



Planning Commission ~Agenda~

<http://www.ci.moraine.oh.us/>

Clerk of Council
937-535-1005

May 20, 2025

6:00 PM

Payne Recreation Center

- I. Call to Order**
- II. Approval of Minutes**
 - A. Planning Commission Meeting Minutes - February 18, 2025
- III. Business**
 - A. R-01-2025: Zoning District Change of 2705 Lehigh Place from R-4 to B-1
- IV. Other Business**
- V. Adjournment**

RECORD OF PROCEEDINGS

Minutes of Planning Commission

Held February 18, 2025

Call to Order

Meeting called to order at 6:01 PM.

All Planning Commission members were sworn in prior to the start of the meeting.

Kevin Howard	Member	Present
Caleb Stapleton	Member	Present
Tom Watts	Member	Present

Staff Present: City Planner Nick Sorice; Building and Zoning Administrator Brent Carpenter; Clerk of Council Karen Powell

Approval of Minutes

Planning Commission Meeting Minutes - November 19, 2024

Mr. Stapleton asked if there were any changes or corrections to the November 19, 2024, Planning Commission meeting minutes. Mr. Stapleton moved to approve; Mr. Howard seconded the motion.

RESULT: Passed (*Yes 2, No 0, Abstained 1*)
MOVER: Caleb Stapleton
AYES: Caleb Stapleton, Kevin Howard
NAYS: None
ABSTAIN: Tom Watts

Mr. Watts nominated Mr. Stapleton as Planning Commission Chair.

RESULT: Passed (*Yes 2, No 0, Abstained 1*)
MOVER: Tom Watts
AYES: Tom Watts, Kevin Howard
NAYS: None
ABSTAIN: Caleb Stapleton

Mr. Stapleton nominated Mr. Howard as Planning Commission Vice Chair.

RESULT: Passed (*Yes 2, No 0, Abstained 1*)
MOVER: Caleb Stapleton
AYES: Caleb Stapleton, Tom Watts
NAYS: None
ABSTAIN: Kevin Howard

Business

S-01-2025 Presentation - 3612 Beechgrove Road - Minor Subdivision Replat

City Planner Nick Sorice said this case is for a minor subdivision replat of the property at 3612 Beechgrove Road. He provided maps of the three parcels to the commission members for review. Mr. Sorice reported that the replat consists of City Lot Numbers 1571, 1572, and 1573. He stated the owner is Robert Engle, and the current zoning district is R-2, which is a standard single-family home zoning district. He said the replat of Lot Numbers 1571, 1572, and 1573 will form Lot Number 5677 and will total 0.221 acres in size after the combination of lots. He said this replat is a formality for the construction of a new single-family home as construction cannot

RECORD OF PROCEEDINGS

Minutes of **Planning Commission**

Held **February 18, 2025**

occur across lot lines. He noted that the current structure will be demolished and a new property will be built. He informed the commission that the Technical Review Committee, which consists of City Manager Mike Davis, City Planner Nick Sorice, Fire Inspector Doug Hatcher, City Engineer Lauren Alvarado, Building and Zoning Administrator Brent Carpenter, and Community Development Secretary Beth Waters, has no objections to the replat for the purposes outlined as this replat will enhance the neighborhood and bring a new house to the City of Moraine.

Mr. Watts asked if the size of the lot aligns with the new Comprehensive Plan for residential lot sizes.

Mr. Sorice replied that the lot frontage has to be at least sixty (60) feet in an R-2 zoning district. He noted these three lots are small, and this replat will allow construction at this location. He said new home construction is part of the Comprehensive Plan and outlined therein. He noted that having larger lots and new homes in this area of Moraine is something the City is aiming for in the Comprehensive Plan.

Mr. Stapleton made a motion to approve the application for Case No. S-01-2025

RESULT: Passed (*Yes 3, No 0, Abstained 0*)
MOVER: Caleb Stapleton
AYES: Caleb Stapleton, Kevin Howard, Tom Watts
NAYS: None
ABSTAIN: None

Other Business - None

Adjournment

The meeting adjourned at 6:06 PM.

R-01-2025: Zoning District Change of 2705 Lehigh Place from R-4 to B-1

Department: Community Development

Request: Action Item

Item Background and Purpose:

Attachments:

1. Scanned Application - Packet
2. R-01-2025 Legal Notice
3. Letter from JR Anderson - Packet
4. Rezoning Plat Map - Packet 2
5. Preliminary Site Plan WaWa 2
6. R-01-2025 Legal Notice Notification to Neighbors - Packet
7. R-01-2025 200' Property Owners List - Packet
8. Purchase & Sale Agreement - Packet
9. R-01-2025 Staff Report - Packet
10. Statement from Highdale & Realty Company - Packet
11. B-1 Existing Conditions Report - Packet
12. Comprehensive Plan Focus Area 3 Packet
13. Comprehensive Plan Economic Development - Packet
14. wawa-story-2025 - Packet
15. Traffic Study - Packet



City of Moraine Planning Commission

Application for Zoning District Change

Revised 1/2006

Received via Email by Nick Sorice 04/29/2025

Paid: 4-29-25 *BSW*

Office Use (This Section only)

Receipt # 6782

Date Received: 04/29/2025 Application No.: R-01 - 2025 Fee: \$200.00

Proposed Zoning District: B-1 PUD Application? N/A PUD Spec. Site Plan? N/A

Location Information - General

City Lot Number(s): 5191

Total Area: 0.4535 acres Subdivision: Brand and Woolley Plat, Plat Book 180, P. 43

2705
Street: Lehigh Pl Sect: 10 Town: 01 Range: 06

Applicant(s) - Please include additional owners or applicants on back of application

Owner: Highdale LLC

Address: 3549 Lenox Dr., Kettering, OH 45429 Phone: _____

Developer (if other): Jeffrey R. Anderson Real Estate, Inc.

Address: 3825 Edwards Rd., Ste 200, Cincinnati, OH 45209 Phone: 513-366-3531

Zoning Data

Present Use: Multifamily Apartment

Present Zoning Dist.: R4 Proposed Zoning Change: B1

Proposed Use(s): Convenience store that specializes in prepared food and beverage sales, that also sells gas.

Supporting Information

Your Application must include the following information. This information should be provided as an attachment to this application at the time of its filing. Failure to provide such information may delay the processing of your application.

- Vicinity Map, showing property lines, streets, existing and proposed zoning
- List of owners for all property within 200 feet of any property included in this application. This includes properties immediately contiguous, across any streets, or properties that are non-adjacent but within the 200 foot radius.
- If applying for PUD approval, include all materials and information required by MCO Chapters 1155.05(c) and/or 1155.06(d), as applicable.


Applicant Signature
www.ci.moraine.oh.us

4/29/25
Date
Telephone 937.535.1000

Fax 937.535.1284

City of Moraine Planning Commission

Application for Zoning District Change

Revised 1/2006

Office Use Only

Date Received: 04/29/2025 Application No.: R-01 - 2025

10-day Notice Published for Planning Commission Public Hearing on: 05/06/2025

10-day Notice Published for Planning Commission Public Hearing Cost: N/A

Notice of PC Public Hearing sent to Adjacent Property Owners on: 05/06/2025

PC Public Hearing held on: 05/20/2025 PC Recommendation: TBD

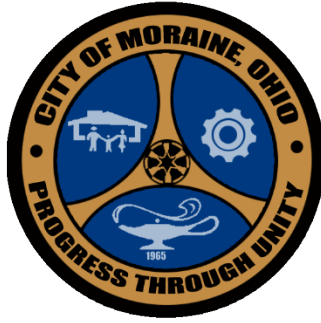
Reasons given for PC Recommendation: TBD

Total Fees Paid: Fees paid by applicant for Zoning District Change on 04/29/2025

Additional Comments: This Zoning District Change of the 2705 Lehigh Place Parcel is for the planning of a WaWa Convenience Store to encompass both the 4830 S. Dixie Dr. and 2705 Lehigh Place. This redevelopment of the former Frisch's will help bring a fresh facelift to this corner of Moraine. WaWa is known for providing fresh food and beverage services outside of being a convenience store and fuel service. This will also bring about a healthy economic impact of jobs, attraction to Moraine, foods & beverages, fueling services, and much more. Currently, the only WaWa stores in Ohio are in Liberty Township and (soon to be) Huber Heights. Which will make this a unique location to the Moraine area, attracting many from the greater Dayton area, Kettering, West Carrollton, Miamisburg, Jefferson Township, Miami Township, and much more. A replat will also be required if Zoning is approved after City Council voting.


Signature of City Planner

05/06/2025
Date



**PLANNING COMMISSION R-01-2025
LEGAL NOTICE**

An application for a Zoning District Change in accordance with Moraine Codified Ordinances (MCO) Chapter 1127 was submitted through the Community Development Department.

The Moraine Planning Commission will be holding a meeting on Tuesday, May 20, 2025, at the Payne Recreation Center, 3800 Main Street, Moraine, OH 45439.

The agenda for this Planning Commission meeting is a Zoning District Change request submitted by Jeffrey R. Anderson Real Estate, Inc. for the premises located at 2705 Lehigh Pl. Moraine, OH 45439. City Lot Number: 5191

Jeffrey R. Anderson Real Estate, Inc. requests for a Zoning District Change from R-4 (Multi-Family Residence District) to B-1 (Neighborhood Business District).

Any person interested in or affected by this public meeting may appear and be heard at said public meeting. The meeting convenes at 6 pm.

Additional information regarding this proposal may be obtained by visiting the Community Development Department or by contacting Nick Sorice, City Planner, at 937-535-1037.

To be advertised: May 6, 2025

April 29th, 2025



Nicholas Sorice
City Planner, MPA
City of Moraine
Office: (937) 535-1037

RE: Wawa Rezoning Application

Site Location: 2705 Lehigh Pl., Moraine, Ohio

Mr. Sorice,

Enclosed you will find our application for rezoning property from R4 to B1 for a Wawa convenience store and gas station. Wawa is known for its family-like atmosphere, built-to-order fresh food, competitive fuel pricing, community devotion, and emotional connection with its customers. Wawa recently opened its first store in Ohio and aims to include this Moraine site as part of its expansion strategy within the state.

We look forward to attending the Planning Commission meeting on May 20th for review of the application.

If you have any questions or require further information, please do not hesitate to reach out.

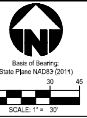
Sincerely,

Casey Abney
Development Manager
Jeffery R. Anderson Real Estate, Inc.



CURVE TABLE				
Curve	Delta	Radius	Length	Chord
C-1	3°11'40"	810.60'	45.19'	S30°29'14"W 45.19'
C-2	9°21'29"	482.41'	78.79'	S24°12'39"W 78.70'

CURVE TABLE				
Curve	Delta	Radius	Length	Chord
C-1	3°11'40"	810.60'	45.19'	S30°29'14"W 45.19'
C-2	9°21'29"	482.41'	78.79'	S24°12'39"W 78.70'



**bayer
becker**
www.bayerbecker.com
6900 Tylenville Road, Suite A
Mason, OH 45040 • 513.336.6600

1/1

Plot time: Mar 11, 2025 - 9:48am
Drawing name: 220204-04-0138PL-Long Layout Tab Layout



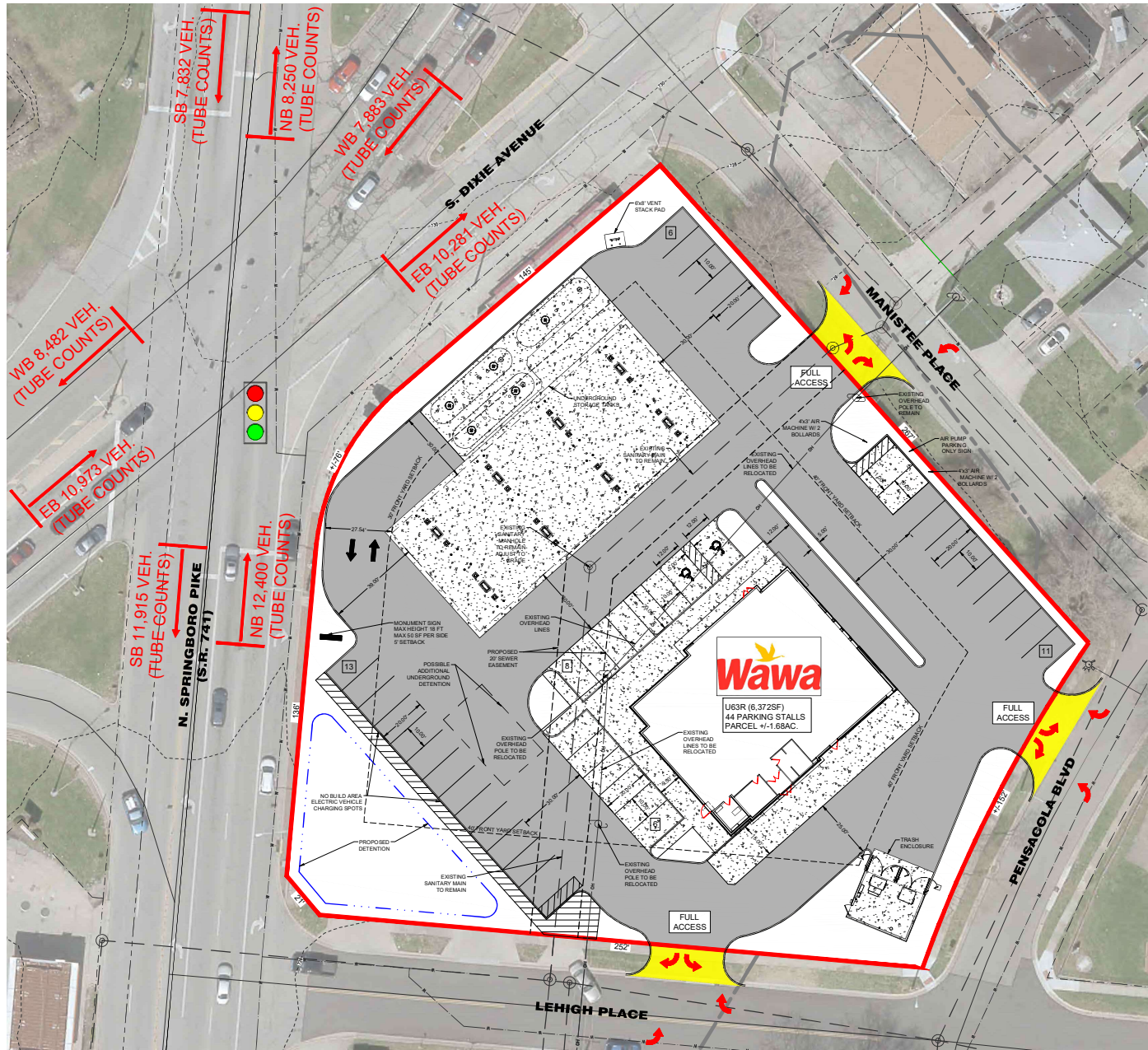
VICINITY MAP
NO SCALE

NOTE:

PLAN REQUIRES A REZONE OF 2705 LEHIGH PLACE FROM R-4 TO B-1
PLAN REQUIRES A VARIANCE OF THE FRONT SETBACK ALONG
N. SPRINGBORO PIKE AND S. DIXIE DRIVE

SITE DATA TABLE

JURISDICTION	CITY OF MORAINE, MONTGOMERY COUNTY
TOTAL LEASE AREA	1.68 ACRES
BUILDING AREA	+6,372 SQ FT
LOT COVERAGE	62%
CURRENT ZONING	B-1 NEIGHBORHOOD BUSINESS DISTRICT R-4 MULTI-FAMILY RESIDENCE DISTRICT
FRONT SETBACK (R/W)	40'
SIDE SETBACK	10'
REAR SETBACK	40'
PARKING REQUIRED	TWO SPACES PER EACH SERVICE BAY PLUS ONE SPACE FOR EACH EMPLOYEE AND SERVICE VEHICLE- MINIMUM 6 SPACES- 16 PARKING STALLS REQUIRED
PARKING PROVIDED	44 STALLS (2 ADA SPACES)
ZONE A	14 SPACES (INCLUDING 2 ADA SPACES)
ZONE B	24 SPACES
ZONE C	6 SPACES
BUILDING TYPE	U63R
CANOPY CONFIGURATION	STACKED
CANOPY TYPE	SLOPED
#MPD'S	8
TYPE OF MPD'S	(6) 3+1+1 & (2) 4+1



PRELIMINARY

PROPOSED WAWA
MORAINE
CITY OF MORAIN, MONTGOMERY COUNTY, OH
GOVERNANCE PLAN



Drawn By: MGS
Checked By: JAB
Issue Date: 3-11-25
Sheet: PL



**PLANNING COMMISSION R-01-2025
LEGAL NOTICE**

Dear Property Owner,

As a property owner located within 200 feet of a property whose representative is requesting a Zoning District Change in accordance with Moraine Codified Ordinances (MCO) Chapter 1127, the City is notifying you of a public hearing where the case will be heard. You are invited to attend or send someone as your representative. Below is the description of the case and the time and location of the public hearing.

An application for a Zoning District Change in accordance with Moraine Codified Ordinances (MCO) Chapter 1127 was submitted through the Community Development Department.

The Moraine Planning Commission will be holding a meeting on Tuesday, May 20, 2025, at the Payne Recreation Center, 3800 Main Street, Moraine, OH 45439.

The agenda for this Planning Commission meeting is a Zoning District Change request submitted by Jeffrey R. Anderson Real Estate, Inc. for the premises located at 2705 Lehigh Pl. Moraine, OH 45439. City Lot Number: 5191

Jeffrey R. Anderson Real Estate, Inc. requests for a Zoning District Change from R-4 (Multi-Family Residence District) to B-1 (Neighborhood Business District).

Any person interested in or affected by this public meeting may appear and be heard at said public meeting. The meeting convenes at 6 pm.

Additional information regarding this proposal may be obtained by visiting the Community Development Department or by contacting Nick Sorice, City Planner, at 937-535-1037. Contact can be made by email as well at nsorice@moraineoh.org.

Nick Sorice
City Planner
City of Moraine



**R-01-2025
LEGAL NOTICE**

Property Owners Notified per County Tax Address (200 ft radius):

ES DIXIE INVESTMENT LLC
4732 S DIXIE DR
DAYTON OH 45439

JACK L ZELLERS JR
2704 LEHIGH PL
DAYTON OH 45439

FLESBURG ELENA M
2712 MANISTEE PL
DAYTON OH 45439

RUNK HOWARD W AND VIRGINIA L
4906 PENSACOLA BLVD
DAYTON OH 45439

JA REALTY INVESTMENTS I LLC
PO BOX 751592
DAYTON OH 45475

MENG LI
9251 GREAT LAKES CIR
DAYTON OH 45458

CULL CARL S AND BRENDA K
1608 LEIS RD
MIAMISBURG OH 45342

JACK L ZELLERS
2706 LEHIGH PL
DAYTON OH 45439

NNN REIT, INC.
450 SOUTH ORANGE AVE STE 900
ORLANDO FL 32801

KENDIG RENTALS LLC
2614 GENOA AVE
DAYTON OH 45439

HIGHDALE LLC
PO BOX 292892
KETTERING OH 45429

4950 SPRINGBORO PIKE LLC
80 KITTY HAWK DR
SPRINGBORO OH 45066

JACK L ZELLERS JR
2604 LEHIGH PL
DAYTON OH 45439

PEAK ONE HOLDINGS LLC
5501 RODEO DR
MIDDLETOWN OH 45044

HISSOWAL INC
7030 POE AVE BLDG A
DAYTON OH 45414

PURCHASE AND SALE AGREEMENT

THIS PURCHASE AND SALE AGREEMENT (this "Agreement") is made as of the 17TH day of APRIL 2025 (the "Effective Date"), by and between HIGHDALE, LLC ("Seller"), with an address of, 3549 Lenox Drive, Kettering, Ohio 45429, and Jeffrey R. Anderson Real Estate, Inc., an Ohio Corporation, or its assigns ("Buyer"), with an address of 3825 Edwards Road, Suite 200, Cincinnati, Ohio 45209.

RECITALS

A. Seller is the owner of an approximate 0.4535-acre parcel of land with a Parcel ID of J44128201 0070, (the "Property") with the address of 2705 Lehigh Pl., Moraine, Ohio.

B. Seller desires to sell to Buyer, and Buyer desires to purchase from Seller, the Property (as hereinafter defined), in accordance with and subject to the terms and conditions set forth in this Agreement.

NOW THEREFORE, for and in consideration of Ten and 00/100 Dollars (\$10.00), the covenants set forth herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Buyer and Seller agree as follows:

1. PURCHASE AND SALE. Subject to and in accordance with the terms and conditions set forth in this Agreement, Buyer shall purchase from Seller and Seller shall sell to Buyer the Property, together with:

(a) all easements, rights of way, privileges, appurtenances, covenants, strips and gores pertaining to or benefiting the Property, if any, together with all right, title and interest of Seller, if any, in and to (i) any land within the right-of-way of any street, road, avenue, open or proposed, public or private, in front of or adjacent to the Property or any portion thereof, to the center line thereof, and (ii) all oil, gas and mineral rights appurtenant to the Property (collectively, the "Appurtenances");

(b) in an as-is condition subject to Buyer's inspections, all right, title and interest in the tangible personal property listed on Schedule 1(b);

(c) all plans, drawings and specifications relating to the Property (the "Plans and Specs");

(d) all rights to water service, sanitary and storm sewer service, electrical service, gas service, and telephone service benefiting the Property (the "Utilities");

IN WITNESS WHEREOF, Seller and Buyer have executed and delivered this Agreement as of the date first above written.

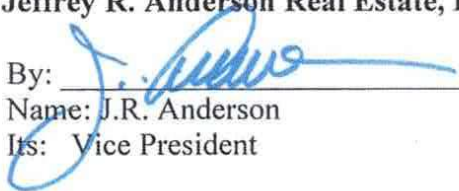
SELLER:

HIGHDALE, LLC

By: 
Name: George Brand
Its: Managing Member

BUYER:

Jeffrey R. Anderson Real Estate, Inc.

By: 
Name: J.R. Anderson
Its: Vice President

REAL ESTATE PURCHASE CONTRACT

Seller and Purchaser, as hereinafter defined, for good and valuable consideration given by each to the other, the receipt and sufficiency of which is hereby acknowledged, hereby enter into this REAL ESTATE PURCHASE CONTRACT (the "Agreement") and covenant and agree as follows:

1. Defined Terms. As used in this Agreement, including all exhibits hereto, the following terms shall have the respective meanings indicated below.

	<i>(Party Name)</i>	<i>(Address)</i>	<i>(Phone/Fax)</i>
SELLER:	NNN REIT, LP, a Delaware limited partnership formerly known as National Retail Properties, LP	450 S. Orange Avenue, Suite 900 Orlando, Florida 32801-3339 Attn: Matt Williams Email: mmattwilliams@nnnreit.com	Tel. (407) 650-1177
PURCHASER:	JEFFREY R. ANDERSON REAL ESTATE, INC., an Ohio corporation	3825 Edwards Road, Suite 200 Cincinnati, Ohio 45209 Attn: J.R. Anderson Email: janderson@andersonreal.com	Tel. (513) 366-9506
ESCROW AGENT/ TITLE COMPANY:	FIDELITY NATIONAL TITLE INSURANCE COMPANY	1 E. Washington Street, Suite 450 Phoenix, Arizona 85004 Attn: Michelle Burton Email: michelleburton@fnc.com	Direct (602) 342-7570 Main (602) 342-7550

PURCHASE PRICE: ~~ONE MILLION SEVEN HUNDRED THOUSAND AND 00/100 DOLLARS (\$1,700,000.00)~~

EARNEST MONEY: ~~TWENTY FIVE THOUSAND AND 00/100 DOLLARS (\$25,000.00)~~

INDEPENDENT CONTRACT
CONSIDERATION: TEN AND 00/100 DOLLARS (\$10.00)

INSPECTION PERIOD: Inspection Period ends ~~ninety (90)~~ days after the Effective Date. Purchaser shall have the right to extend the Inspection Period for ~~three (3)~~ consecutive ~~thirty (30)~~ day periods by giving notice to Seller prior to the end of the Inspection Period and depositing a non-refundable deposit of ~~TEN THOUSAND AND 00/100 DOLLARS (\$10,000.00)~~ per extension period which shall be non-refundable but applicable to the Purchase Price.

CLOSING DATE: On a date mutually agreeable to Seller and Purchaser but in any event on or before thirty (30) days following the end of the Inspection Period.

PROPERTY: Shall mean the property located at 4830 South Dixie Drive, Moraine, Ohio as more particularly described on Exhibit "A" attached hereto.

BROKER(S): ~~On Site Retail and Jeffrey R. Anderson Real Estate~~

BROKER COMMISSION: ~~Six percent (6%)~~ of the Purchase Price to be paid by Seller and split evenly between Brokers.

2. Additional Terms. The terms and conditions set forth in Exhibit "B" attached hereto are incorporated herein by this reference and agreed to by Seller and Purchaser.

The parties have each caused this Real Estate Purchase Contract to be executed on their behalf as of the date set forth beneath their respective signatures below.

"SELLER"

NNN REIT, LP,
a Delaware limited partnership

DS Initial
RD MW

By: NNN GP Corp., a Delaware corporation,
as general partner

Signed by:
By: Gina M. Steffens
Name: Gina M. Steffens
Title: Executive Vice President
Date: 04-22-2025

"PURCHASER"

JEFFREY R. ANDERSON REAL ESTATE, INC.,
an Ohio corporation

By: J. Anderson
Name: J.R. ANDERSON
Title: Vice President
Date: April 21, 2025



Technical Review Committee

Michael Davis, City Manager
Nick Sorice, City Planner
Doug Hatcher, Fire Inspector
Lauren Alvarado, City Engineer
Brent Carpenter, Building & Zoning Administrator
Beth Waters, Community Development Secretary

Planning Commission R-01-2025 Staff Report

Applicant: Jeffrey R. Anderson Real Estate, Inc.

Location: 2705 Lehigh Place

Lot Number: 5191

Current Zoning District: R-4

Proposed Zoning District: B-1

Description: The applicant, Jeffrey R. Anderson Real Estate, Inc., is applying for a Zoning District Change for the 2705 Lehigh Place Apartment Complex from R-4 to B-1. This is a preliminary developmental step for the construction of a WaWa store at the sites that currently house a vacant Frisch's and an apartment building. Changing the 2705 Lehigh Place Zoning District to a B-1 District will match the 4830 S. Dixie (Frisch's) Zoning District for proper lot combination to take place in the future, if the zoning is approved.

This formality will be brought before the Planning Commission prior to a 30-day legal notice for a public hearing brought before City Council. All legal notices were issued per Moraine Codified Ordinances Chapter 1127.

The owner of the apartment complex, George Brand, at 2705 Lehigh Place, is in a great relationship with the residents of the apartment complex proposed for a Zoning Change for the WaWa store. I will read a statement sent to me via email on the relocation of the residents as he will be actively assisting in this effort of relocating residents to other properties that he is in ownership of. (Statement attached)

The Moraine Police Department and Moraine Fire Department do not have any objections to the proposed use of this land for a 24-hour WaWa store.

The Technical Review Committee does not have any objections to the proposed Zoning District Change from an R-4 to a B-1 Zoning District for the purposes outlined. The Technical Review Committee would like to make sure that the WaWa store ensures that the lighting of the property does not encroach into the neighboring properties. The developer will need to abide by all Ohio Building Code standards, Zoning, and Landscape requirements as outlined in the Moraine

Codified Ordinances. Any variances that would occur from this development will need to be brought before the Board of Zoning Appeals if zoning and the lot combination is approved.

The Technical Review Committee is also in agreement that this redevelopment of the Frisch's property will help bring a refreshing entrance to Moraine for those traveling from the neighboring cities. This will also have a healthy economic impact of jobs, fueling services, fresh food and beverages, an attraction to Moraine, and much more. This will be a unique development to the Moraine area as it will be the only WaWa in the Moraine, West Carrollton, Miamisburg, Jefferson Township, Miami Township, Kettering, Oakwood, and Dayton areas. Currently there is one open in Liberty Township, with construction occurring currently in Huber Heights for a new WaWa store, as well as Fairborn giving approval for the development of a WaWa in recent news.

If there are any questions regarding the Technical Review Committee's report after our review of this zoning district change proposal, please feel free to ask at this time.

Thank you,

A handwritten signature in black ink that reads "Nick Sorice". The signature is written in a cursive, flowing style.

Nick Sorice
City Planner

Fw: WaWa - Apartment Complex Inquiry

From Nicholas Sorice <Nsorice@moraineoh.org>

Date Thu 5/15/2025 9:43 AM

To Michael Davis <mdavis@moraineoh.org>; Lauren Alvarado <lalvarado@moraineoh.org>; Brent Carpenter <ccarpenter@moraineoh.org>

Good morning,
Statement from apartment owner below. Thank you.

From: George Brand

Sent: Thursday, May 15, 2025 9:41 AM

To: Casey Abney

Cc: Nicholas Sorice; Brent Carpenter

Subject: Re: WaWa - Apartment Complex Inquiry

Nick,

I am George Brand, Managing Member of Highdale LLC the owner of 2705 Lehigh Place in Moraine. As Casey has said, all of the tenants of 2705 Lehigh Place are on a month-to-month lease except one. Many of these tenants have been with me for many years. To date I have only had conversation with one tenant about this project. He has been a tenant of mine for a long time. I am currently working with him to find a house for him that he can rent from me in the Moraine or West Carrollton area as he wants to keep his family in the West Carrollton school district.

I have not spoken with the other tenants in the building as this project has just begun.

I do own 2 other apartment buildings in Moraine. One at 4825 Lauderdale Drive and one at 4833 Lauderdale Drive. I also own apartment buildings in West Carrollton, Kettering, and the City of Dayton. As this project progresses, it is my intent to offer the tenants of 2705 Lehigh Place apartments at these other properties as apartments become available. I would love to retain all of the tenants at 2705 Lehigh Place as my tenants because they are a great group of people.

Unfortunately, I will not be able to attend the May 20th meeting. I was just operated on for the removal of cancer on May 13, 2025, and I am just beginning my recovery.

I do believe this project will be a great asset to the city of Moraine. It will provide another thriving business and create jobs in the City. It will also increase the value of all the properties in the neighborhood.

Since I will not be able to attend the meeting, if it would be beneficial to have a representative for me as a property owner, I could have my son attend.

Please let me know.

If there is anything else you need from me as the owner of 2705 Lehigh Place, please let me know.

Thanks

Highdale, LLC

George Brand

Managing Member

On Wed, May 14, 2025 at 1:55 PM Casey Abney <cabney@anderson-realestate.com> wrote:

Nick-

I do not want to speak for Mr. Brand, whom I've copied to this email, regarding the discussions he's had with his tenants. I'll let him make a statement to that point.

I can share that all but one tenant is currently on a month-to-month lease. Rather than take the eviction route, we will be working with Mr. Brand to relocate his tenants. It sounds like he has good standing relationships with all of the tenants there currently. Mr. Brand also owns other

properties close by that may have units available. We will be working with Mr. Brand to assist relocating should we get to a successful Closing date together.

No tenant will be forced out.

Regards,

Casey Abney

[Jeffrey R. Anderson Real Estate, Inc.](mailto:Jeffrey.R.Anderson@moraineoh.org)

3825 Edwards Rd., Ste 200

Cincinnati, Ohio 45209

(513) 366-3531 (w)

(937) 903-4912 (c)

From: Nicholas Sorice <Nsorice@moraineoh.org>

Sent: Wednesday, May 14, 2025 1:12 PM

To: Casey Abney <cabney@anderson-realestate.com>

Cc: Brent Carpenter <ccarpenter@moraineoh.org>

Subject: WaWa - Apartment Complex Inquiry

CAUTION: This email is from outside our organization.

Good afternoon Casey,

I hope you are doing well. I did want to follow up as I had a question from the City Manager regarding the tenants of the apartment complex. I wasn't sure if you would be a good contact for this or if you have contact information for the Highdale LLC owned complex.

He was wondering if the current tenants are aware of the potential eviction if this rezoning moves forward. As this question will most likely be brought up in the Planning & Council Meetings.

Thank you and I appreciate any information that you can provide.

Nick Sorice

City Planner, MPA

City of Moraine

937-535-1037

<https://ci.moraine.oh.us/>

The Community Development Office is currently located in the Payne Recreation Center at 3800 Main St. Moraine, OH 45439, until further notice due to the Government Center remodel.



*The City of Moraine, Ohio
"Progress Through Unity"
Established 1965*

NEIGHBORHOOD BUSINESS (B-1)

The Neighborhood Business district is intended to encourage small businesses for daily staple needs. Permitted uses are categorized into Minor B-1 District and Major B-1 District. Minor Districts are those abutting residential districts, and the district area is less than five acres. Permitted uses include eating and drinking establishments without live entertainment, commercial parking lots, retail sales and services, offices, automotive services, and uses permitted within the R-4 District.

All areas outside of Minor Districts are classified as Major Districts. In addition to Minor District uses, permitted uses include theaters (excluding drive-ins), hotels, and automotive repair garages.



These Moraine neighborhood businesses are within a B-1 district.
Source: American Structurepoint Inc.



Source: American Structurepoint Inc

FOCUS AREA THREE

Focus Area Three is adjacent to a priority City gateway. It consists of four non-contiguous sites: a former car lot, hotel, and dialysis center, which are important to City leadership to redevelop. We have shown these properties with alternative future land uses to provide flexibility and assist with promoting their redevelopment. Given the nature of this intersection, creating a common vision for all properties would be difficult. Instead, sample images have been provided to help guide the form of future development.

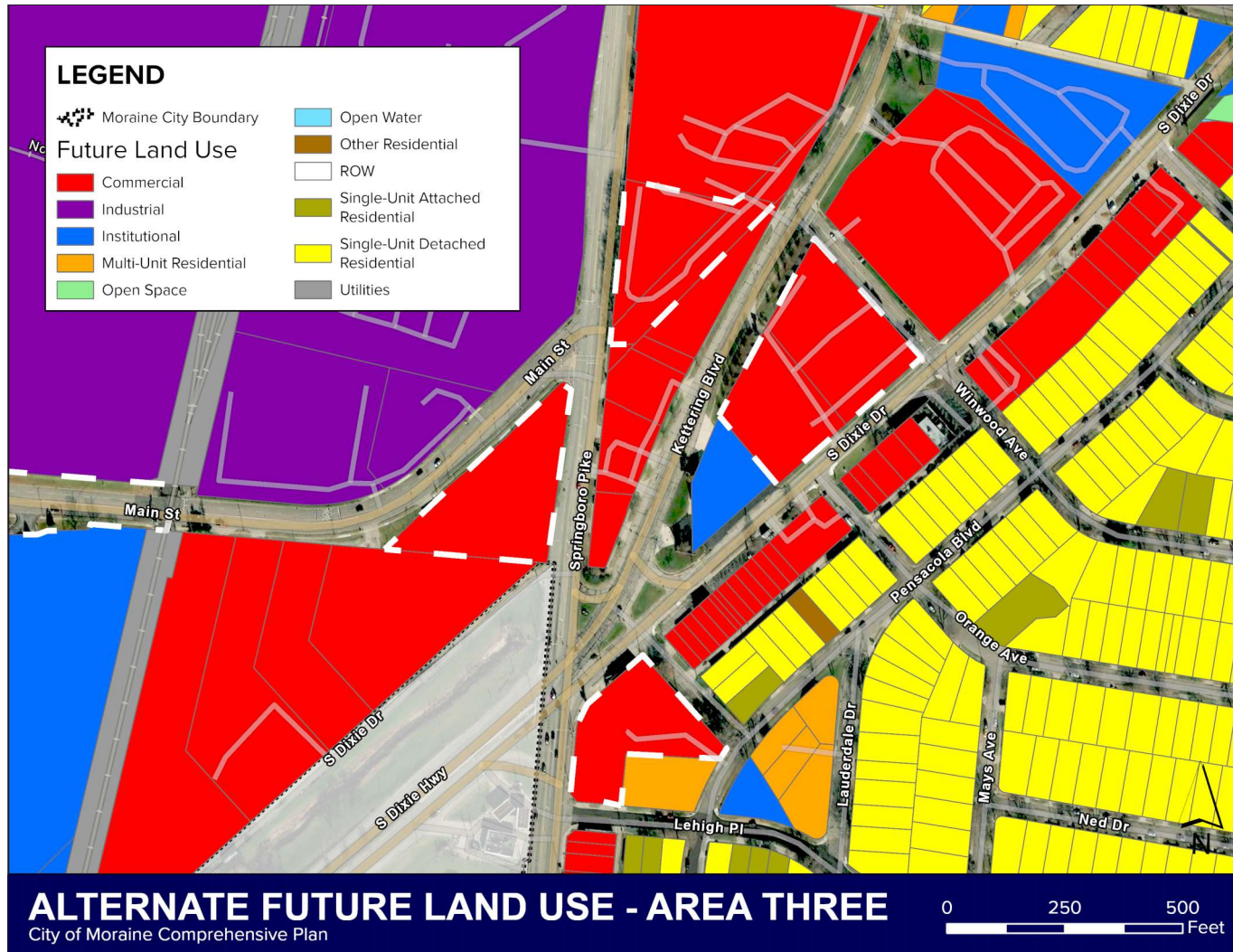
ACCEPTABLE ALTERNATE LAND USES

As shown on Figure 17, the following alternate landuses may be considered in Focus Area Three in the identified locations:

- Neighborhood Commercial
- Single-Dwelling Attached Residential

ALTERNATE LAND USE – AREA THREE

FIGURE 17: ALTERNATE LAND USE – AREA THREE.



ECONOMIC DEVELOPMENT OVERVIEW

Moraine officials and residents viewed economic development as critical to their existing and long-term success. Income tax is a crucial revenue source for Moraine. Local economic development partners have continued to excel at bringing in job creators and ensuring that Moraine has a robust economy. Jobs located within the municipality mean continued financial success. A large portion of the City's Corporate Limits are zoned and developed for these uses, which is another asset for Moraine's continued vibrancy.

Moraine faced significant headwinds in 2008 with the General Motors assembly facility's closure and a substantial revenue loss. Still, it has since rebounded through deliberate business attraction efforts. This comprehensive planning process acknowledged that multiple local and regional partners are responsible for this continued success. Moraine's job creation and success are just as important to Montgomery County and the Dayton region.

While known by economic development professionals, developers, and businesses as a destination for business development, the fact that many of these companies are located in Moraine is not as visible to visitors and regional residents unfamiliar with the City's corporate limits.

FIGURE 49: IMAGE OF FUYAO ADDITION UNDER CONSTRUCTION.



Source: American Structurepoint Inc.



WHAT DO WE HAVE?

The existing conditions report (Appendix A) highlighted several assets and data points that will help further the City's economic development goals. Key trends identified during this analysis include:

- **Business Attraction** – Moraine has recovered and done a great job adding new businesses and recovering the workforce lost in 2008. In 2010, 10,726 employees worked in Moraine businesses. Since that time, payrolls have increased to 13,228. Active recruitment efforts and utilization of incentives have paved the way for this success. Moraine has two Community Reinvestment Areas (CRAs): a pre-1994 area (Area #1) and another CRA #2 approved after 1994. One active TIF district was created with the West Carrollton City School District in 2005.
- **Employer Diversification** – Before 2008, most area employees were in manufacturing. While this is still a strength, the companies located in Moraine were more diversified in 2022, with a noticeable increase in the health services and technology industries.
- **Retail Wanted** – A retail gap analysis indicated that Moraine would benefit from increased retail options and diversity. In particular, the clothing, motor vehicle, health and personal care stores, and full-service restaurant markets showed room for growth.
- **Industrial Space** – The industrial market in Moraine is robust, with only a 2.0 percent vacancy rate. While indicative of Moraine's success, this limits the ability to attract new businesses.
- **Office Space** – Moraine's office market had a vacancy rate of 10.7 percent, a little higher than the Dayton area average of 7.1 percent. Office space across the US is changing with the rise of work from home, and those trends will continue to affect Moraine.
- **Hospitality and Hotels** – It was noted that while the City has numerous employers, there was a lack of hotel rooms and meeting space for these industries' out-of-town executives and visitors to utilize.

The **Wawa**® Story

Wawa, Inc is headquartered in Wawa, Pennsylvania and currently operates a chain of over 1,110 convenience stores in a nine-state area, including New Jersey, Pennsylvania, New Jersey, Delaware, Maryland, Virginia, Florida, Alabama, North Carolina, Georgia, Ohio, and Washington DC. The company was founded in 1803 in New Jersey, and incorporated in 1865 as the Millville Manufacturing Company, a textile company with mills in several states and sales offices across the country. In 1892, George Wood, founder of Wawa Dairy Farms, bought a house in Delaware County, PA near a train station named Wawa. A large mill pond on the Chester Creek below the station was a favorite gathering place for Canada Geese and the surrounding area



Wawa Dairy Milk Wagon (1929)

The Wawa Dairy specialized in processing; and the home delivery of “doctor certified” milk. Wawa dairy products have always enjoyed an excellent quality reputation. In the 1960’s, Grahame Wood, George Wood’s grandson, recognized the changing trends in the marketplace. Textile manufacturing was moving out of the area, and the need for the home delivery of milk had declined dramatically. Consumers were discovering supermarkets, and shopping patterns were changing. He realized that these changes represented an opportunity for a new distribution outlet for Wawa Dairy products.

Grahame Wood was determined to embrace change and meet the evolving needs of the community. On April 16, 1964, the first Wawa Food Market opened in Folsom, PA. Throughout Wawa’s evolution the core values of the company have remained the same. Today Wawa is not only the name of the thriving company but a symbol of the company’s culture. Just like a majestic flock of Canada geese flying synchronously in “V” formation, Wawa employs the principles of teamwork, group consensus and encouragement in the company.

The Wawa Dairy has also continued to expand and has produced fine quality products for almost a century. Today, this facility includes state-of-the-art dairy processing equipment, a warehouse complex and fleet maintenance facilities.

Wawa Food Markets are highly specialized convenience stores that emphasize food service and superior quality perishable products. Wawa’s own brands include a complete line of fluid dairy products and a range of cold beverages such as tea, 100% fruit juices and lemonade. Wawa stores offer a large fresh foodservice selection, including Wawa brands such as custom prepared hoagies, freshly-brewed coffee, Sizzli hot breakfast sandwiches, specialty beverages, an assortment of soups, sides and snacks and dinner items including burgers, crispy chicken sandwiches and more!

Wawa’s signature branded coffee, introduced in the 1970’s, is now one of the most popular Wawa products. It is a true proprietary, private label blend, available only at Wawa stores. Wawa is unrivaled in the amount of coffee varieties we offer our customers. The company prides itself in delighting customers and having something to please every palate. Wawa’s varieties include regular, decaf, flavored coffees and varietals from around the world. Wawa customers enjoy more than 182 million cups of freshly brewed Wawa coffee each year. Today, Wawa sells over 80 million built-to-order hoagies annually. In fact, Wawa was instrumental in having the “hoagie” named the Official Sandwich of Philadelphia.

Wawa’s addition of gasoline to our new stores is part of our ongoing commitment to offer value and convenience to our customers. Each Wawa store featuring gasoline provides an average of 16 fueling dispensers and receives gas deliveries every day. Surcharge-free ATMs contribute to convenience for our customers as well. Most Wawa stores are open 24 hours a day, 7 days a week, 365 days a year. In addition to the store-level experience, customers can access their Wawa favorites through mobile ordering, curbside pickup, delivery options and Catering Online. At Wawa, our core purpose is fulfilling lives, every day, for our customers, our communities and each other. 

May 15, 2025

Ms. Lauren Alvarado, P.E.
City of Moraine
4200 Dryden Road
Moraine, Ohio 45344

**Re: Wawa
4830 S. Dixie Avenue & 2705 Lehigh Place
Abbreviated Traffic Evaluation**

Dear Ms. Alvarado,

Bayer Becker has prepared the following abbreviated Traffic Evaluation for a Wawa Convenience Store/Gas Station to be located in the City of Moraine, Montgomery County, Ohio. The proposed Wawa site is bound by S. Dixie Avenue on the northwest, Manistee Place to the northeast, Pensacola Blvd. to the east, Lehigh Place to the south and N. Springboro Pike (SR 741) to the west.

Proposed Development

The proposed Wawa shall consist of a convenience store containing 6,372 square feet with 16 fueling stations. Access to the site shall be provided as follows:

- A full access drive on Lehigh Place located approximately 115 feet west of Pensacola Boulevard, consisting one (1) lane entering and two (2) lanes exiting.
- A full access drive on Manistee Place located opposite an existing alley, 175 feet northwest of Pensacola Boulevard, consisting of one (1) lane entering and one (1) lane exiting.
- A full access drive on Pensacola Boulevard located approximately 135 feet north of Lehigh Place, consisting of one (1) lane entering and two (2) lanes exiting.

A concept plan is provided in Attachment A.

Area Conditions

In the vicinity of the site, S. Dixie Avenue is a northeast oriented one-way roadway consisting of 2 lanes with a posted speed limit of 35 mph.

N. Springboro Pike (SR 741) is a north-south 5 lane roadway, consisting of 2 thru lanes northbound, 2 thru lanes southbound and a northbound left turn lane. At the intersection with S. Dixie Avenue, northbound N. Springboro Pike has a sweeping right turn lane which terminates as a dedicated right turn lane at Manistee Place. N. Springboro Pike has a posted speed limit of 40 mph.

Manistee Place is a northwest-southeast oriented 2 lane roadway with a posted speed limit of 25 mph. At the intersection with S. Dixie Avenue, Manistee Place operates as a right in/right out/left in approach.

Pensacola Boulevard is a north-south oriented 2 lane roadway with a posted speed limit of 25 mph.

Lehigh Place is an east-west oriented 2 lane roadway with a posted speed limit of 25 mph. At the intersection with N. Springboro Pike (SR 741), Lehigh Place operates as a right in/right out approach.

To determine the existing traffic volumes along Manistee Place, Pensacola Boulevard and Lehigh Place, Bayer Becker conducted peak hour turning movement traffic counts at the intersections of N. Springboro Road and Lehigh Place, Jomar Avenue and N. Springboro Road, Manistee Place and S. Dixie Avenue, and Lehigh Place and Pensacola Boulevard on April 15, 2025, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. Additionally, directional peak hour counts were performed on Kettering Blvd north of S.

Dixie Avenue, N. Springboro Pike north of S. Dixie Avenue and on S. Dixie Avenue west of N. Springboro Pike on April 15, 2025 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM.

The complete traffic count information is provided in Attachment B. The 2025 AM and PM peak hour existing traffic volumes are presented in Figure 1.

Projected Traffic

Trip generation for the proposed Wawa was estimated using the data and methodology presented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. Site trips generated during the weekday AM and PM peak hours are presented in the following table.

Table 1
Trip Generation

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Convenience Store/Gas Station	945	6,372	GFA	291	291	582	251	252	503
Pass-by Trips (76% AM Peak/75% PM Peak)				-221	-221	-442	-188	-189	-377
New Site Trips				70	70	140	63	63	126

Trip generation rate information is attached for reference, in Attachment C.

Peak hour site trips generated by the proposed Wawa were distributed along the adjacent roadways and at the individual Proposed Site Access drives based on existing traffic patterns.

- Approximately 32% of site trips enter the study area from the south on N. Springboro Pike (SR 741), 30% from the south on S. Dixie Avenue, 18% from the north on Kettering Boulevard, 15% from the north on N. Springboro Pike and 5% from the east on Lehigh Pike, during the AM peak hour.
- Approximately 27% of site trips enter the study area from the south on N. Springboro Pike (SR 741), 18% from the south on S. Dixie Avenue, 26% from the north on Kettering Boulevard, 26% from the north on N. Springboro Pike and 3% from the east on Lehigh Pike, during the PM peak hour.

Complete site trip distribution percentage is presented in Figure 2, with the new site traffic volumes presented in Figure 3. Pass by distribution percentage and trips are reflected in Figures 4 and 5, in Attachment C.

Background Traffic

To assess future impacts of the site traffic on the adjacent roadways, volumes for 2035, the horizon year as defined by the City of Moraine were evaluated. A linear growth rate of 1% per year was provided by the City, which was applied to the 2025 traffic volumes to estimate future 2035 no build traffic volumes.

The 2035 No Build traffic volumes are presented in Figure 6, contained in Attachment D.

Total Traffic

The 2035 Build traffic volumes were obtained by adding the new site traffic volumes and pass by trips to the 2035 no build traffic volumes.

The 2035 Build traffic volumes are presented in Figure 7, contained in Attachment E.

Capacity and Level of Service

Level of Service (LOS), as defined in the *Highway Capacity Manual, 7th Edition*, is “a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.” LOS is a function of the control delay per vehicle, and it is the standard used to evaluate traffic flow at an intersection.

According to the *Traffic Impact Study Requirements*, contained within the *Montgomery County Access Management Regulations*, an overall LOS of D or better during peak traffic conditions is the goal for roadway operations.

The criteria used by *HCM* are provided in Table 2 below.

Table 2
Level of Service Criteria for Unsignalized Intersections

Level of Service	Delay Range (sec/veh)	Expected Delay
A	<10	Little or No Delay
B	>10 and < 15	Short Traffic Delay
C	>15 and < 25	Average Traffic Delay
D	>25 and < 35	Long Traffic Delay
E	>35 and < 50	Very long Traffic Delay
F	>50	Excessive Traffic Delay

Capacity analysis for the intersections of Lehigh Place and Proposed Site Access #1, Manistee Place and Proposed Site Access #2, and Pensacola Boulevard and Proposed Site Access #3 was performed for the 2035 Horizon analysis year Build scenario.

Intersection levels of service for the Proposed Site Access Drives are presented in Table 3. For complete capacity analysis, see Attachment F.

Table 3
Levels of Service (Delay, Seconds)

Lehigh Place and Proposed Site Access #1		2035 Build Conditions	
		LOS (Level of Service)	
		AM	PM
EB	LT	A (7.5)	A (7.4)
	Approach	A (7.2)	A (5.4)
SB	L	B (10.7)	B (10.2)
	R	A (9.0)	A (8.8)
	Approach	A (9.5)	A (9.3)

Pensacola Boulevard and Proposed Site Access #2		2035 Build Conditions	
		LOS (Level of Service)	
		AM	PM
NEB	LT	A (7.3)	A (7.4)
	Approach	A (0.0)	A (0.0)
EB	L	A (8.7)	A (8.9)
	R	A (8.6)	A (8.9)
	Approach	A (8.6)	A (8.9)

Manistee Place and Proposed Site Access #3		2035 Build Conditions	
		LOS (Level of Service)	
		AM	PM
NWB	LT	A (7.6)	A (7.7)
	Approach	A (0.0)	A (0.0)
NEB	LR	A (9.4)	A (9.4)
	Approach	A (9.4)	A (9.4)

Based on the capacity analysis completed for the Proposed Site Access Drives, the LOS for each movement and approach are acceptable (i.e., LOS of D or better), during the AM and PM peak hours, for 2035 build conditions.

Sight Distance Analysis

Sight distance analysis was conducted at each of the Proposed Site Access Drives to determine if any obstructions exist within the sight triangles which would obstruct the line of sight of a driver wishing to exit the site. The intersection sight distance was analyzed, using GIS mapping information. The following design standards from ODOT's *Location & Design Manual Volume 1*, and accompanying sections were used in analyzing the sight distance of the proposed site access drives:

- Design Speed: 25 MPH
- Height of Eye: 3.5 Feet
- Height of Object: 3.5 Feet
- Decision Point: 18 Feet from Edge of Pavement
- Intersection Sight Distance 280 Feet

The ***Sight Distance Analysis*** results are available in Attachment H.

Findings and Recommendations

Based on the traffic analysis contained herein, no roadway improvements are recommended to accommodate the proposed Wawa development. All trees located within the sight triangles of the Proposed Site Access Drives shall be removed.

Should you have any questions or need any additional information, please do not hesitate to contact us.

Sincerely,

A handwritten signature in blue ink that reads 'Etta Reed'.

Etta M. Reed, PE

ATTACHMENT A



ATTACHMENT B



Bayer Becker
6900 Tylersville Road
Suite A
Mason, Ohio, United States 45040
513-336-6600 tessaernst@bayerbecker.com

Count Name: Jomar Avenue and N. Springboro Pike (SR 741)
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 1

Turning Movement Data

Start Time	N. Springboro Pike Southbound				Jomar Avenue Westbound				N. Springboro Pike Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
7:00 AM	103	4	0	107	16	8	0	24	0	168	0	168	299
7:15 AM	142	11	0	153	12	12	0	24	2	202	0	204	381
7:30 AM	161	2	0	163	22	10	0	32	3	266	0	269	464
7:45 AM	199	3	0	202	14	14	0	28	3	280	0	283	513
Hourly Total	605	20	0	625	64	44	0	108	8	916	0	924	1657
8:00 AM	168	4	0	172	12	6	0	18	2	214	0	216	406
8:15 AM	140	4	0	144	12	7	0	19	0	224	0	224	387
8:30 AM	146	5	0	151	13	10	0	23	1	192	0	193	367
8:45 AM	174	3	0	177	6	9	0	15	1	207	0	208	400
Hourly Total	628	16	0	644	43	32	0	75	4	837	0	841	1560
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	302	9	0	311	7	7	0	14	6	264	0	270	595
4:15 PM	330	22	0	352	6	17	0	23	4	237	0	241	616
4:30 PM	319	10	0	329	17	11	0	28	9	239	0	248	605
4:45 PM	323	11	0	334	9	11	0	20	9	277	0	286	640
Hourly Total	1274	52	0	1326	39	46	0	85	28	1017	0	1045	2456
5:00 PM	357	11	0	368	11	14	0	25	5	257	0	262	655
5:15 PM	443	15	0	458	10	11	0	21	4	225	0	229	708
5:30 PM	450	9	0	459	15	18	0	33	6	275	0	281	773
5:45 PM	353	15	1	369	10	18	0	28	4	216	0	220	617
Hourly Total	1603	50	1	1654	46	61	0	107	19	973	0	992	2753
Grand Total	4110	138	1	4249	192	183	0	375	59	3743	0	3802	8426
Approach %	96.7	3.2	0.0	-	51.2	48.8	0.0	-	1.6	98.4	0.0	-	-
Total %	48.8	1.6	0.0	50.4	2.3	2.2	0.0	4.5	0.7	44.4	0.0	45.1	-
All Vehicles (no classification)	4110	138	1	4249	192	183	0	375	59	3743	0	3802	8426
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0



Bayer Becker
6900 Tylersville Road
Suite A
Mason, Ohio, United States 45040
513-336-6600 tessaernst@bayerbecker.com

Count Name: Jomar Avenue and N. Springboro Pike (SR 741)
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	N. Springboro Pike Southbound				Jomar Avenue Westbound				N. Springboro Pike Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
7:30 AM	161	2	0	163	22	10	0	32	3	266	0	269	464
7:45 AM	199	3	0	202	14	14	0	28	3	280	0	283	513
8:00 AM	168	4	0	172	12	6	0	18	2	214	0	216	406
8:15 AM	140	4	0	144	12	7	0	19	0	224	0	224	387
Total	668	13	0	681	60	37	0	97	8	984	0	992	1770
Approach %	98.1	1.9	0.0	-	61.9	38.1	0.0	-	0.8	99.2	0.0	-	-
Total %	37.7	0.7	0.0	38.5	3.4	2.1	0.0	5.5	0.5	55.6	0.0	56.0	-
PHF	0.839	0.813	0.000	0.843	0.682	0.661	0.000	0.758	0.667	0.879	0.000	0.876	0.863
All Vehicles (no classification)	668	13	0	681	60	37	0	97	8	984	0	992	1770
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0



Bayer Becker
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Count Name: Jomar Avenue and N. Springboro
Pike (SR 741)
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 5

Turning Movement Peak Hour Data (4:45 PM)

Start Time	N. Springboro Pike Southbound				Jomar Avenue Westbound				N. Springboro Pike Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
4:45 PM	323	11	0	334	9	11	0	20	9	277	0	286	640
5:00 PM	357	11	0	368	11	14	0	25	5	257	0	262	655
5:15 PM	443	15	0	458	10	11	0	21	4	225	0	229	708
5:30 PM	450	9	0	459	15	18	0	33	6	275	0	281	773
Total	1573	46	0	1619	45	54	0	99	24	1034	0	1058	2776
Approach %	97.2	2.8	0.0	-	45.5	54.5	0.0	-	2.3	97.7	0.0	-	-
Total %	56.7	1.7	0.0	58.3	1.6	1.9	0.0	3.6	0.9	37.2	0.0	38.1	-
PHF	0.874	0.767	0.000	0.882	0.750	0.750	0.000	0.750	0.667	0.933	0.000	0.925	0.898
All Vehicles (no classification)	1573	46	0	1619	45	54	0	99	24	1034	0	1058	2776
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0



Bayer Becker
6900 Tylersville Road
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Mason, Ohio, United States 45040
513-336-6600 tessaernst@bayerbecker.com

Count Name: Kettering Boulevard, north of S.
Dixie Avenue
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 1

Direction (Southbound)

Start Time	All Vehicles (no classification)	Total
7:00 AM	112	112
7:15 AM	146	146
7:30 AM	153	153
7:45 AM	130	130
8:00 AM	119	119
8:15 AM	123	123
8:30 AM	121	121
8:45 AM	121	121
4:00 PM	225	225
4:15 PM	233	233
4:30 PM	230	230
4:45 PM	235	235
5:00 PM	264	264
5:15 PM	281	281
5:30 PM	261	261
5:45 PM	186	186
Total	2940	2940
Total %	100.0	100.0
AM Times	7:15 AM	7:15 AM
AM Peaks	548	548
PM Times	4:45 PM	4:45 PM
PM Peaks	1041	1041



Bayer Becker
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513-336-6600 tessaernst@bayerbecker.com

Count Name: Lehigh Place & Pensacola
Boulevard
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 1

Turning Movement Data

Start Time	Pensacola Boulevard Southbound					Lehigh Place Westbound					Pensacola Boulevard Northbound					Lehigh Place Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:00 AM	1	4	2	0	7	2	8	1	0	11	0	0	0	0	0	0	0	0	0	0	18
7:15 AM	1	2	0	0	3	0	12	2	0	14	1	3	0	0	4	0	1	1	0	2	23
7:30 AM	0	4	1	0	5	0	10	0	0	10	0	1	0	0	1	0	1	0	0	1	17
7:45 AM	1	2	0	0	3	0	8	2	0	10	1	0	1	0	2	0	1	0	0	1	16
Hourly Total	3	12	3	0	18	2	38	5	0	45	2	4	1	0	7	0	3	1	0	4	74
8:00 AM	1	2	1	0	4	0	6	0	0	6	1	1	0	0	2	0	3	0	0	3	15
8:15 AM	0	6	0	0	6	1	7	0	0	8	0	1	0	0	1	0	0	1	0	1	16
8:30 AM	0	3	2	0	5	1	4	1	0	6	0	1	0	0	1	0	2	0	0	2	14
8:45 AM	0	1	1	0	2	0	4	0	0	4	0	1	0	0	1	0	3	2	0	5	12
Hourly Total	1	12	4	0	17	2	21	1	0	24	1	4	0	0	5	0	8	3	0	11	57
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	1	3	0	5	0	8	1	0	9	1	0	0	0	1	0	5	0	0	5	20
4:15 PM	0	8	5	0	13	0	4	0	0	4	1	3	1	0	5	0	4	1	0	5	27
4:30 PM	4	3	6	0	13	0	3	0	0	3	0	1	0	0	1	1	2	1	0	4	21
4:45 PM	0	5	5	0	10	0	2	2	0	4	1	2	1	0	4	1	2	3	0	6	24
Hourly Total	5	17	19	0	41	0	17	3	0	20	3	6	2	0	11	2	13	5	0	20	92
5:00 PM	2	9	4	0	15	0	2	0	0	2	0	2	0	1	3	1	2	1	0	4	24
5:15 PM	0	6	5	0	11	0	7	2	0	9	0	0	0	0	0	3	2	1	0	6	26
5:30 PM	0	13	7	0	20	0	3	0	0	3	0	1	0	0	1	3	3	4	0	10	34
5:45 PM	1	5	7	0	13	1	4	0	0	5	1	4	0	0	5	1	2	0	0	3	26
Hourly Total	3	33	23	0	59	1	16	2	0	19	1	7	0	1	9	8	9	6	0	23	110
Grand Total	12	74	49	0	135	5	92	11	0	108	7	21	3	1	32	10	33	15	0	58	333
Approach %	8.9	54.8	36.3	0.0	-	4.6	85.2	10.2	0.0	-	21.9	65.6	9.4	3.1	-	17.2	56.9	25.9	0.0	-	-
Total %	3.6	22.2	14.7	0.0	40.5	1.5	27.6	3.3	0.0	32.4	2.1	6.3	0.9	0.3	9.6	3.0	9.9	4.5	0.0	17.4	-
All Vehicles (no classification)	12	74	49	0	135	5	92	11	0	108	7	21	3	1	32	10	33	15	0	58	333
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Lehigh Place & Pensacola
Boulevard
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 3

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Pensacola Boulevard Southbound					Lehigh Place Westbound					Pensacola Boulevard Northbound					Lehigh Place Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:00 AM	1	4	2	0	7	2	8	1	0	11	0	0	0	0	0	0	0	0	0	0	18
7:15 AM	1	2	0	0	3	0	12	2	0	14	1	3	0	0	4	0	1	1	0	2	23
7:30 AM	0	4	1	0	5	0	10	0	0	10	0	1	0	0	1	0	1	0	0	1	17
7:45 AM	1	2	0	0	3	0	8	2	0	10	1	0	1	0	2	0	1	0	0	1	16
Total	3	12	3	0	18	2	38	5	0	45	2	4	1	0	7	0	3	1	0	4	74
Approach %	16.7	66.7	16.7	0.0	-	4.4	84.4	11.1	0.0	-	28.6	57.1	14.3	0.0	-	0.0	75.0	25.0	0.0	-	-
Total %	4.1	16.2	4.1	0.0	24.3	2.7	51.4	6.8	0.0	60.8	2.7	5.4	1.4	0.0	9.5	0.0	4.1	1.4	0.0	5.4	-
PHF	0.750	0.750	0.375	0.000	0.643	0.250	0.792	0.625	0.000	0.804	0.500	0.333	0.250	0.000	0.438	0.000	0.750	0.250	0.000	0.500	0.804
All Vehicles (no classification)	3	12	3	0	18	2	38	5	0	45	2	4	1	0	7	0	3	1	0	4	74
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0



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Count Name: Lehigh Place & Pensacola
Boulevard
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Pensacola Boulevard Southbound					Lehigh Place Westbound					Pensacola Boulevard Northbound					Lehigh Place Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
5:00 PM	2	9	4	0	15	0	2	0	0	2	0	2	0	1	3	1	2	1	0	4	24
5:15 PM	0	6	5	0	11	0	7	2	0	9	0	0	0	0	0	3	2	1	0	6	26
5:30 PM	0	13	7	0	20	0	3	0	0	3	0	1	0	0	1	3	3	4	0	10	34
5:45 PM	1	5	7	0	13	1	4	0	0	5	1	4	0	0	5	1	2	0	0	3	26
Total	3	33	23	0	59	1	16	2	0	19	1	7	0	1	9	8	9	6	0	23	110
Approach %	5.1	55.9	39.0	0.0	-	5.3	84.2	10.5	0.0	-	11.1	77.8	0.0	11.1	-	34.8	39.1	26.1	0.0	-	-
Total %	2.7	30.0	20.9	0.0	53.6	0.9	14.5	1.8	0.0	17.3	0.9	6.4	0.0	0.9	8.2	7.3	8.2	5.5	0.0	20.9	-
PHF	0.375	0.635	0.821	0.000	0.738	0.250	0.571	0.250	0.000	0.528	0.250	0.438	0.000	0.250	0.450	0.667	0.750	0.375	0.000	0.575	0.809
All Vehicles (no classification)	3	33	23	0	59	1	16	2	0	19	1	7	0	1	9	8	9	6	0	23	110
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Lehigh Place and N. Springboro Pike (SR 741)
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 1

Turning Movement Data

Start Time	N. Springboro Pike Southbound				Lehigh Place Westbound				N. Springboro Pike Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
7:00 AM	105	0	0	105	10	0	0	10	0	195	0	195	310
7:15 AM	133	0	0	133	13	0	0	13	1	212	0	213	359
7:30 AM	150	0	0	150	9	0	0	9	1	259	0	260	419
7:45 AM	196	0	0	196	10	0	0	10	1	272	0	273	479
Hourly Total	584	0	0	584	42	0	0	42	3	938	0	941	1567
8:00 AM	179	0	0	179	7	0	0	7	3	212	0	215	401
8:15 AM	131	0	0	131	8	0	0	8	0	218	0	218	357
8:30 AM	126	0	0	126	3	0	0	3	3	166	0	169	298
8:45 AM	158	0	0	158	3	0	0	3	4	186	0	190	351
Hourly Total	594	0	0	594	21	0	0	21	10	782	0	792	1407
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	279	0	0	279	10	1	0	11	7	261	0	268	558
4:15 PM	227	1	0	228	3	0	0	3	5	236	0	241	472
4:30 PM	281	0	0	281	6	1	0	7	2	262	0	264	552
4:45 PM	288	0	0	288	4	0	0	4	6	277	0	283	575
Hourly Total	1075	1	0	1076	23	2	0	25	20	1036	0	1056	2157
5:00 PM	304	0	0	304	3	0	0	3	3	262	0	265	572
5:15 PM	362	0	0	362	7	0	0	7	4	238	0	242	611
5:30 PM	307	0	0	307	3	0	0	3	6	276	0	282	592
5:45 PM	258	0	0	258	5	0	0	5	3	225	0	228	491
Hourly Total	1231	0	0	1231	18	0	0	18	16	1001	0	1017	2266
Grand Total	3484	1	0	3485	104	2	0	106	49	3757	0	3806	7397
Approach %	100.0	0.0	0.0	-	98.1	1.9	0.0	-	1.3	98.7	0.0	-	-
Total %	47.1	0.0	0.0	47.1	1.4	0.0	0.0	1.4	0.7	50.8	0.0	51.5	-
All Vehicles (no classification)	3484	1	0	3485	104	2	0	106	49	3757	0	3806	7397
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Lehigh Place and N. Springboro
Pike (SR 741)
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	N. Springboro Pike Southbound				Lehigh Place Westbound				N. Springboro Pike Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
7:15 AM	133	0	0	133	13	0	0	13	1	212	0	213	359
7:30 AM	150	0	0	150	9	0	0	9	1	259	0	260	419
7:45 AM	196	0	0	196	10	0	0	10	1	272	0	273	479
8:00 AM	179	0	0	179	7	0	0	7	3	212	0	215	401
Total	658	0	0	658	39	0	0	39	6	955	0	961	1658
Approach %	100.0	0.0	0.0	-	100.0	0.0	0.0	-	0.6	99.4	0.0	-	-
Total %	39.7	0.0	0.0	39.7	2.4	0.0	0.0	2.4	0.4	57.6	0.0	58.0	-
PHF	0.839	0.000	0.000	0.839	0.750	0.000	0.000	0.750	0.500	0.878	0.000	0.880	0.865
All Vehicles (no classification)	658	0	0	658	39	0	0	39	6	955	0	961	1658
% All Vehicles (no classification)	100.0	-	-	100.0	100.0	-	-	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Lehigh Place and N. Springboro
Pike (SR 741)
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 5

Turning Movement Peak Hour Data (4:45 PM)

Start Time	N. Springboro Pike Southbound				Lehigh Place Westbound				N. Springboro Pike Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
4:45 PM	288	0	0	288	4	0	0	4	6	277	0	283	575
5:00 PM	304	0	0	304	3	0	0	3	3	262	0	265	572
5:15 PM	362	0	0	362	7	0	0	7	4	238	0	242	611
5:30 PM	307	0	0	307	3	0	0	3	6	276	0	282	592
Total	1261	0	0	1261	17	0	0	17	19	1053	0	1072	2350
Approach %	100.0	0.0	0.0	-	100.0	0.0	0.0	-	1.8	98.2	0.0	-	-
Total %	53.7	0.0	0.0	53.7	0.7	0.0	0.0	0.7	0.8	44.8	0.0	45.6	-
PHF	0.871	0.000	0.000	0.871	0.607	0.000	0.000	0.607	0.792	0.950	0.000	0.947	0.962
All Vehicles (no classification)	1261	0	0	1261	17	0	0	17	19	1053	0	1072	2350
% All Vehicles (no classification)	100.0	-	-	100.0	100.0	-	-	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Manistee Place & S. Dixie Avenue
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 1

Turning Movement Data

Start Time	Kettering Boulevard Southbound					S. Dixie Drive Westbound					Manistee Place Northbound					S. Dixie Avenue Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	219	0	0	222	224
7:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	259	0	0	259	261
7:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	268	0	0	270	271
7:45 AM	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	295	0	0	295	298
Hourly Total	0	0	4	0	4	0	0	0	0	0	4	0	0	0	4	5	1041	0	0	1046	1054
8:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	232	0	0	232	234
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	244	0	0	244	247
8:30 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	2	214	0	0	216	218
8:45 AM	0	0	3	0	3	0	0	0	0	0	2	0	0	0	2	1	221	0	0	222	227
Hourly Total	0	4	4	0	8	0	0	0	0	0	4	0	0	0	4	3	911	0	0	914	926
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	5	202	0	0	207	211
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	206	0	0	209	211
4:30 PM	0	1	1	0	2	0	0	0	0	0	3	0	0	0	3	11	205	0	0	216	221
4:45 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	5	212	0	0	217	220
Hourly Total	0	5	5	0	10	0	0	0	0	0	4	0	0	0	4	24	825	0	0	849	863
5:00 PM	0	2	3	0	5	0	0	0	0	0	1	0	0	0	1	4	178	0	0	182	188
5:15 PM	0	3	1	0	4	0	0	0	0	0	1	0	0	0	1	3	201	0	0	204	209
5:30 PM	0	6	3	0	9	0	0	0	0	0	0	0	0	0	0	6	191	0	0	197	206
5:45 PM	0	1	1	0	2	0	0	0	0	0	2	0	0	0	2	9	189	0	0	198	202
Hourly Total	0	12	8	0	20	0	0	0	0	0	4	0	0	0	4	22	759	0	0	781	805
Grand Total	0	21	21	0	42	0	0	0	0	0	16	0	0	0	16	54	3536	0	0	3590	3648
Approach %	0.0	50.0	50.0	0.0	-	0.0	0.0	0.0	0.0	-	100.0	0.0	0.0	0.0	-	1.5	98.5	0.0	0.0	-	-
Total %	0.0	0.6	0.6	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.4	1.5	96.9	0.0	0.0	98.4	-
All Vehicles (no classification)	0	21	21	0	42	0	0	0	0	0	16	0	0	0	16	54	3536	0	0	3590	3648
% All Vehicles (no classification)	-	100.0	100.0	-	100.0	-	-	-	-	-	100.0	-	-	-	100.0	100.0	100.0	-	-	100.0	100.0



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Count Name: Manistee Place & S. Dixie Avenue
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Kettering Boulevard Southbound					S. Dixie Drive Westbound					Manistee Place Northbound					S. Dixie Avenue Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	259	0	0	259	261
7:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	268	0	0	270	271
7:45 AM	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	295	0	0	295	298
8:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	232	0	0	232	234
Total	0	1	4	0	5	0	0	0	0	0	3	0	0	0	3	2	1054	0	0	1056	1064
Approach %	0.0	20.0	80.0	0.0	-	0.0	0.0	0.0	0.0	-	100.0	0.0	0.0	0.0	-	0.2	99.8	0.0	0.0	-	-
Total %	0.0	0.1	0.4	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.3	0.2	99.1	0.0	0.0	99.2	-
PHF	0.000	0.250	0.500	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.750	0.250	0.893	0.000	0.000	0.895	0.893
All Vehicles (no classification)	0	1	4	0	5	0	0	0	0	0	3	0	0	0	3	2	1054	0	0	1056	1064
% All Vehicles (no classification)	-	100.0	100.0	-	100.0	-	-	-	-	-	100.0	-	-	-	100.0	100.0	100.0	-	-	100.0	100.0



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Count Name: Manistee Place & S. Dixie Avenue
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 5

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Kettering Boulevard Southbound					S. Dixie Drive Westbound					Manistee Place Northbound					S. Dixie Avenue Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
4:00 PM	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	5	202	0	0	207	211
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	206	0	0	209	211
4:30 PM	0	1	1	0	2	0	0	0	0	0	3	0	0	0	3	11	205	0	0	216	221
4:45 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	5	212	0	0	217	220
Total	0	5	5	0	10	0	0	0	0	0	4	0	0	0	4	24	825	0	0	849	863
Approach %	0.0	50.0	50.0	0.0	-	0.0	0.0	0.0	0.0	-	100.0	0.0	0.0	0.0	-	2.8	97.2	0.0	0.0	-	-
Total %	0.0	0.6	0.6	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	2.8	95.6	0.0	0.0	98.4	-
PHF	0.000	0.625	0.417	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.333	0.545	0.973	0.000	0.000	0.978	0.976
All Vehicles (no classification)	0	5	5	0	10	0	0	0	0	0	4	0	0	0	4	24	825	0	0	849	863
% All Vehicles (no classification)	-	100.0	100.0	-	100.0	-	-	-	-	-	100.0	-	-	-	100.0	100.0	100.0	-	-	100.0	100.0



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Count Name: N. Springboro Pike (SR 741), north
of S. Dixie Avenue
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 1

Direction (Southbound)

Start Time	All Vehicles (no classification)	Total
7:00 AM	74	74
7:15 AM	97	97
7:30 AM	107	107
7:45 AM	133	133
8:00 AM	125	125
8:15 AM	103	103
8:30 AM	88	88
8:45 AM	105	105
4:00 PM	168	168
4:15 PM	190	190
4:30 PM	184	184
4:45 PM	178	178
5:00 PM	210	210
5:15 PM	308	308
5:30 PM	282	282
5:45 PM	241	241
Total	2593	2593
Total %	100.0	100.0
AM Times	7:30 AM	7:30 AM
AM Peaks	468	468
PM Times	5:00 PM	5:00 PM
PM Peaks	1041	1041



Bayer Becker
6900 Tylersville Road
Suite A
Mason, Ohio, United States 45040
513-336-6600 tessaernst@bayerbecker.com

Count Name: N. Springboro Pike (SR 741), north
of S. Dixie Avenue
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 2

Direction (Northbound)

Start Time	All Vehicles (no classification)	Total
7:00 AM	123	123
7:15 AM	154	154
7:30 AM	149	149
7:45 AM	221	221
8:00 AM	149	149
8:15 AM	152	152
8:30 AM	127	127
8:45 AM	123	123
4:00 PM	169	169
4:15 PM	154	154
4:30 PM	149	149
4:45 PM	165	165
5:00 PM	186	186
5:15 PM	192	192
5:30 PM	190	190
5:45 PM	170	170
Total	2573	2573
Total %	100.0	100.0
AM Times	7:30 AM	7:30 AM
AM Peaks	671	671
PM Times	5:00 PM	5:00 PM
PM Peaks	738	738



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513-336-6600 tessaernst@bayerbecker.com

Count Name: S. Dixie Avenue, west of N.
Springboro Pike (SR 741)
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 1

Direction (Southbound)

Start Time	All Vehicles (no classification)	Total
7:00 AM	128	128
7:15 AM	129	129
7:30 AM	167	167
7:45 AM	125	125
8:00 AM	118	118
8:15 AM	126	126
8:30 AM	116	116
8:45 AM	116	116
4:00 PM	172	172
4:15 PM	160	160
4:30 PM	162	162
4:45 PM	153	153
5:00 PM	122	122
5:15 PM	103	103
5:30 PM	136	136
5:45 PM	128	128
Total	2161	2161
Total %	100.0	100.0
AM Times	7:00 AM	7:00 AM
AM Peaks	549	549
PM Times	4:00 PM	4:00 PM
PM Peaks	647	647



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Suite A
Mason, Ohio, United States 45040
513-336-6600 tessaernst@bayerbecker.com

Count Name: S. Dixie Avenue, west of N.
Springboro Pike (SR 741)
Site Code: 24-0138
Start Date: 04/15/2025
Page No: 2

Direction (Northbound)

Start Time	All Vehicles (no classification)	Total
7:00 AM	190	190
7:15 AM	230	230
7:30 AM	216	216
7:45 AM	268	268
8:00 AM	159	159
8:15 AM	197	197
8:30 AM	193	193
8:45 AM	227	227
4:00 PM	195	195
4:15 PM	188	188
4:30 PM	169	169
4:45 PM	172	172
5:00 PM	154	154
5:15 PM	162	162
5:30 PM	159	159
5:45 PM	156	156
Total	3035	3035
Total %	100.0	100.0
AM Times	7:00 AM	7:00 AM
AM Peaks	904	904
PM Times	4:00 PM	4:00 PM
PM Peaks	724	724

External Station - Traffic and Percentages

	AM In		AM Out	
To/From North on N. Springboro Pike	468	15%	671	22%
To/From West on S. Dixie Avenue	904	30%	549	18%
To/From South on N. Springboro Pike	992	32%	705	23%
To/From South on Pensacola Boulevard	7	0%	17	1%
To/From East on Lehigh Place	142	5%	29	1%
To East on S. Dixie Avenue	----	----	1,061	35%
From East on Kettering Boulevard	548	18%	----	----
	3,061	100%	3,032	100%

	PM In		PM Out	
To/From North on N. Springboro Pike	1,041	26%	738	18%
To/From West on S. Dixie Avenue	724	18%	647	16%
To/From South on N. Springboro Pike	1,058	27%	1,627	41%
To/From South on Pensacola Boulevard	8	0%	43	1%
To/From East on Lehigh Place	118	3%	103	3%
To East on S. Dixie Avenue	----	----	834	21%
From East on Kettering Boulevard	1,041	26%	----	----
	3,990	100%	3,992	100%

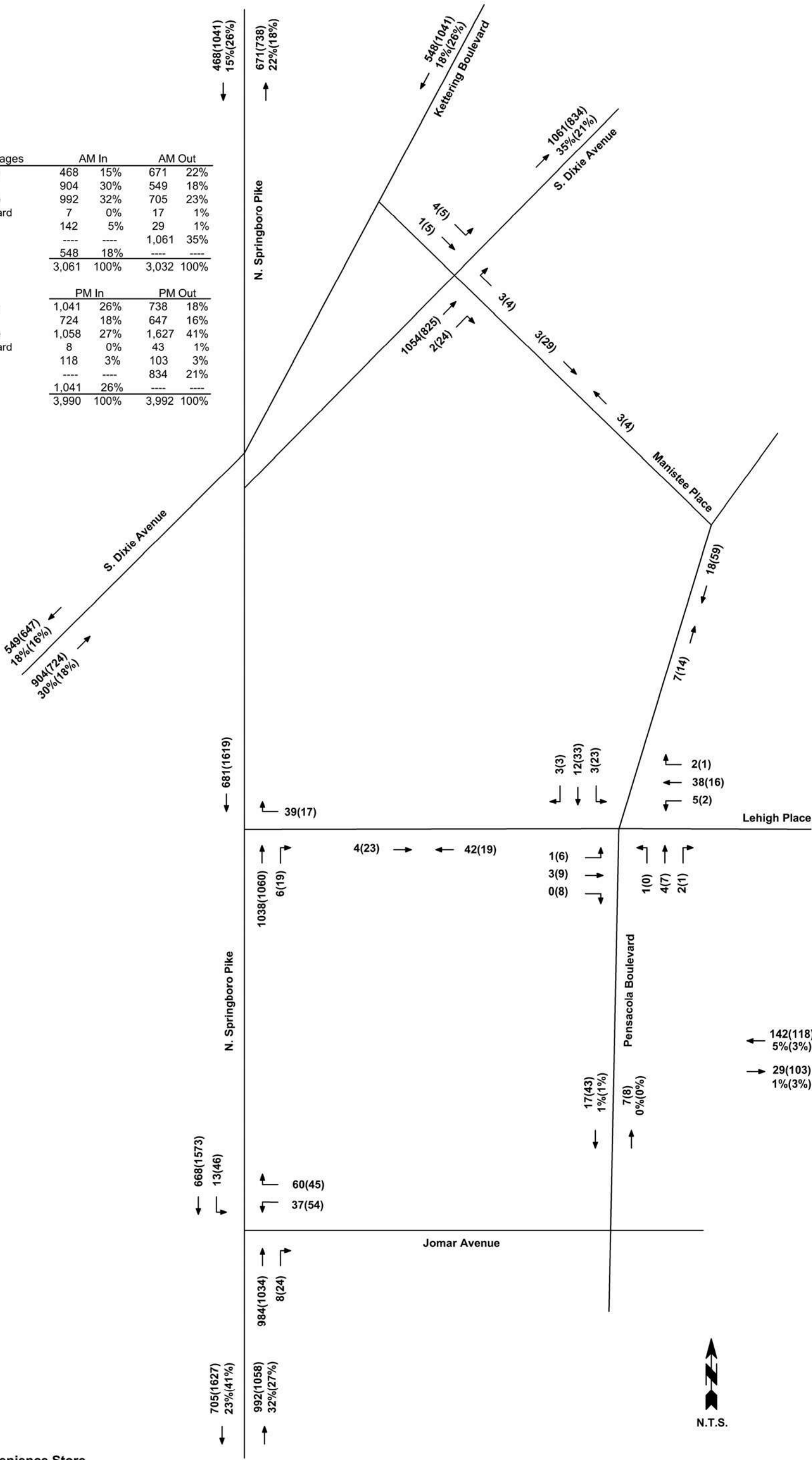


Figure 1

Proposed Wawa Fuel & Convenience Store

N. Springboro Pike & S. Dixie Avenue
City of Moraine, Montgomery County, Ohio

2025 Existing Traffic & Percentage Distributions

xx/xx% - AM Peak Hour
(xx)/(xx%) - PM Peak Hour



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ATTACHMENT C

Land Use: 945

Convenience Store/Gas Station

Description

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells grocery and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and pre-made sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

Convenience store (Land Use 851), gasoline/service station (Land Use 944), and truck stop (Land Use 950) are related uses.

Land Use Subcategory

Multiple subcategories were added to this land use to allow for multi-variable evaluation of sites with single-variable data plots. All study sites are assigned to one of three subcategories, based on the number of vehicle fueling positions (VFP) at the site: between 2 and 8 VFP, between 9 and 15 VFP, and between 16 and 24 VFP. For each VFP range subcategory, data plots are presented with GFA as the independent variable for all time periods and trip types for which data are available. The use of both GFA and VFP (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

Further, the study sites were also assigned to one of three other subcategories, based on the gross floor area (GFA) of the convenience store at the site: between 2,000 and 4,000 square feet, between 4,000 and 5,500 square feet, and between 5,500 and 10,000 square feet. For each GFA subcategory range, data plots are presented with VFP as the independent variable for all time periods and trip types for which data are available. The use of both VFP and GFA (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

When analyzing the convenience store/gas station land use with each combination of GFA and VFP values as described above, the two sets of data plots will produce two estimates of site-generated trips. Both values can be considered when determining a site trip generation estimate.

Data plots are also provided for three additional independent variables: AM peak hour traffic on adjacent street, PM peak hour traffic on adjacent street, and employees. These independent variables are intended to be analyzed as single independent variables and do not have sub-categories associated with them. Within the data plots and within the ITETripGen web app, these plots are found under the land use subcategory “none.”

Additional Data

ITE recognizes there are existing convenience store/gas station sites throughout North America that are larger than the sites presented in the data plots. However, the ITE database does not include any site with more than 24 VFP or any site with gross floor area greater than 10,000 square feet. Submission of trip generation data for larger sites is encouraged.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Arkansas, California, Connecticut, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, Pennsylvania, Rhode Island, South Dakota, Texas, Utah, Vermont, Washington, and Wisconsin.

Source Numbers

221, 245, 274, 288, 300, 340, 350, 351, 352, 355, 359, 385, 440, 617, 718, 810, 813, 844, 850, 853, 864, 865, 867, 869, 882, 883, 888, 904, 926, 927, 936, 938, 954, 960, 962, 977, 1004, 1024, 1025, 1027, 1052

Convenience Store/Gas Station - VFP (16-24) (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 32

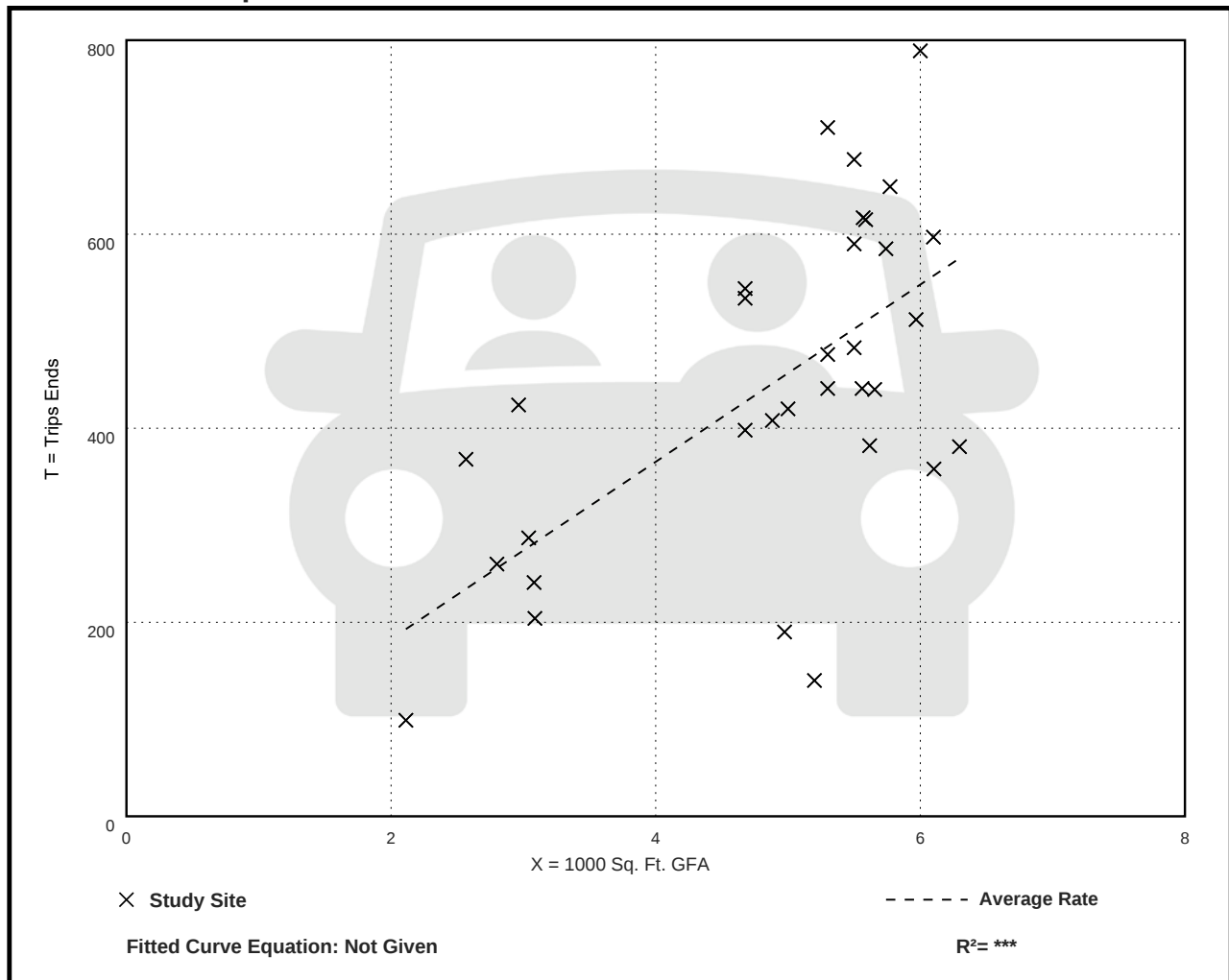
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
91.35	26.92 - 143.41	27.59

Data Plot and Equation



Convenience Store/Gas Station - VFP (16-24) (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 39

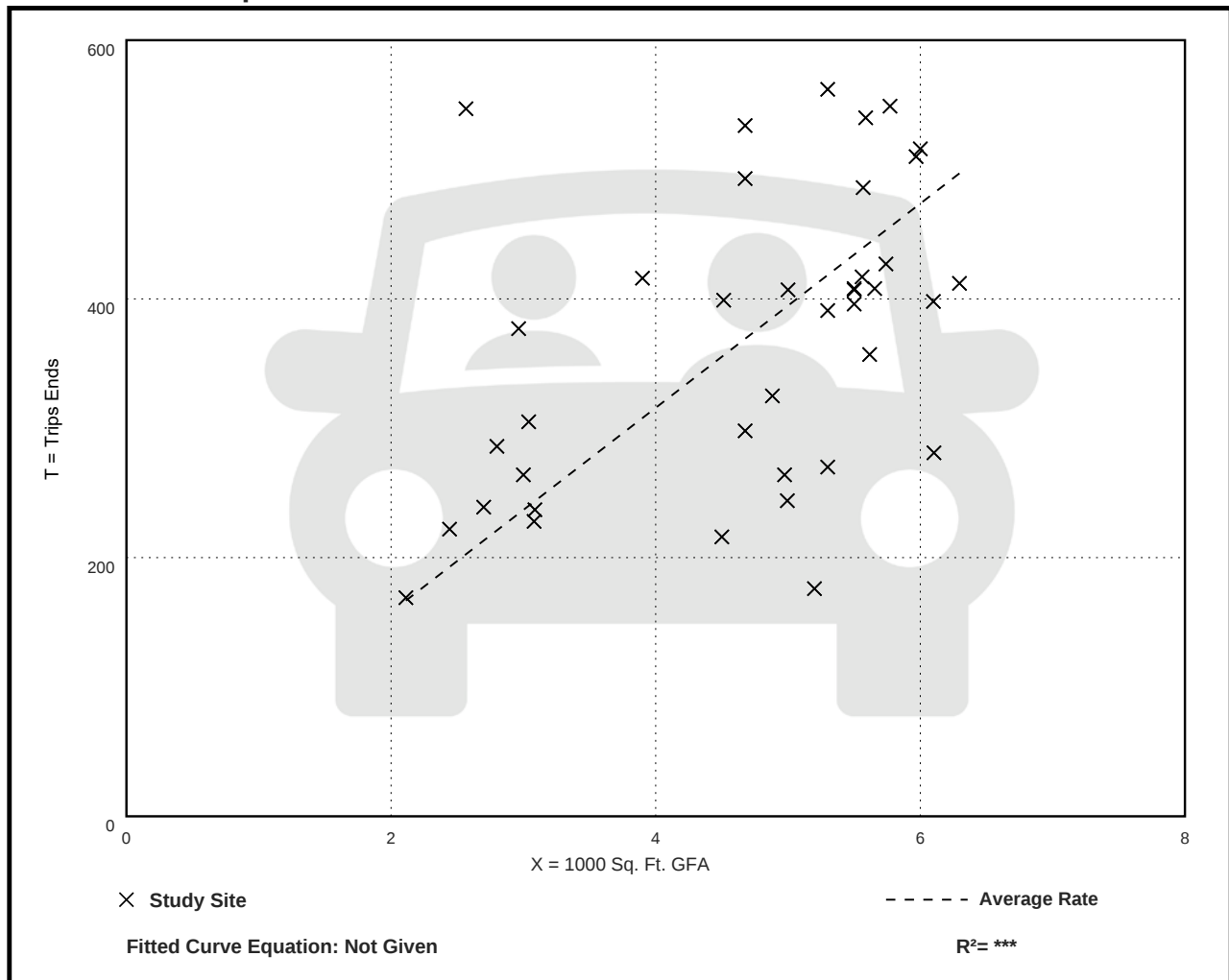
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
78.95	33.85 - 213.17	25.75

Data Plot and Equation



Vehicle Pass-By Rates by Land Use										
Source: ITE Trip Generation Manual , 11th Edition										
Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	56% for Sites with between 2 and 8 VFP					75% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak	
						Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
2.4	< 8	Kentucky	1993	—	58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993	—	62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	—	78	—	—	22	3549	30
4.694	12	Maryland	2000	—	67	—	—	33	2272	30
4.694	12	Maryland	2000	—	66	—	—	34	3514	30
4.848	12	Virginia	2000	—	71	—	—	29	2350	30
5.06	12	Pennsylvania	2000	—	91	—	—	9	4181	30
5.242	12	Virginia	2000	—	70	—	—	30	2445	30
5.242	12	Virginia	2000	—	56	—	—	44	950	30
5.488	12	Delaware	2000	—	73	—	—	27	—	30
5.5	12	Pennsylvania	2000	—	84	—	—	16	4025	30
4.694	16	Maryland	2000	—	89	—	—	11	2755	30
4.694	16	Delaware	2000	—	73	—	—	27	1858	30
4.694	16	Delaware	2000	—	59	—	—	41	1344	30
4.694	16	Delaware	2000	—	72	—	—	28	3434	30
4.694	16	New Jersey	2000	—	81	—	—	19	1734	30
4.694	20	Delaware	2000	—	76	—	—	24	1616	30
4.848	16	Virginia	2000	—	67	—	—	33	2.954	30
4.848	16	Virginia	2000	—	78	—	—	22	3086	30
4.848	16	Virginia	2000	—	83	—	—	17	4143	30
4.848	16	Virginia	2000	—	73	—	—	27	2534	30
4.993	16	Pennsylvania	2000	—	72	—	—	28	2917	30
5.094	16	New Jersey	2000	—	86	—	—	14	1730	30
5.5	16	Pennsylvania	2000	—	90	—	—	10	2616	30
5.543	16	Pennsylvania	2000	—	87	—	—	13	2363	30
5.565	16	Pennsylvania	2000	—	81	—	—	19	2770	30
5.565	16	Pennsylvania	2000	—	76	—	—	24	3362	30
5.565	16	New Jersey	2000	—	61	—	—	39	1713	30
5.565	16	New Jersey	2000	—	86	—	—	14	1721	30
5.565	16	New Jersey	2000	---	81	---	---	19	2227	30

xx - AM Peak Hour
(xx) - PM Peak Hour

External Station - Traffic and Percentages	AM In	AM Out
To/From North on N. Springboro Pike	10	15
To/From West on S. Dixie Avenue	21	13
To/From South on N. Springboro Pike	22	16
To/From South on Pensacola Boulevard	0	1
To/From East on Lehigh Place	4	1
To East on S. Dixie Avenue	----	24
From East on Kettering Boulevard	13	----
	70	70

	PM In	PM Out
To/From North on N. Springboro Pike	17	11
To/From West on S. Dixie Avenue	11	10
To/From South on N. Springboro Pike	17	26
To/From South on Pensacola Boulevard	0	1
To/From East on Lehigh Place	2	2
To East on S. Dixie Avenue	----	13
From East on Kettering Boulevard	16	----
	63	63

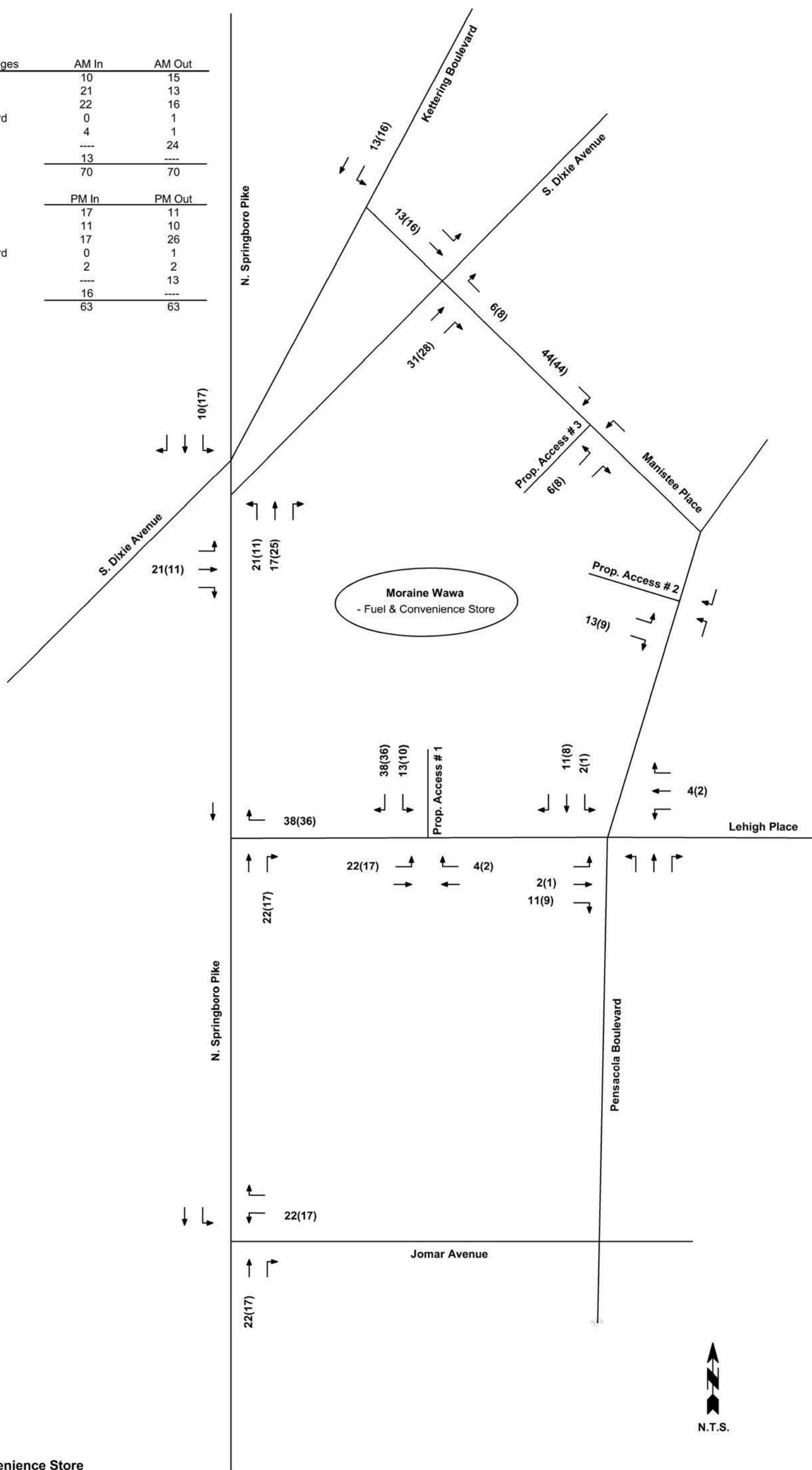


Figure 3

Proposed Wawa Fuel & Convenience Store

N. Springboro Pike & S. Dixie Avenue
City of Moraine, Montgomery County, Ohio

New Site Traffic Volumes

xx - AM Peak Hour
(xx) - PM Peak Hour

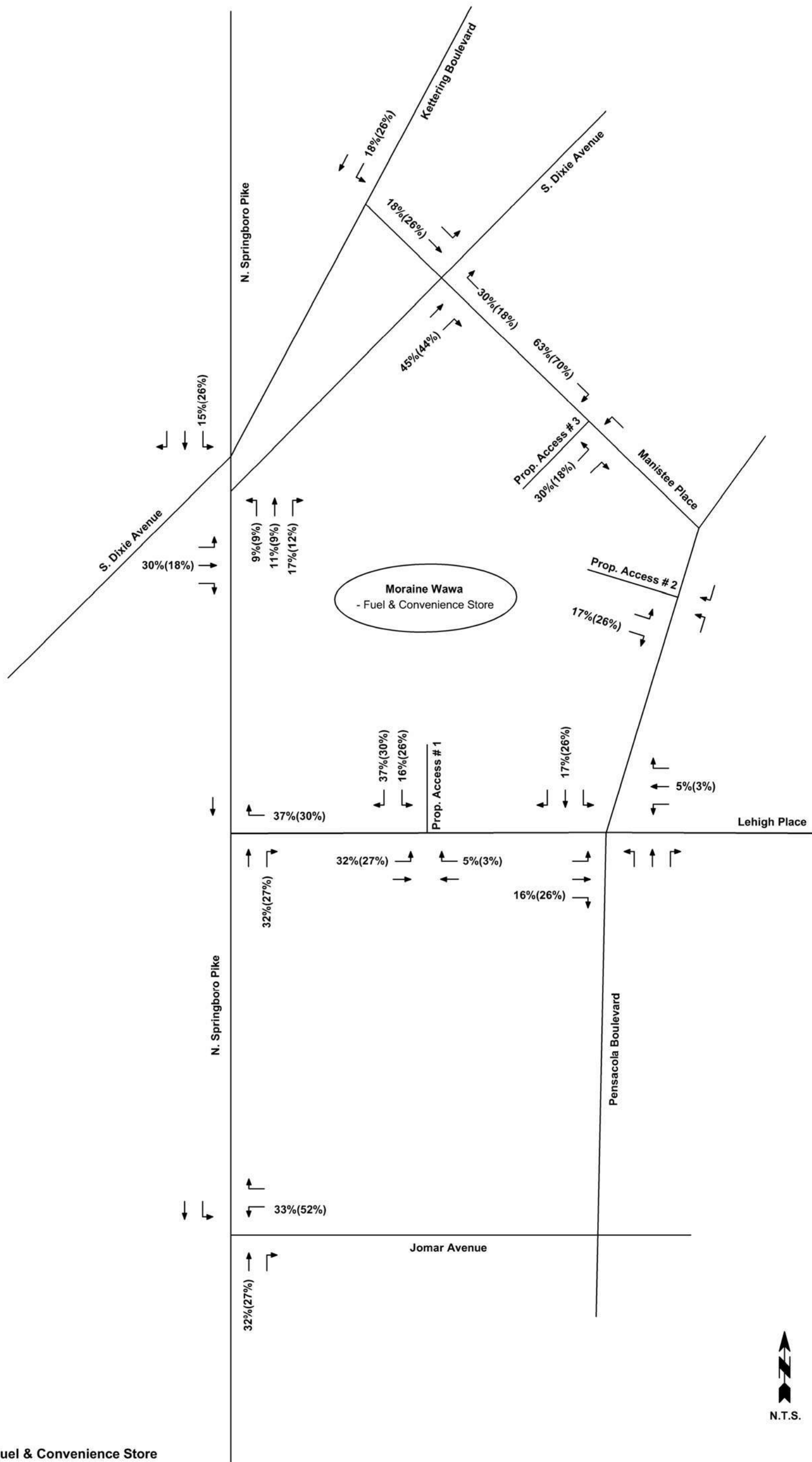


Figure 4

Proposed Wawa Fuel & Convenience Store

N. Springboro Pike & S. Dixie Avenue
City of Moraine, Montgomery County, Ohio

Pass-By Trip Distribution

xx - AM Peak Hour
(xx) - PM Peak Hour



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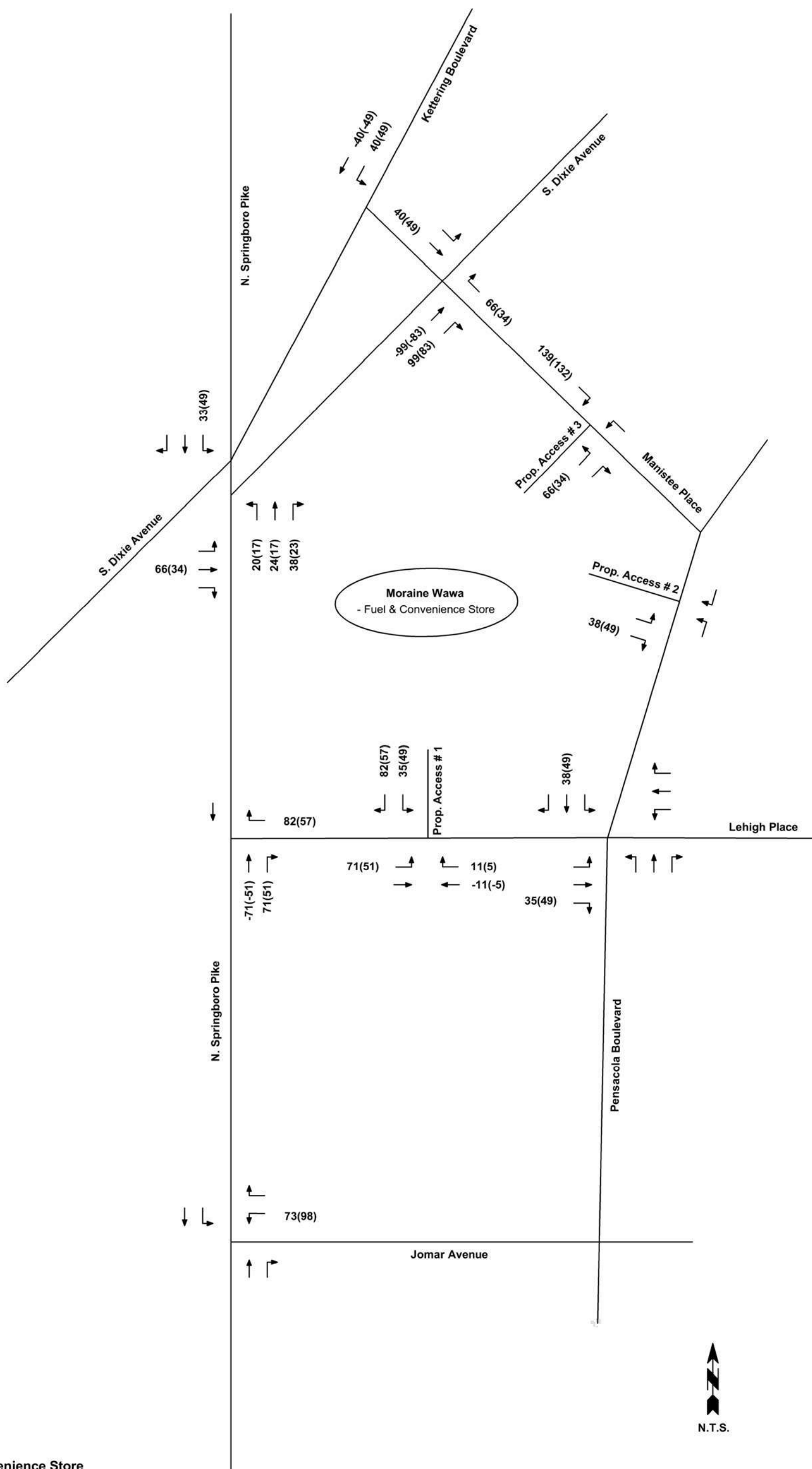


Figure 5

Proposed Wawa Fuel & Convenience Store

N. Springboro Pike & S. Dixie Avenue
City of Moraine, Montgomery County, Ohio

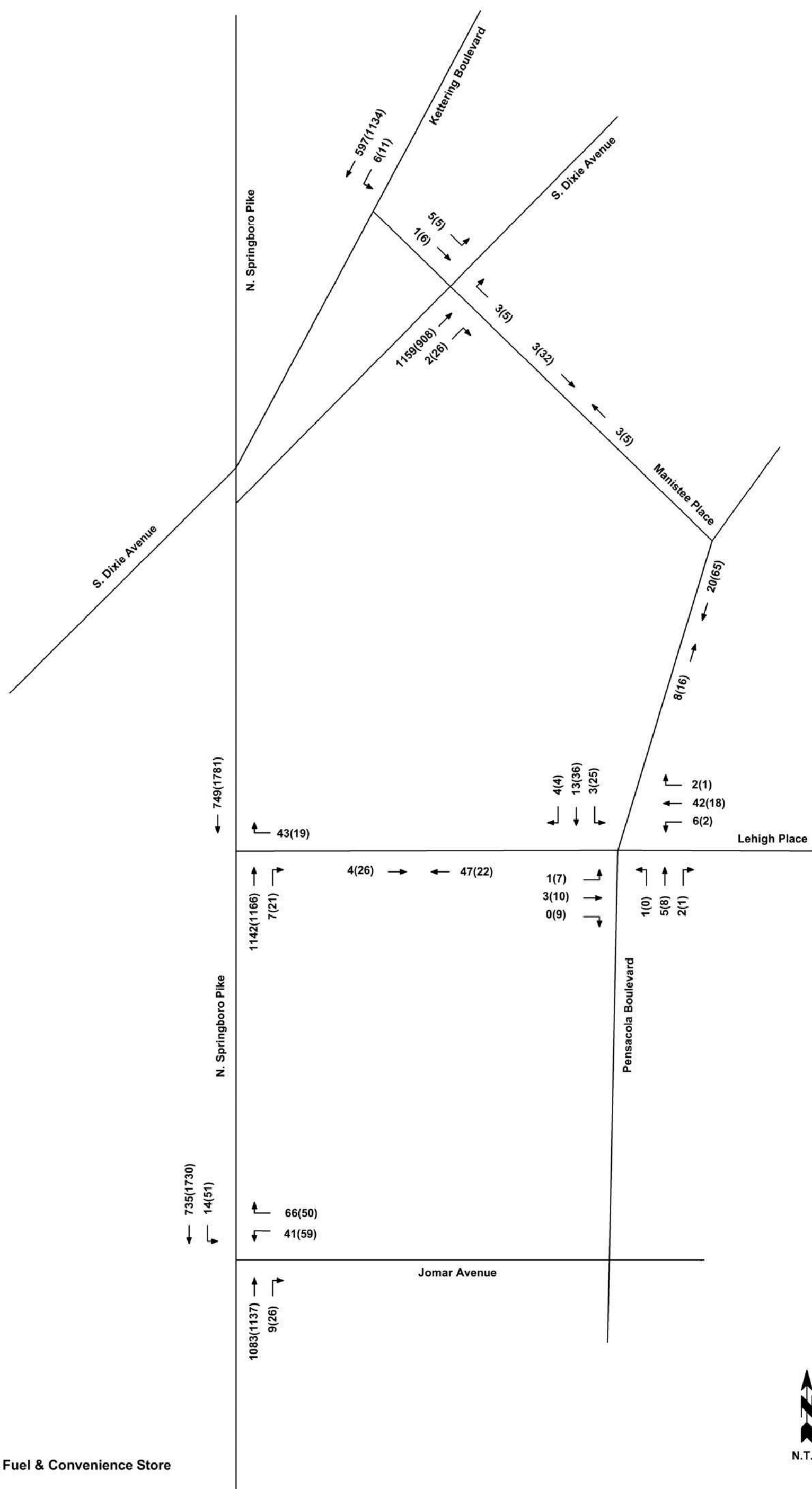
Pass-By Traffic Volumes

xx - AM Peak Hour
(xx) - PM Peak Hour

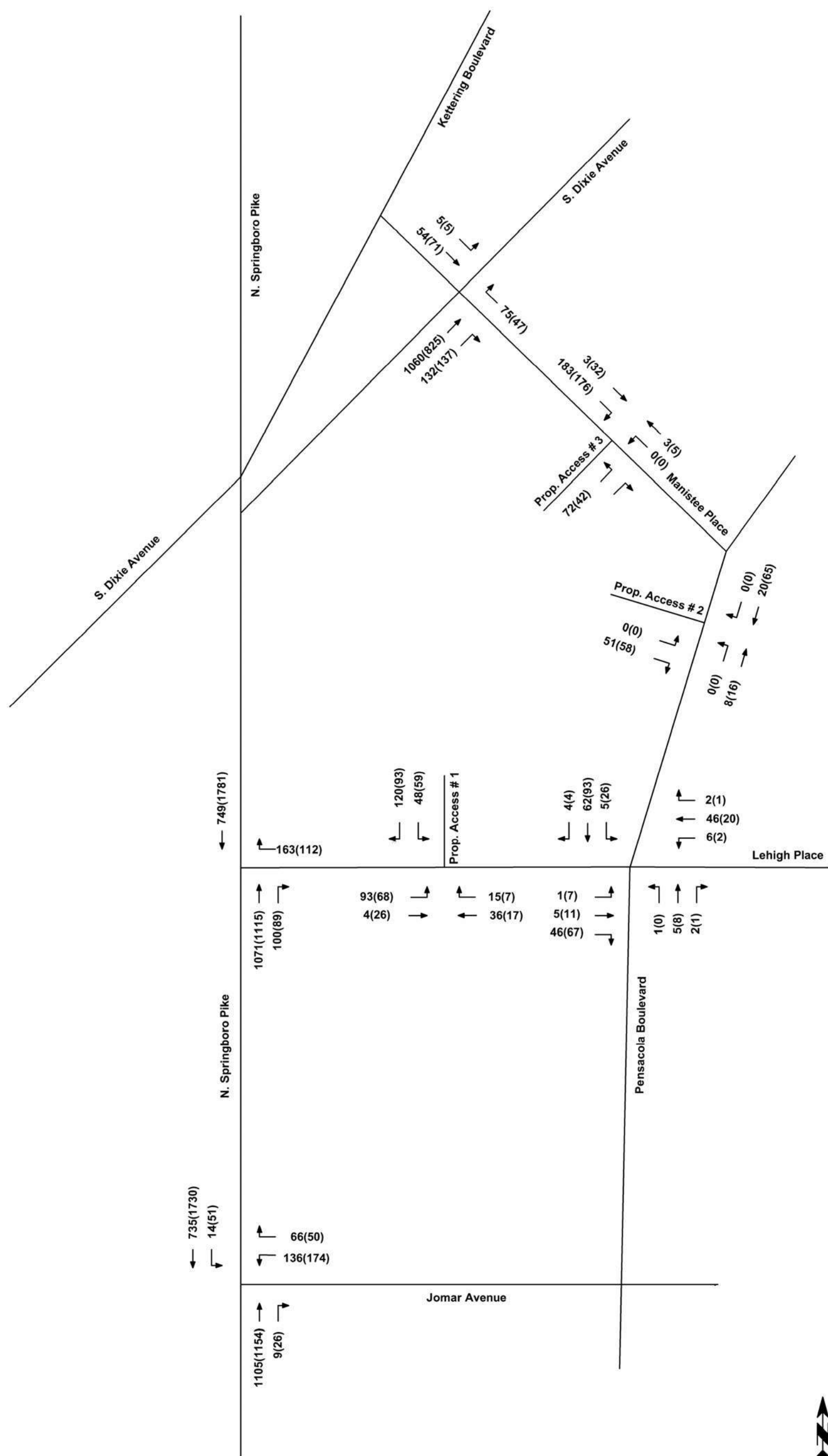


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ATTACHMENT D



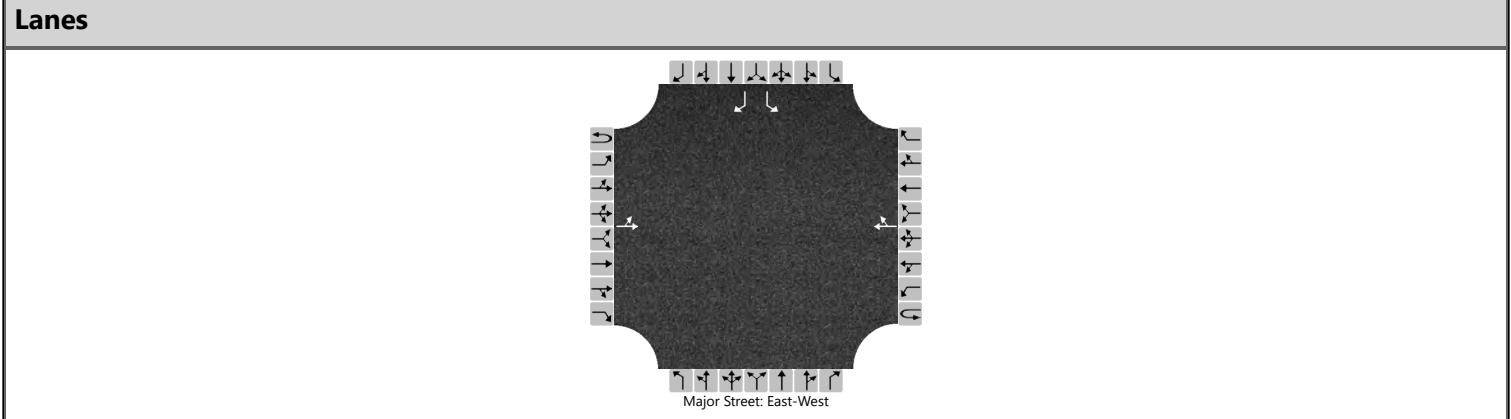
ATTACHMENT E



ATTACHMENT F

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	SEM	Intersection	Lehigh Place and Prop. Access 1
Agency/Co.	Bayer Becker	Jurisdiction	City of Moraine
Date Performed	5/5/2025	East/West Street	Lehigh Place
Analysis Year	2035	North/South Street	Prop. Access 1
Time Analyzed	Build - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	24-0138 Wawa Fuel + Convenience Store		



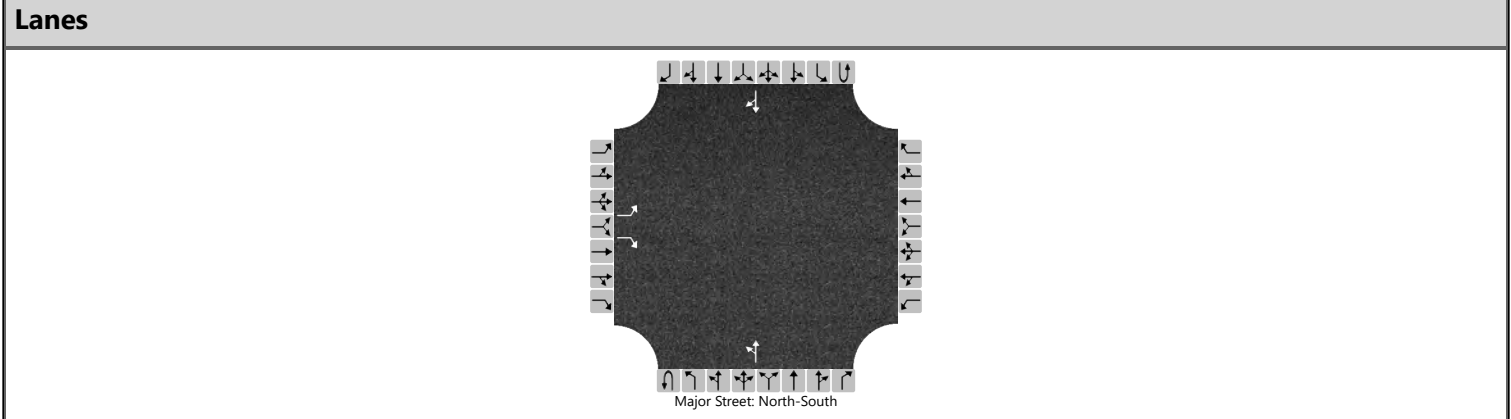
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		LT						TR						L		R
Volume (veh/h)		93	4				36	15						48		120
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		101												52		130
Capacity, c (veh/h)		1549												687		1022
v/c Ratio		0.07												0.08		0.13
95% Queue Length, Q ₉₅ (veh)		0.2												0.2		0.4
95% Queue Length, Q ₉₅ (ft)		5.1												5.1		10.2
Control Delay (s/veh)		7.5	0.5											10.7		9.0
Level of Service (LOS)		A	A											B		A
Approach Delay (s/veh)	7.2												9.5			
Approach LOS	A												A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	SEM	Intersection	Pensacola Blvd. and Prop. Access 2
Agency/Co.	Bayer Becker	Jurisdiction	City of Moraine
Date Performed	5/5/2025	East/West Street	Prop. Access 2
Analysis Year	2035	North/South Street	Pensacola Blvd.
Time Analyzed	Build - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	24-0138 Wawa Fuel + Convenience Store		



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		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R						LT						TR
Volume (veh/h)		0		51						0	8				20	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage	Undivided															

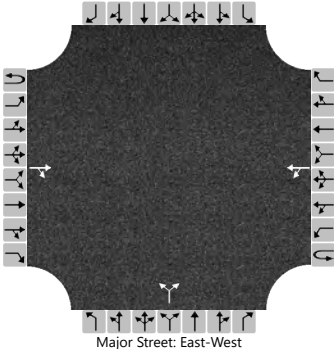
Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		0		55						0						
Capacity, c (veh/h)		984		1055						1594						
v/c Ratio		0.00		0.05						0.00						
95% Queue Length, Q ₉₅ (veh)		0.0		0.2						0.0						
95% Queue Length, Q ₉₅ (ft)				5.1												
Control Delay (s/veh)		8.7		8.6						7.3	0.0					
Level of Service (LOS)		A		A						A	A					
Approach Delay (s/veh)	8.6								0.0							
Approach LOS	A								A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	SEM	Intersection	Manistee Place and Prop. Access 3
Agency/Co.	Bayer Becker	Jurisdiction	City of Moraine
Date Performed	5/5/2025	East/West Street	Manistee Place
Analysis Year	2035	North/South Street	Prop. Access 3
Time Analyzed	Build - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	24-0138 Wawa Fuel + Convenience Store		

Lanes



Major Street: East-West

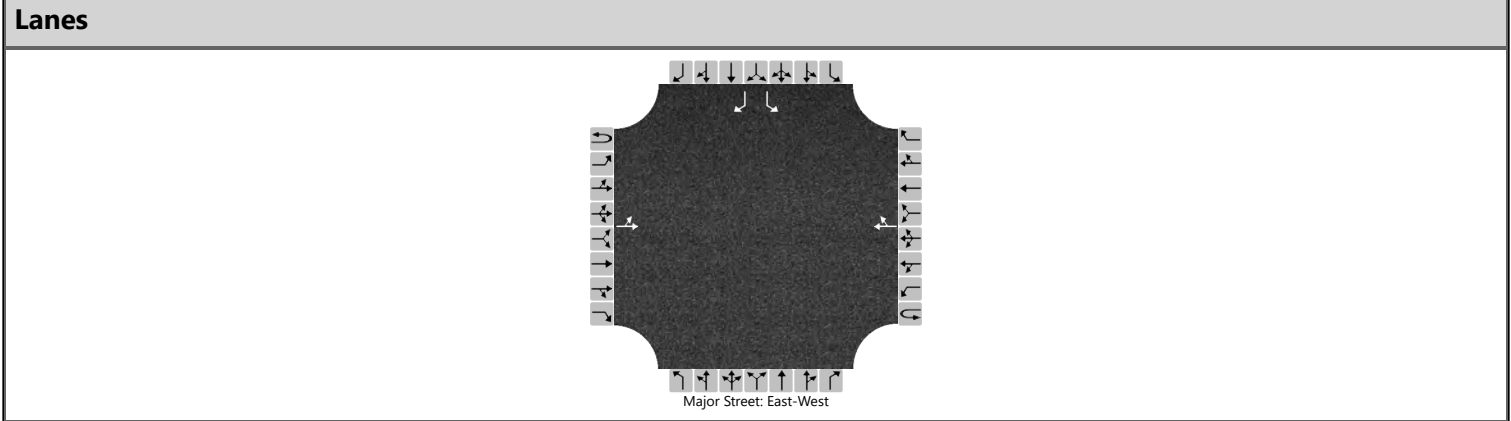
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			3	183		0	3			72		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						0					78					
Capacity, c (veh/h)						1370					892					
v/c Ratio						0.00					0.09					
95% Queue Length, Q ₉₅ (veh)						0.0					0.3					
95% Queue Length, Q ₉₅ (ft)											7.6					
Control Delay (s/veh)						7.6	0.0				9.4					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.0				9.4							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	SEM	Intersection	Lehigh Place and Prop. Access 1
Agency/Co.	Bayer Becker	Jurisdiction	City of Moraine
Date Performed	5/5/2025	East/West Street	Lehigh Place
Analysis Year	2035	North/South Street	Prop. Access 1
Time Analyzed	Build - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	24-0138 Wawa Fuel + Convenience Store		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		LT						TR						L		R
Volume (veh/h)		68	26				17	7						59		93
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type Storage	Undivided															

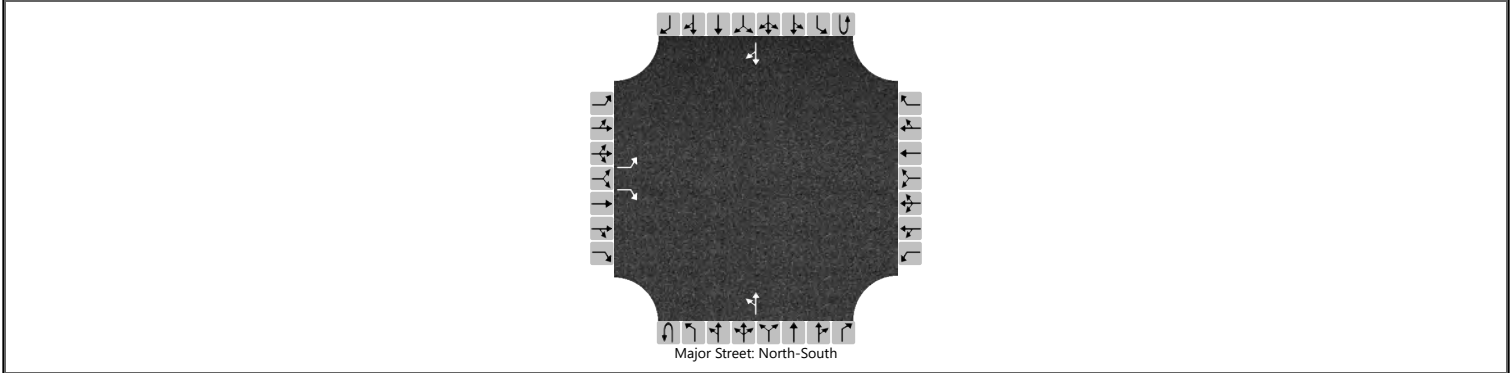
Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		74												64		101
Capacity, c (veh/h)		1588												753		1055
v/c Ratio		0.05												0.09		0.10
95% Queue Length, Q ₉₅ (veh)		0.1												0.3		0.3
95% Queue Length, Q ₉₅ (ft)		2.5												7.6		7.6
Control Delay (s/veh)		7.4	0.3											10.2		8.8
Level of Service (LOS)		A	A											B		A
Approach Delay (s/veh)	5.4												9.3			
Approach LOS	A												A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	SEM	Intersection	Pensacola Blvd. and Prop. Access 2
Agency/Co.	Bayer Becker	Jurisdiction	City of Moraine
Date Performed	5/5/2025	East/West Street	Prop. Access 2
Analysis Year	2035	North/South Street	Pensacola Blvd.
Time Analyzed	Build - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	24-0138 Wawa Fuel + Convenience Store		

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		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R						LT						TR
Volume (veh/h)		0		58						0	16				65	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

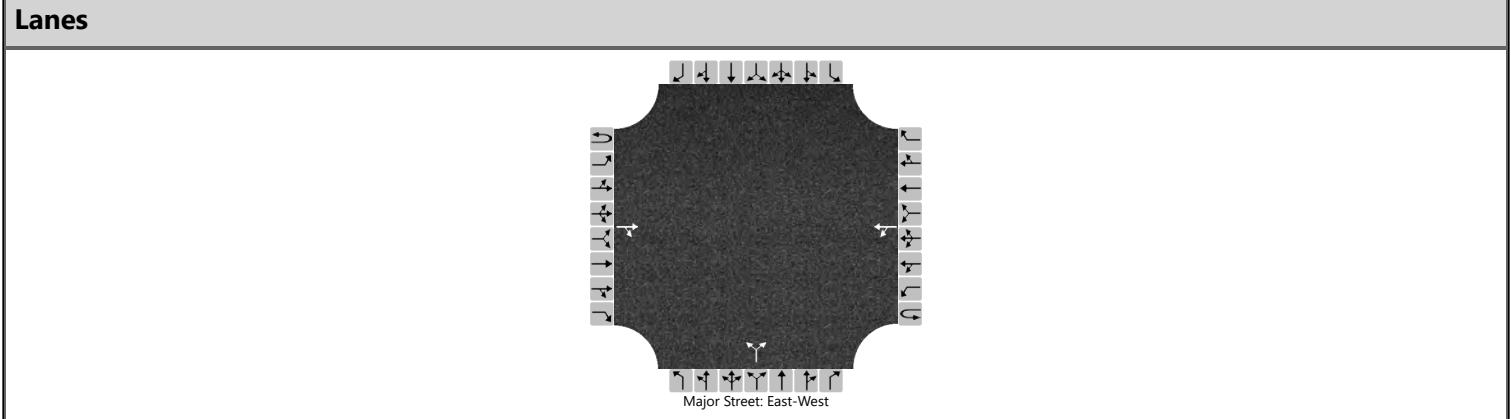
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0		63						0						
Capacity, c (veh/h)		913		992						1530						
v/c Ratio		0.00		0.06						0.00						
95% Queue Length, Q ₉₅ (veh)		0.0		0.2						0.0						
95% Queue Length, Q ₉₅ (ft)				5.1												
Control Delay (s/veh)		8.9		8.9						7.4	0.0					
Level of Service (LOS)		A		A						A	A					
Approach Delay (s/veh)	8.9								0.0							
Approach LOS	A								A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	SEM	Intersection	Manistee Place and Prop. Access 3
Agency/Co.	Bayer Becker	Jurisdiction	City of Moraine
Date Performed	5/5/2025	East/West Street	Manistee Place
Analysis Year	2035	North/South Street	Prop. Access 3
Time Analyzed	Build - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	24-0138 Wawa Fuel + Convenience Store		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			32	176		0	5			42		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						0					46					
Capacity, c (veh/h)						1342					858					
v/c Ratio						0.00					0.05					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
95% Queue Length, Q ₉₅ (ft)											5.1					
Control Delay (s/veh)						7.7	0.0				9.4					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.0				9.4							
Approach LOS					A				A							

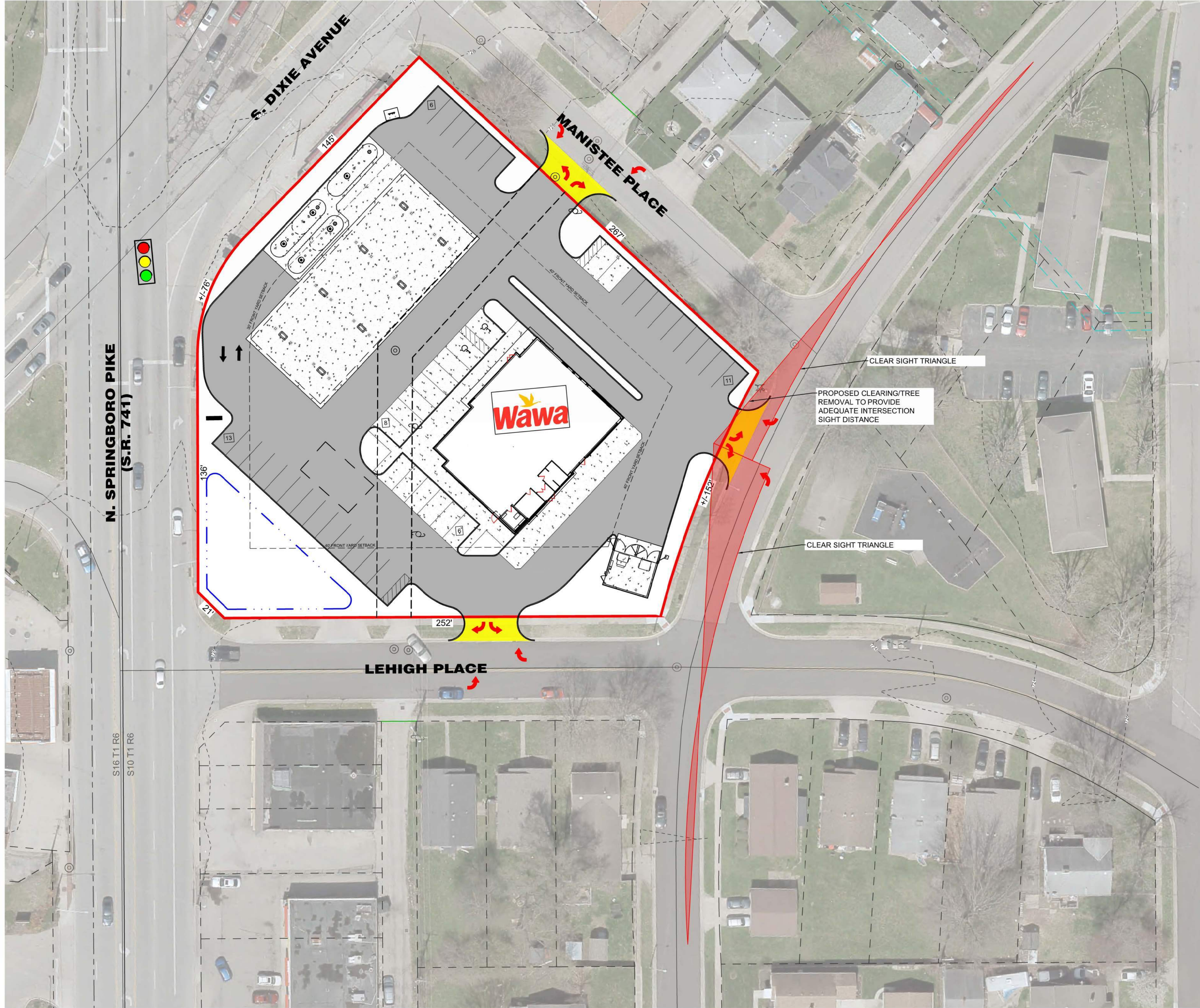
ATTACHMENT G



1. INTERSECTION SIGHT DISTANCE TO THE EAST OF THE PROPOSED ACCESS ON LEIGH PLACE IS 280 FEET FOR 25 MPH PER OHIO DEPARTMENT OF TRANSPORTATION LOCATION AND DESIGN MANUAL, VOLUME 1.
2. 167 FEET OF INTERSECTION SIGHT DISTANCE IS AVAILABLE TO THE WEST OF THE PROPOSED ACCESS ON LEIGH PLACE. BASED ON THE LOCATION OF THE PROPOSED ACCESS, INTERSECTION SIGHT DISTANCE IS LIMITED BY THE ADJACENT INTERSECTION WITH N. SPRINGBORO PIKE.

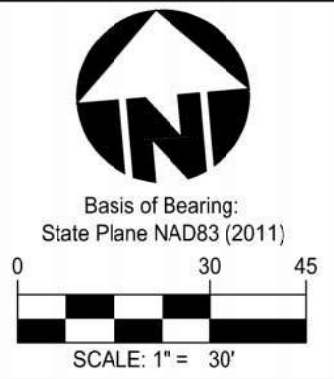
✓ CLEAR SIGHT TRIANGLE

Plot time: May 15, 2025 - 7:37am



NOTES:

INTERSECTION SIGHT DISTANCE TO THE NORTH AND SOUTH OF THE PROPOSED ACCESS ON PENSACOLA BOULEVARD IS 280 FEET FOR 25 MPH PER OHIO DEPARTMENT OF TRANSPORTATION LOCATION AND DESIGN MANUAL, VOLUME 1.

[illegible]

PROPOSED WAWA MORaine

CITY OF MORAIN, MONTGOMERY COUNTY, OH

PENSACOLA BOULEVARD
INTERSECTION SIGHT DISTANCE ANALYSIS

Drawing:	24-0138 PL
Drawn by:	SEM
Checked By:	EMR
Issue Date:	05-05-25

2/3

