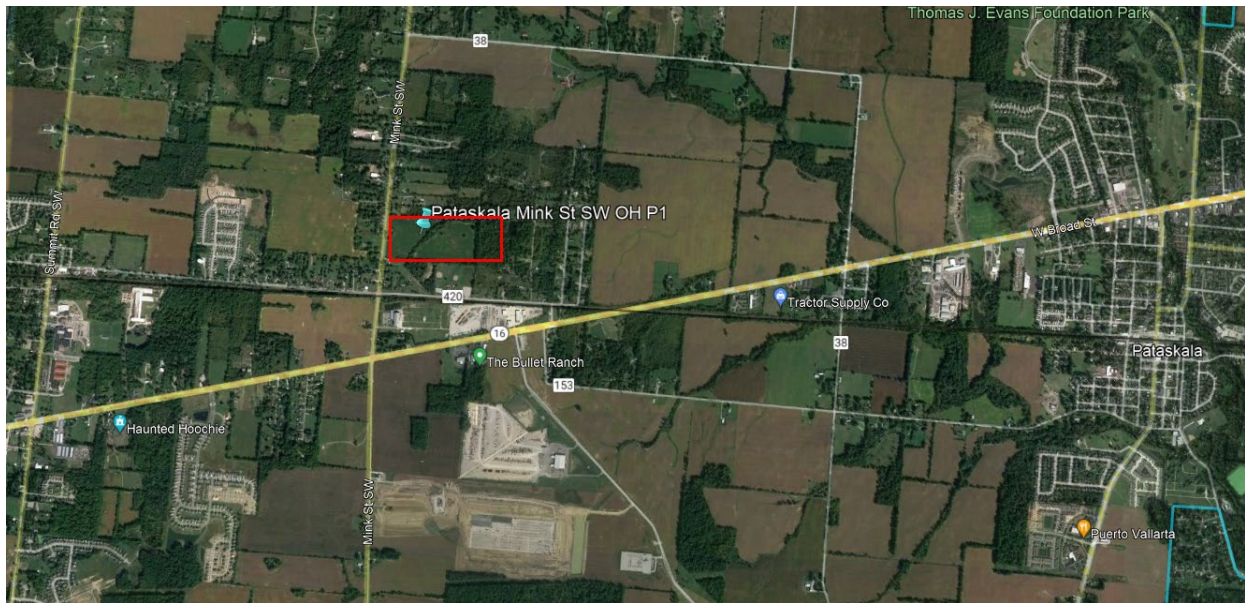
Jake,

Based on what you sent I don't see issues. I attached a copy of our regulations which you can reference. The main sections to reference is section I and J. If you have any further questions please feel free to contact me.

From: Jake Shields <jshields@byRedwood.com>
Sent: Tuesday, September 20, 2022 8:43 AM
To: Doug White <DWhite@westlickingfire.org>
Subject: Redwood Pataskala Concept Plan

Hey Doug,

Thanks for the call earlier today. Attached is our concept plan for the Pataskala site which is off Mink St. Let me know if you have any questions or concerns.



Thanks,

Jake Shields
Director of Acquisitions



Mobile: [330.618.5692](tel:330.618.5692) byRedwood.com
7007 East Pleasant Valley Road, Independence, OH 44131
2018-2022 Great Place to Work Certified | 2018-2022 Top Workplace

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Redwood Pataskala Mink Street



Redwood
APARTMENT NEIGHBORHOODS

**Zoning Amendment &
Preliminary Development
Plan Submittal**

Pataskala, Ohio
November 04, 2022

Developer



c/o Robert Dyer, Asset Advantage, LLC
7007 East Pleasant Valley Rd.
Independence, Ohio 44131
(330) 819-3977

Design Team



Todd Foley
Principal
100 Northwoods Blvd, Suite A
Columbus, Ohio 43235
(614) 360-3055



Ollie Damschroder, LEED AP
Team Leader - Civil Department
2550 Corporate Exchange Dr, Ste 300
Columbus, Ohio 43231
(614) 901-5770



James Keys
3660 Embassy Parkway
Fairlawn, Ohio, 44333
(330) 666-5770



Glen Duggar
Zoning Attorney
37 W. Broad Street, #460
Columbus, Ohio 43215

Table of Contents

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| Plan Exhibits | 12 |

Project Introduction

Redwood Living would like to bring our beautiful apartment homes to Pataskala. Our combination of smart, single-story design, private attached garages, and Redwood's signature features firmly place our apartment homes in a singular category: the maintenance-free convenience of an apartment with a genuine feel of home.

As Redwood's CEO David Conwill puts it, "We offer a condominium atmosphere with the feel of a single-family home—and without association fees or property taxes to worry about."

Redwood's distinctive approach to apartment home development starts with site selection. We choose communities like Pataskala because they offer a positive atmosphere, beautiful surroundings, and an appreciation of the qualities that Redwood provides, including energy efficiency.

Being good environmental stewards is a worthwhile goal in itself, but saving money for our residents is also extremely important to us. Our commitment to using specific materials and building processes means there are significant savings for our residents, as documented by our score on the nationally-recognized HERS index. According to this measure, Redwood apartment homes are 40-45% more energy efficient than a home built to current building codes. We're designated "Energy Star" as a result.

Redwood began more than twenty years ago with a simple goal: **give people the kind of apartment that they really wanted to call home.** We listened carefully to what people who lived in apartments had to say about what would simplify and improve the quality of their living experience

We learned that people want a private attached garage, single-story convenience, open floor plans, large kitchens, an extra full bathroom and plenty of closet space. So that's what we provide.

We invite you to learn more about Redwood Living by visiting www.byRedwood.com, and watching our YouTube channel; youtube.com/RedwoodLivingTV.



Redwood Neighborhoods: Peace, Quiet & Comfort

Who is Redwood?

- Founded in 1991, based in Cleveland, Ohio
- 15,000 Units; Owned and Managed
- Single story apartment developer, focused on internal amenities and passive external amenities
- 98% Leased Portfolio
- All communities are conventionally financed

Redwood Core Values

1. Do one thing really well
2. Be entrepreneurial
3. Serve those you lead
4. Deliver more than expected
5. Communicate openly & honestly
6. Instill family & team spirit
7. Demonstrate integrity & authenticity
8. Be nice & have fun



Who are our Residents?

- Residents who want a single-story design with private attached garages
 - Those who want a 'peace and quiet' neighborhood & maintenance-free lifestyle
 - Those who can afford \$1,700-\$2,050 rent
 - Our design and features generate long-term residents
- Data gathered from our 15,000 units shows the following about our neighborhoods:
- 50.6 Years = Average Age of a Redwood Resident
 - 70% of Redwood Residents Are Empty Nesters
 - Most Relocate From 3-Mile Radius of the Neighborhood (they are already your Neighbors)
-
- 1.65 = Average Number of Residents per Apartment Home
 - 1.5 = Average # Cars per Apartment Home
 - 7-9 School-Age Children per 100 Apartment Homes
-
- Average Resident Stay = 2.39 years
 - 15% of Residents Stay More than Five Years
 - Standard Lease Term = 1 year



Redwood Neighborhood Exteriors

- Attractive traditional architectural design
- Stone and shake siding accents
- Individual driveways to garages; no widespread parking lots
- Upgraded 'carriage-style' garage doors
- Personal outdoor patios
- Consistently maintained – no matter if our Neighborhood is 12 years or 12 months old



Redwood Neighborhood Exteriors

- All communities use extensive landscaping
- Stone accents on buildings
- 2x6 Exterior walls, filled with R-19 batt insulation
- Varied color siding and shake accent panels
- Lifetime dimensional shingles
- Energy Star certified windows
- Individual driveways to garages, no widespread parking lots
- Carriage style garage doors with windowed panels
- Personal outdoor patio spaces



Redwood Neighborhood Interiors

- No stairs, single-story design
- No one living above or below the apartment home
- Spacious living areas with open floor plan
- Large windows for abundant natural interior light
- 2 bedroom, 2 full bath, a den space, and 2 car garage
- Walk-in closets and kitchen pantry
- Large eat-in kitchens with stainless steel appliances
- Smoke-free apartments



Redwood Neighborhood Interiors

- Vaulted ceilings, quality finishes, open floor plans with waterproof LVT (Luxury Vinyl Tile)
- Energy efficiency certified throughout unit including high efficiency furnace
- Granite countertops in kitchen and baths
- LED lighting throughout the home
- Every bedroom has a ceiling fan and walk in closet
- Full size washer and dryer connections



Why the Redwood Formula Works so Well?

- 24/7 On-site professional management responsive to resident requests
- A unique neighborhood that sells 'quiet and privacy'
- All single-story homes with private driveways to attached garages
- Private streets maintained by Redwood
- Attached single family rated construction
- State-of-the-art interior amenities and floor plans
- We use the data from our 15,000 units to select sites that insure the highest degree of repeatable success



Why Redwood is Good for Pataskala:

- Appeals to older residents and empty nesters who want to stay in the community but do not want the hassle of maintenance issues
- Provides a distinctive townhome-like community emphasizing peace and quiet
- Will provide positive tax revenues to community with a minimal impact to community services and public works (i.e. police, fire, maintenance, etc.)
- Additional revenue for local business
- Minimal impact to public schools (5-10% of residents with school age children)
- Low traffic volumes relative to traditional single family home developments



BLAKE L & DEBRA J ANDERSON
6090 MINK ST
PATASKALA, OH 43062

JAMES & VANESSA BOOKER
361 CONNOR AVE
PATASKALA, OH 43062

SHIRLEY L BOWEN
6268 MINK ST
PATASKALA, OH 43062

DANIEL S & JENNIFER CAMPBELL
10701 FOSDYKE RD
UTICA, OH 43080

JOSEPH CAMPBELL
125 CONNOR AVE
PATASKALA, OH 43062

CITY OF PATASKALA OHIO
621 W BROAD ST STE 2B
PATASKALA, OH 43062

RICHARD E & KAY HATCHER
6258 MINK ST
PATASKALA, OH 43062

THOMAS W & CHERI M HOOD
6148 MINK ST SW
PATASKALA, OH 43062

GLORIA J & SCOTT K KAHRIG
6108 MINK ST
PATASKALA, OH 43062

EDWARD FELIX KESSLER JR
7333 N MCCUNE RD
MCCONNELSVILLE, OH 43756

RICK L & CASEY J KNIGHT
6097 MINK ST
PATASKALA, OH 43062

JOSEPH G LUPO
6321 MINK RD
PATASKALA, OH 43062

CHADFORD W MARTIN
6279 MINK ST
PATASKALA, OH 43062

DANIEL T MOOREHEAD
6150 MINK ST
PATASKALA, OH 43062

CHRISTEL P MORGAN
6292 MINK ST
PATASKALA, OH 43062

BRENDA J & NATHAN P MYERS
PO BOX 23
PATASKALA, OH 43062

HENRY L NELSON
3992 SUNBURY RD
COLUMBUS, OH 43219

CHARLES W & TENIKA M ONEIL JR
6065 MINK ST
PATASKALA, OH 43062

PETER PRANGER
6081 MINK ST
PATASKALA, OH 43062

MOCHAEL F & MONICA D REINHART
11511 STATE ROUTE 204 NW
THORNVILLE, OH 43076

LORENA RICE & ELIZABETH OYLER
680 INDUS RD
VENICE, FL 34293

RONALD A THOMAS REVOCABLE LIVING TRUST
1291 POPPY HILLS DR
BLACKLICK, OH 43004

LUKE RICHARD STOLL & RACHEL WOODS
6136 MINK ST
PATASKALA, OH 43062

MICHAEL J TARANTO & KIMBERLY K GIFFORD
12800 ADAMS LN
PATASKALA, OH 43062

THOMAS J EVANS FOUNDATION
PO BOX 4217
NEWARK, OH 43058

SCOTT R & CHRISSY J WEBB
331 CONNOR AVE
PATASKALA, OH 43062

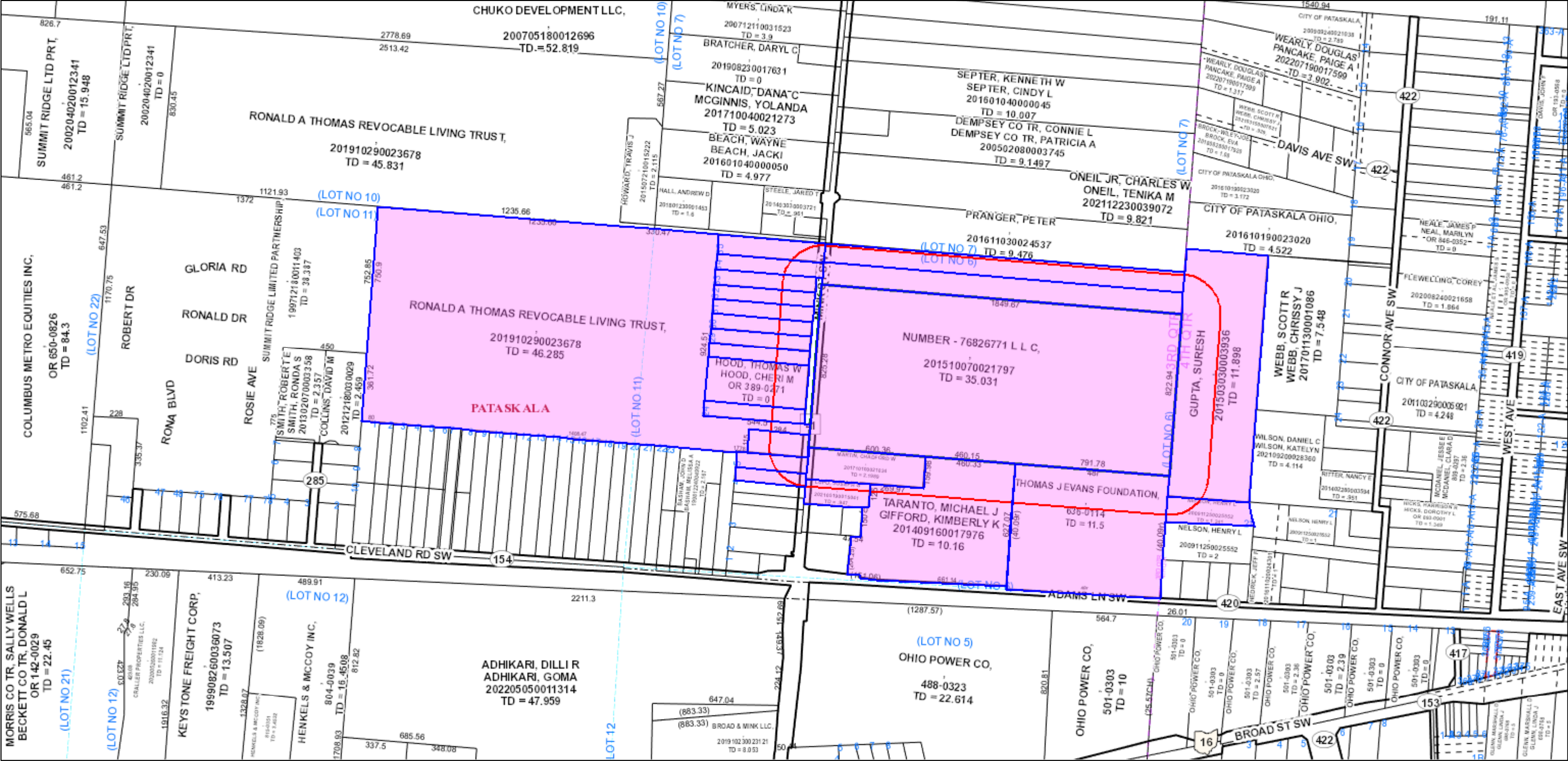
DANIEL C & KATELYN WILSON
119 CONNOR AVE
PATASKALA, OH 43062

DELORIS WISHOM
137 CONNOR AVE
PATASKALA, OH 43062

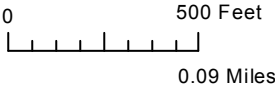
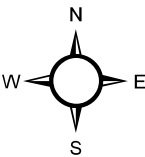
JAMES R & AMANDA L WOOLEVER
71 CONNER AVE
PATASKALA, OH 43062

SURESH GUPTA
7235 TARRYTON RD
DAYTON, OH 45459

Parcel 1 - 200' Buffer



September 8, 2022



LICKING COUNTY TAX MAP

Property Report

| Address | | |
|--|-----------------------------|-------------------|
| N/A NUMBER - 76826771 L L C -- 6197 MINK ST SW | | |
| Engineer's Pin | Owner | Auditor's PIN |
| 0115PA00500000015000 | N/A NUMBER - 76826771 L L C | 063-140952-00.000 |
| Tax Acreage | Deed Acreage | Official Record |
| 35.031 | 35.031 | 201510070021797 |

Property Report

| Address | | |
|----------------------|--------------|-------------------|
| SURESH GUPTA -- | | |
| Engineer's Pin | Owner | Auditor's PIN |
| 01150564500000015000 | SURESH GUPTA | 063-141630-00.000 |
| Tax Acreage | Deed Acreage | Official Record |
| 11.898 | 11.898 | 201503030003936 |