

RECORD OF PROCEEDINGS

Minutes of the Vermilion Township Board of Trustees' Public Hearing on a Proposed PUD Preliminary Development Plan submitted by Redwood USA, LLC.

Held Wednesday January 24th, 2024

The meeting was called to order at 6:00pm by Chairman Robert Kurtz.

Agenda: brief presentation from Redwood; trustees' questions for Redwood; open the floor to the audience; Redwood responds to questions.

Rules: Sign name on sign-in sheet only if you want to speak. Each speaker has three minutes to speak. Speakers will address the chair. There will be no conversation back and forth. Only the person that's been recognized and standing at that podium will speak.

Patricia Rakoci with Redwood of 7007 East Pleasant Valley Road, Independence, Ohio. stated they're here to present the Redwood Neighborhood that they would like to build in Vermilion Township. With Rakoci was Redwood representative Will Sharer, traffic engineer Eric Smith, and Redwood engineer Matt Duncan, who will also speak about the stormwater.

Will Sharer with Redwood, stated Redwood is a company with over a 30-year history. We have experienced a lot of growth in that time period. We now have over 16,000 dwellings across our portfolio. We are a local company based out of Independence. Many of our neighborhoods are located in Northeast Ohio. Our closest locations are in North Ridgeville, Avon, Avon Lake, Elyria and of course the existing neighborhood here in Vermillion Township that we are proposing an addition to. Redwood as a company is vertically integrated meaning that we do everything from site acquisition, entitlement, we have a construction arm that builds our neighborhoods, and we have a management arm that manages them throughout their life. In our 30-year history, we're very proud to be able to say that we have never sold anything that we've ever built. Meaning that we are invested into our neighborhoods and to the communities that they're located in for the long term. Our existing neighborhood in Vermilion is 54 dwellings, currently 94% leased out. It's performed extremely well over the years, remains high occupancy throughout and that's why we're here tonight to propose an addition to that neighborhood. We feel like there is a need for additional dwellings here in Vermillion. Redwood, our product is most popular amongst empty nesters and seniors. Our typical residents are those who are choosing to rent, people who do not want the burdens of home ownership, and the ongoing maintenance that comes along with it, mowing grass, replacing the water heater, etc. They turn to Redwood oftentimes downsizing. Turn to Redwood as a high-quality housing option that allows them to relax and live and not have to deal with all the maintenance of owning a home. So that's kind of who we are, what we do, where we want to be here tonight. Happy to answer any questions you might have about Redwood as a company or how we manage our neighborhoods.

Matt Duncan with Davey Resource Group is the site design and surveyed company working on the project. The site area for this is 23 1/2 acres. It's 137 units. That turns out to be a proposed density of 5.8 units per acre offering up 9.9 acres of open space and includes private drives. From previous discussions, we know that utilities were a concern. We got in touch with Erie County Department of Environmental Services and confirmed with them that they have capacity for our project for both sanitary and water. They confirm that with the City of Vermillion wastewater treatment plant. We have that in the e-mail which I believe has been given to the trustees. If not, it can be provided. A concern was stormwater management. You look at pre-construction conditions versus post-construction conditions. Currently the site is a farm field. Farm fields are known for having high runoff rates and erosion. Post-construction, all of the impervious areas and grass areas will be directed into two stormwater basins, where they'll be held and controlled at outlet structures that are designed to release at a controlled rate. Stormwater management calculations were done. The ponds will be designed in series such that there's a large pond in the middle of the project and then there's a smaller pond in the northwest corner. The ponds will be linked and outletted in the northwest corner. On sheet 3, there's a table that shows the pre-conditions versus post-conditions. The post 100-year storm, which that's the max storm that we designed to, the release rate will be less than the one-year pre-current conditions. Our stormwater calculations will have to be submitted to the Erie County Engineer along with Erie County Soil and Water for review and approval.

Eric Smith with Davey Resource Group is a professional engineer with 40-years experience and a professional traffic operation engineer. We conducted a traffic study for this project. Working closely with ODOT District 3 in Ashland and Jared Feller, their Traffic Studies Engineer. We did our study completely in accordance with ODOT's rules and regulations. ODOT is in control of Route 60 here in the Township. It is their road. They maintain it, they approve access to it or don't approve access, they tell us what they need. We went through the study, we did it according to their rules and regulations. We looked at capacity, how many cars are going to be generated by this new development. Where they're going to be coming to and from. Will the road be able to handle those additional cars? Are turn lanes necessary. Is a traffic light necessary to ODOT reviewed and agreed with our study, the capacity should be fine. Level of service is "C". We use "A through F", kind of like your grade card as a way to describe traffic operation. "F" being gridlock, you failed, the intersection is failing. To an "A" being no problem, you just drive right through, it's no big deal. This will be an unsignalized access, there will be two access points. One is the primary access on the northern side of the site opposite, the Friendship Foodstore/gas station and the BP. And another site drive to the South, for emergency vehicles to meet with township requirements to have two access points. We will need a northbound left turn lane to turn left. Fortunately, the pavement is there. ODOT will just want us to restripe that center turn lane, from a two way left turn lane to a northbound left only lane. That fits perfectly within the other drives that are on the east side as well as the west side of the road. We anticipate there being no real traffic issues out here. I'm sure there's traffic on 60, but what I'm going to suggest is the traffic that'll be added, while it is this is not a drop in the bucket, it won't have that much of an impact. and ODOT agrees with our findings.

Kurtz opened the floor up to the trustees.

Vermilion Township Trustee Rodger Scott asked if the lighting was low-density lighting. Redwood responded Yes, wall-pack lighting on the front of the garages. There is no lighting on the interior streets. Scott stated his questions about water, sewer and ODOT were answered.

Vermilion Township Trustee Kenn Baughman asked for Route 60, what percentage do you think it is going to increase the traffic? Redwood responded that they did traffic counts on 60, just north of the site, at Wine Street. They looked at AM and PM as the biggest time. Baughman stated he spoke with ODOT and a state route without a lot of driveways in it, they calculate that to about 13,000 vehicles a day maximum. You've got farm road with a mile of road & no driveways they've got 17,000 on it. At AmVets on route 60 last year the AADT was 10,629 vehicles. Your study says that you're going to add 1000. That's going to increase the current traffic flow by 10% based on the numbers with the driveways. And this is just rough numbers, it gets us closer to that 13,000 mark with, considering all the driveways. So we're going to go from 10,000 to 11,000 which is going to make us, in my personal estimation, a mini route 250. We're going to have a lot more traffic. There is busy traffic now. Kneisel Road has 1961 vehicles on it, last year's AADT. There's 2000 coming here; 10,000 coming here. Out of that 10,000; 8,800 are pass-through. Meaning they come from Vermilion, they go to Route 2 or they come from Route 2 to Vermilion. So as a Township, we really only contribute 1600 cars, give or take. These are all round numbers and you want to add 1000 cars. You can see my concern there. ODOT said we don't have enough to get a traffic light, and the traffic light is darn near impossible. But, 11,000 is pretty close to that max number with no obstructions and it's a lot closer to that 13,000 number. My concern is, with these two driveways (and we're only using one because one is gated) which means that the only time it's going to be used is when a fire truck or ambulance goes through it. If they go out there, and there's another driveway 500 feet around, the ambulance people aren't going to get out, unlock the gate and go in. They're going to go the extra 500 feet to save time. So that makes that road superfluous. There's really no use for it. But you have to have it under the Ohio Fire Code. There were some issues I'm understanding about where to put the drives and how far apart they could be. And in the fire code under 104.3 it says that they have to be 1/2 of the hypotenuse of the depth of the property by the width of the property. And then you get that diagonal line that comes out to 1567 feet. Half of that would be 783 feet. You have 784 feet, you can't fit a second road on there to meet the Ohio Fire Code. Whether that's wearable or changeable, I'm not a fireman so I don't know, but that's a concern I have.

The density was calculated at 5.8 based on 23 acres, but you said you had 9.9 acres of open space. You're calculating the density including the open space. But if you remove that open space, that density number really goes way higher with all the houses. And looking at this, it looks like they're packed in a little tight. I know you can, on a state route, have one driveway up to 99 units and you're OK. One road, up to 99 units, and that's a good thing and that's probably a better number. But I don't know if that's something that you would consider adjusting for later down the road.

The stormwater pond, I calculated the number of cubic feet in water. What does your pond hold in terms of inches of rain? If two inches of rain fell in 24 hours, would your ponds hold it? Because concrete obviously is going to shed all the water, it's a factor of 1. Where grass is a factor of .7. My question is, is if we have two inches of rain, is your pond big enough? Because

sometimes we have 4 inches of rain. Last summer we had five inches of rain. I got to know that this pond, which looks well designed, is going to hold that kind of rain. Another concern I had is, it looks like your pond is about 20 feet from the back door of some of these units. If I were not an older person, say a person was babysitting their grandchild, anybody that's ever had a grandkid in their house, the kid goes out the back door, you're not even out of your chair to the back door before they're halfway across the yard. Having a six-foot-deep pond 20 feet away, gives me concern. Are we going to buffer that pond with any kind of reed like the Ohio EPA says where you put a natural, it looks like a fence, but it's not, it's just like cattails. Or are we going to actually fence this in. It is a safety concern and I do know if you build a pond anywhere in this Township that's more than three feet deep in a residential area, you have to fence it just like a swimming pool. That's my concern there. Those are my big ones right there.

My first question to get answered is how many inches of rain can your pond handle? Redwood responded with the one-year storm is 1.99 inches of rain. We're designed for the 100-year storm. It's dramatically more than 2 inches.

Baughman continued, two inches of rain over 23.55 acres is 170,924 cubic feet of rain at one-inch depth. And that's assuming no absorption at all.

Redwood responded that the pond is 260,000 cubic feet. Some water goes out as some comes in.

Baughman continued, So 170 for an inch of rain to 260, it's not hard to do the math there. Are you going to build fore-bays into the ponds? The Ohio EPA recommends the fore-bays as a way to reduce the pollution so you don't have stuff going downstream. The fore-bay I think would be a really good idea and I'd like to see that, but I don't know what you have planned for that.

Redwood stated for the pond, if it's in your regulations that you have to have a fence around the pond, we're going to have to meet the regulations or we are going to have to ask for a variance. As far as the safety concern, wet ponds, we put in a 10-foot safety bench. That's supposed to help deter that. If someone were to fall in, it's one foot of depth over 10 feet that they would be able to stand back up before it starts to drop off.

Baughman clarified, It's the pond, and then it levels out just below the water for about 10 feet. So if a kid walks out there, their ankles wet, not neck deep.

Redwood continued, at the top of the pond we put a 10-foot bank to make sure it's flat.

Baughman noted the traffic rate was at 7, which is right in line. Actually, your number was a little high, 959 is what I came up with calculating 7. So, your 993 was a little high on the AADT calculating. Basically 7 trips per unit. That was how you calculate how many trips, that number was good. How deep are these driveways? How wide are these driveways? If me and my wife and my 17-year-old son live in one of these apartments and there's three bedrooms, I'm assuming there is going to be a place to park three cars, one's obviously going to be in the garage. Are two going to fit in the driveway?

Redwood replied that all the units are two bedrooms and driveways are 25 feet. That's two cars in the driveway and two cars in the garage.

Baughman proceeded, let's talk about the right-of-way on the roads that you're going to create, that are private roads. What's the right-of-way width? I'm talking if the fire truck has to get down there. How wide are your lanes and how wide is everything off of the right-of-way?

Redwood stated it's 22-feet with a 4-foot sidewalk, that is the pavement section, for both directions. There is no parking anywhere on the street.

Baughman stated there is only eleven spare parking spaces for the whole development. You also don't have any park-ish areas where, if I had my grandkids and I want to take them, put them on a swing. I didn't see any place where you had any park-ish areas for swing-sets or running the dogs. I know you allow pets. It just seems that it's packed in a little tight and the density is 141 for that acreage and you're at 137. There's no room for a lot of things. I just wonder if there were other things that were going to fit in there or if that's a possibility at this point.

Redwood responded for the guest parking, there are 33 extra spaces.

Baughman clarified that is 33 extra spaces for 137 units. When we were talking about a secondary entrance, was there any discussion about doing it any other way than what you have here on this map?

Redwood answered with: I don't really know how else it would be done. I know what you're saying about emergency access. I think the thought behind that is; If there was an accident to block that primary access, there would be another way for a vehicle to get in. Kurtz stated that is correct.

Baughman continued, nobody suggested any other way like cutting through the fence here at the fire station to create a fire truck driveway? Redwood replied they did ask that and were turned down from the township. Baughman said, I have an email from ODOT that says we would prefer that too. That's what I want. I think it makes more sense to put a fire truck straight into your development than to run it out on Route 60. If they're going straight on an ambulance run into your development as opposed to stopping traffic to get the ambulance to your development, it just makes more sense to me. I don't know if that's something that could be doable or changeable in the future too, but it would be something I would definitely like to see if this goes forward.

I do have other questions and if you could answer them afterwards, those are the key ones that have my concern. If someone could answer the density question tonight. When you calculate your density, you calculated with the 9.9. Because without that 9.9 of open space, the remaining acreage comes out to 10.

Redwood replied I don't understand why you would take out the open space.

Baughman stated because you are not putting houses in there.

Redwood said density is always calculated on per-acre, whether it is open space or not, that is how it's done. That is how we did ours. Doesn't matter how much space there is or anything else.

Baughman responded, And I understand that completely. Take an example where you buy a piece of property that's 23 acres with a 15-acre lake. You're only going to have eight acres to build on. Your density is not going to be with that acreage that you can't use. It's going to be based on the land you can actually build on. That's why I was asking the question. If you find a way to get rid of the stormwater, you don't have to put the pond in, yeah. If we had storm drainage systems you certainly could build more units in there.

Redwood stated, you're right that if we have 15 acres of water and whatever. Then we would not purchase that because we wouldn't get our density where we needed to be. But someone could build a 3 or 4 story apartment building and get their acreage & density that they need. We would not personally do it because, to your point, we could not get our density.

Eric Smith was ready to address the traffic question. It took me a minute to do the math. When we do traffic engineering, look at peak hours, we don't look at daily trips. You look at an AADT (average annual daily traffic), that's a bidirectional count for the road. They put a counter out there for 24 hours and they collect. We all know that during the morning and afternoon, whenever there's a lot of traffic. But at 3:00 in the morning, there's no traffic. So the time of day really depends, it really matters. So what we do in traffic engineering is we look at the worst, the heaviest times, AM and PM. AM everyone's going to work, taking their kids to school, whatever they're doing. PM is generally higher for residential land use just because you've got people coming home from work, maybe going shopping, going out for the evening where the case may be. During the PM peak hour, we had traffic counts done at Wine Road and 60 just this past summer and there's about 1000 cars. Bidirectionally, 500 in each direction during the PM peak hours. So in that peak hour, the engineering industry with the science has given us analysis tools to analyze what happens during that peak hour. So we look at an hour of the day. Then within that hour, we count every 15 minutes. Within those 15 minutes we look at variations even within that 15 minutes and we raise that overall, when we do capacity, and we raise that overall hourly value based on that 15-minute variation. So during that hour, I can't tell you about all day, but the analysis during the hour. No one on 60 is stopped. They're not stopping because of this development. There's no light, there's no stop sign, so everyone's just going up and down. If you need to turn left to go in, you'll get in your turn lane, you're out of the flow of traffic. You'll wait for a gap of southbound traffic, and you'll make your left. If you're waiting to get out, our levels-of-service say, you're looking for gaps. If you try to turn right-out, usually isn't a problem. Left-out, could be a challenge. You've got a 5-lane road. Our analysis, which is based on National Science and Transportation Research Board and all this engineering stuff, they say that you'll have a level-service "C", which is pretty average. Actually pretty darn good for a suburban area, a suburban rural-ish area that we have here, a transitional area. ODOT and all of our houses say that turning left out of there is going to be, it might take you a couple minutes to find that gap, but then you go ahead and shoot the gap. That's how it is on every drive along this piece of road, unless there's a traffic light. You're pretty close, you're pretty right, we're going to be adding 78 cars. 78 trips to enter an exit. Out of, during the PM peak hour, which is roughly about 7 to 8%. Your AADT numbers were pretty good, 10% more. But I'm going to tell you also that the capacity of a lane of traffic. One lane of traffic in general is 1900 passenger cars per hour per lane. 1900. That's the most you can get based on all the smart people, way smarter than I am, that have written all the capacity analysis books, the traffic books and everything that ODOT

uses and that I've studied throughout my career. If you have four lanes out there, you really don't have the 5th lane because that's for turns. But it's very important to have that fifth lane so you get out of the flow of traffic. You know that's 7000 or so cars that you can push up and down during that peak-out. Of passenger cars, that doesn't include trucks. You have to adjust down, but whatever. What I'm here to tell you is the 1000 cars sounds like a lot of cars, which you've got four lanes of traffic to handle those thousand cars. It's not at capacity. There's a lot of capacity on that road.

Baughman interjected, we don't have four lanes. There's two lanes and a turn lane. There's a northbound lane and a southbound lane on 60. So that packs it down double.

Redwood continued, that's all that means is that now you've got 4000 cars, roughly 4000 cars of capacity. And 1000 cars out there. I'm just saying it's still nowhere near capacity. But if we're currently at 10,000 a day and that AM hours that you talked about, that 10,000 is happening all in that 12-hour daytime window. So that capacity is already up there. Yes, there's no traffic jams on 60. I don't think anybody in the room would argue with you that there are no traffic jams at 3:00 AM. But at 2:45, when the school lets out, you're not getting out of Kneisel, you're not getting out of Haber Road and unless you're experienced in dodging traffic, you're not getting out as a pedestrian either. And that concerns me because two of our schools are at Sailorway & 60, which is .8 miles up the road. That's what impacts the traffic, everybody from the country that comes up to pick up their kids that don't ride the bus, driving in at 1:00. And I kid you not, folks, they start parking at 1:00 outside the school for the school to get out at 2:45. And when they do, it's bumper to bumper traffic for 45 minutes to get in and out. So that number is way high. We have a traffic jam every day, but an hour later it's gone. But my problem is with Kneisel, if everything's dumping in here in the morning. With 137 units, let's assume that half will go to work. In the morning, just assume. So that's what, 60ish, 60 more cars going by that intersection means 60 less spaces for those cars to get out themselves. But that's not your problem, that's our problem because the roads are crowded. But I'm just saying it's adding to it and it's putting us very close to the point where we can't fit any more cars. I'm not saying we shouldn't build more houses. Just saying. We have a bad situation with the road. If the river bridge is an example, when closed like it was several years ago. Everybody on the east side of Vermillion has to come down Route 2 and come up through Vermilion Township to get to the West side of Vermilion and vice-versa. It's the only artery in the Township. It's the only way to get to the city of Vermilion. It's the main artery. It's not a rural arterial road, it's a main road. It'd be like shutting down Route 2, if you shut down part of Route 6 somewhere, we have a traffic jam, a bad one. As soon as ODOT gets some money, they'll fix the problem. It's the roundabouts, traffic lights, widening the road. The statistic the engineer for ODOT gave me was. It is literally 10 times easier to get a roundabout than it is to get a traffic light. It's a lot easier to get one.

Redwood interjected, there's no warrant for a roundabout. There're warrants for traffic signals, and you don't have the side street volumes to meet the thresholds that trigger the need for a traffic signal. ODOT just won't put them in. I deal with District 3 and Ashland all the time. And I apologize for I probably look really stupid not knowing. I was refreshing my memory of this study, I did it months ago, and I was looking at the road. Baughman said it refers to it as a minor arterial rural road and that's not what 60 is. Redwood replied that is how ODOT categorizes it.

Kurtz thanked Trustee Buckman and continued to public participation. Kurtz asked if everyone signed-in that wanted to speak and extended the speaking time from 3 minutes to 5 minutes. Kurtz stated I just want to make sure everybody that does want to speak is You have 5 minutes to speak.

Dan Ladrach of Route 60 stated they've lived out here 46 years. I'm the third generation living out here. My grandfather helped build this road out here. It used to be called Vermilion-Savannah Road/State Road/Route 60 and he helped build that road out there. When I was a kid, it was very narrow. But now it's getting a little rough. Especially, like you said, at school time. They answered a lot of questions on that. Next thing I'd like to talk about is the water problem. They said they are going to put two ponds in. We've got five ponds up the up the road over there and they're having to pump them out because of all the rainfall and the way it is draining. We just did a whole year study on drainage. I don't know if any of you came to our meeting for the water. It's getting bad. And all the water comes down right now to Edson Creek, which is right down here and goes behind the Junior High school. Now they're going to put condos back there. And where's that water going to go? They said they're going to put 2 ponds, but we've already got 5 ponds out in the Township that have to pump them because they get too much water. All that water is going to come down here. That farmland back here, we got woods back here. The water used to be so bad up there. Bruce Palmer used to own that land. Back during the WPA days, that thing was all trenched and drained with tile. That was not taken care of like it was supposed to over the years. So now we're looking at all that water coming this way. People from the West side of 60 and Mason Road are having problems. I'm on Trinter Road and we have problems. In 1992, we had a tornado go through. In 1995 we had a tremendous flood. We were row-boating down 60. After that, I spent \$100,000 to put tile in my yard and around my house. I had a new septic system put in. I had to have the walls on my basement fixed. We used to have one tile go across the road on 60 for about 1200 or 1500 feet. After I did all that tile work, I wanted them to put another trench and pipe across the street. Everybody refused. The county, the state, the Township and Marcy Kaptur all showed up. I got them to put a catch basin in. They all split up the cost for the tile across the street, which helped quite a bit for that one area. I want to know where the water is going to go. All that water is going to go in Edson Creek and it has been flooding for years. We need to get it fixed. We fought for years to keep all this land for stores and so forth. I can't see them turning that into residential instead of business. Thank you.

Brian Novotny of State Street commented: My problem with Redwood is they want to get rid of all the commercial area. I don't think this is a very good idea. A lot of trouble was made to turn that into commercial. I guess my question to Redwood is, is there any way that you can build behind, leave the commercial there and then build behind it? That wouldn't be a problem. Getting rid of the commercial land, is that in the best interest of the township.

Don Rowe of Kneisel Road stated I built that house 32 years ago. Kneisel Road has always had a high-water table. It used to be flooded all the time before there was even any houses there. The concern that everybody has about water issues is a real deal. When they built Sassafras Road behind our properties, there were promises of a ditch back there that would be

continuously maintained for the water runoff. They know there's an issue. Route 2 is higher; all the water flows down there. Ditch has never been maintained. There is ditch guy in Sandusky. He said that they don't maintain it. The water issue is a real issue, and maybe more so than normal because it's an extremely high-water table, on both sides of Kneisel. Next, the electric from the substation. When I built my house, it was a one level substation covered up by evergreens. You couldn't even see that it was a substation there. Since all the building on throughout 60 and everything going up, the houses, the apartments there are three different levels on there now. My concern is since that has happened, there have been several power outages there now. I don't know that that's been addressed. For the traffic study. I like what this guy said about the traffic study, I like what Kenn said about the traffic study. When did that study take place? What time of the day, what was the actual day of the week? Have they addressed issues that have been brought up in the meetings, like proper barrier fences, are they going to be arborvitae or fences. From the beginning when the development was back here there were promises made. There was never supposed to be apartments over there, there was supposed to be all premium homes. When a money thing happened, they became apartments. The people that have the homes back there, they have to drive through all the apartments to get to their homes. That wasn't part of the original plan. There was supposed to be a clubhouse. What would we have as fail-safes, if that happens. If there is a bankruptcy, because that happens. A zoning board member that sometimes they'll promise you a lot and sometimes not deliver. This is meeting number three. All the residents that have spoken, I do not believe that anyone is in support of the apartments being built in that strip of property that the zoning is requested to be changed on. I've realized it's going to come back to our trustees. Thank you.

Vicki Moore of Chardonay Circle stated: I'm the first person that bought one of the homes. My big concern also is water. This Creek, I know they've revamped and moved a lot of the water from up to 60. There's always been a water problem. I've lived here since 2007. And I can tell you that that ditch creek fills up very fast. When it rains a couple inches, it fills up fast. And if anybody's ever had any problems in their basement, it cost thousands and thousands of dollars. I've done a lot of landscape to make the property nice. It's a nice area. I enjoyed shopping at Novotny's when this was farm land. Unfortunately, it's not here. I agree with the 150-setback leaving that zoned for commercial. Wind Street was supposed to be luxury condominiums when I bought the house. Sounded great. Then all of sudden they start building these apartments and I see turnover, unbelievable turnover from those apartments. I know people live there. My mother lives there. There's a lot of people that have way more than two to four cars that live over there. You can't put the cars in the garage, they sit outside. There's multiple people living in those units. It's very hard to get out of my road to go up Wine Street. Everybody's got their cars parked all over the place because there's way too many cars, way too many people in 58 units. I know that they've got cars jacked up in the garages and all kinds of stuff. The ambulance goes in there they have to have a heck of a time getting through there because of the cars. They say 25 foot back from the garage. That seems like a lot farther than what it is. It's a pad that will hold two cars outside the garage. Then go over where there's concrete; here's not supposed to be

any cars parked over there, but there often are. Making it harder to get out. If I go to visit somebody that lives over there and I know a lot of people that live there. You can't hardly get out because they got cars parked. There is just cars parked all over because there's not enough room to maneuver to get around. Traffic is another huge problem to try to get out of Wine Street. At any given time, except for 1:00 or 2:00 in morning. To get out of there and try to turn left I might as well just park my car. I'm going to sit there for sit there for sometimes 10 minutes. Unless want to be a daredevil and run in front of cars. It's not safe. To turn right it's almost as bad. You've got somebody here going to turn left and you can't see around them. The traffic is horrible. There's way too much traffic. There's so many kids from the schools you can't hardly get through. For the fire trucks and ambulances get out here with the busy time of day I don't know how they do it. There's a lot of older folks that live over there and a lot of times the ambulance goes back there. They said the wall is going to be 50 feet back from the creek plus another 50 feet. Where is the wall going to be, how tall? What kind of plants are they going to plant? The patio of my house backs up to the creek, I see the farm land. There's a lot of issues with all of these over there. Thank you.

Eric Smith of Redwood commented: the counts were conducted on Tuesday, July 11th 2023. We submitted a letter in September addressing that timing. We got a call from Redwood in Vermillion to move forward with the study, they have the site plan. We call ODOT District 3 to see what they need, they're totally in charge of this road. They say where to study. It just so happens this one landed in July. Folks said school was not in session, why do a count in July? Because we can't wait for September, we would be here for three more months. Commerce doesn't work that way. The world doesn't work that way. ODOT understands that. Traffic engineers understand that. ODOT has Design Hourly Factors.

They have count stations all over the state. They categorize their roads. These roads all over the state of Ohio some have seasonal variation. If we were in Sandusky, you would complain if we didn't count in July because of Cedar Point. Since we're Vermillion, counting in July is a bad thing. So what ODOT does is they look at design hourly factors, it's a bunch of numbers based on the day of the week. We always count on Tuesday, Wednesday, Thursday. You don't have any weekend, taking the day off or whatever. And not Holiday Week. Those are the rules for traffic counts. We look at the day of the week, the category of the road and the date it was taken. Then we go to a database, and it says for us to convert that volume to a design hourly volume. You wouldn't design the road for Christmas around the mall. You would have eight lanes and you don't need them. We employ a factor of 19. One point one nine percent increase. When we counted the 1000 or so cars going both directions on 60. Then we added another 190 cars. Does that take care of the school? I don't really know. That's a big increase. Then we look at 10 years out. Erie County said the growth rate is ½ percent a year. We took the counts we had, adjusted them for the date, the time of year, day, etc. And added 20%. Then we added half percent a year for 10 years. So that's another 5%. Those are considered the factors of safety. Then we performed our analysis. I hope that explains how we account for variations in the time of year with counts. And that's how ODOT does it. They are in charge it's their rules. For the question about commercial, retail in general is going to generate a lot more traffic than the residential. Residential is just peak hours, retail is all day. If you are fighting for retail, you

shouldn't be complaining about traffic. I'm not saying you shouldn't have the retail. From a traffic perspective, you are going to be better off with the residential.

Patricia Rakoci from Redwood stated: there has been a lot of conversation from adjacent property owners and the Zoning Commission. We provided the trustees with a buffering landscaping plan. There will be mounding around three to five feet. There will be 76 trees on the back-property line. The trees will be maple, oak, cypress, spruce, white pine and redbud. Grass will be seeded and taken care of. The mature height of the maple will be 40-50 feet. That will be over the course of the years.

Baughman stated a maple tree does not meet the standards required for a buffer. There are performance stands for between commercial and residential. A pine tree, arborvitae, fence or walls are good. The good news is you are considered PUD up against PUD. Similar zoning doesn't need a barrier. The buffer part doesn't exist. A buffer is not required around the north side of the property and down the back side. Maple trees are nice. If you want to create something that would qualify as a buffer to the single house residents in the back, you should plant some pine trees that actually block the view. That's what I think they want, they want the view blocked.

Rakoci replied they could do more pine trees as they are cheaper, but they were thinking of more of a mix of deciduous and pine trees.

Baughman noted the trouble is once the leaves fall off the buffer is insufficient. We want to get it right this time.

Rakoci stated if you want more pine trees, we will give you more pine trees.

Baughman said that can be figured out before the final plan. When we're buffered against commercial property, which this is, you would need a buffer. We may not always be your neighbor. You have to plan for that. The blueprints on the driveways, on the Northern driveway, you have one lane in, one lane out. The Village at Edson Creek has one lane in and two lanes out. The car wash has one lane in and one lane out, but it is just one car wash. Wine Street has one lane in and two lanes out. That is a left and a right coming out. You should also have a left and a right coming out.

Kurtz adjourned the public hearing at 7:08pm.