



COMMISSIONERS

Chair Andrew Lund

Dennis Richmond, Brett Weddell, David Gibbs, Ryan Adams, Phil Schrock, Nick Kieffer, Alan Metcalfe, Youth Advisor: Brayden Wiese

TRAFFIC COMMISSION

Regular Meeting Agenda

May 15, 2025 – 4:30 PM

Goshen Police & Court Building, 111 E. Jefferson Street

To access online streaming of the meeting, go to <https://goshenindiana.org/calendar>

I APPROVAL OF MINUTES

- a. January 16, 2025

II PUBLIC COMMENT

III OLD BUSINESS

IV NEW BUSINESS

- a. Johnston Street – On-Street Parking Restrictions
- b. On-Street Parking Delineation Request – Johnston Street
- c. Leroy Street & 13th Street – Stop Sign Request

V OTHER BUSINESS/DISCUSSION ITEMS

- a. Subdivision Parking Discussion Group

VI ADJOURN

The next regular meeting is scheduled for June 19, 2025, at 4:30 pm.



COMMISSIONERS

Chair Andrew Lund

Dennis Richmond, Brett Weddell, David Gibbs, Ryan Adams, Phil Schrock, Nick Kieffer, Alan Metcalfe, Youth Advisor: Brayden Wiese

TRAFFIC COMMISSION MINUTES

January 16, 2025 – 4:30 PM

The January 16, 2025, Regular Meeting of the Traffic Commission was called to order by Chair Andrew Lund at 4:30 pm in the Court Room at 111 E. Jefferson Street.

COMMISSION MEMBERS PRESENT

Chair Andrew Lund, Youth Advisor Brayden Wiese, Brett Weddell, Dennis Richmond, Nick Kieffer, David Gibbs, Phil Schrock, and Ryan Adams

COMMISSION MEMBERS ABSENT

Alan Metcalfe

STAFF PRESENT

Dustin Sailor, Tara Hetler, Mayor Gina Leichty, Amanda Guzman, and Michael Wanbaugh

PUBLIC PRESENT

I APPROVAL OF MINUTES

Action: Commissioner Weddell motioned, seconded by Commissioner Kieffer, to approve the November 21, 2024, meeting minutes. Motion carried 6-0.

II PUBLIC COMMENT

III OLD BUSINESS

IV NEW BUSINESS

a) Denver Street – Request to restrict left turns onto Lincoln Avenue

Action: Commissioner Weddell motioned, seconded by Commissioner Gibbs, to deny the restriction on left turns onto Lincoln Avenue from Denver Street. Motion approved 6-0.

b) 211 Queen Street – Request to install a reserved parking space for persons with disabilities

Action: Commissioner Gibbs motioned, seconded by Commissioner Weddell, to approve the installation of a reserved parking space for persons with disabilities at 211 Queen Street. The need for this parking space is to be reviewed annually. Motion approved 6-0.

V OTHER BUSINESS/DISCUSSION ITEMS

VI ADJOURNMENT

Action: Commissioner Weddell motioned, seconded by Commissioner Adams, to adjourn the meeting. Motion carried 6-0. The next regular meeting is scheduled for February 20, 2025, at 4:30 p.m.



**ENGINEERING DEPARTMENT
CITY OF GOSHEN**

204 East Jefferson Street, Suite 1 • Goshen, IN 46528-3405
Phone (574) 534-2201 • Fax (574) 533-8626
engineering@goshencity.com • www.goshenindiana.org

MEMORANDUM

TO: Traffic Commission

FROM: Engineering Department

**RE: REQUEST FOR ON-STREET PARKING RESTRICTIONS –
JOHNSTON STREET**

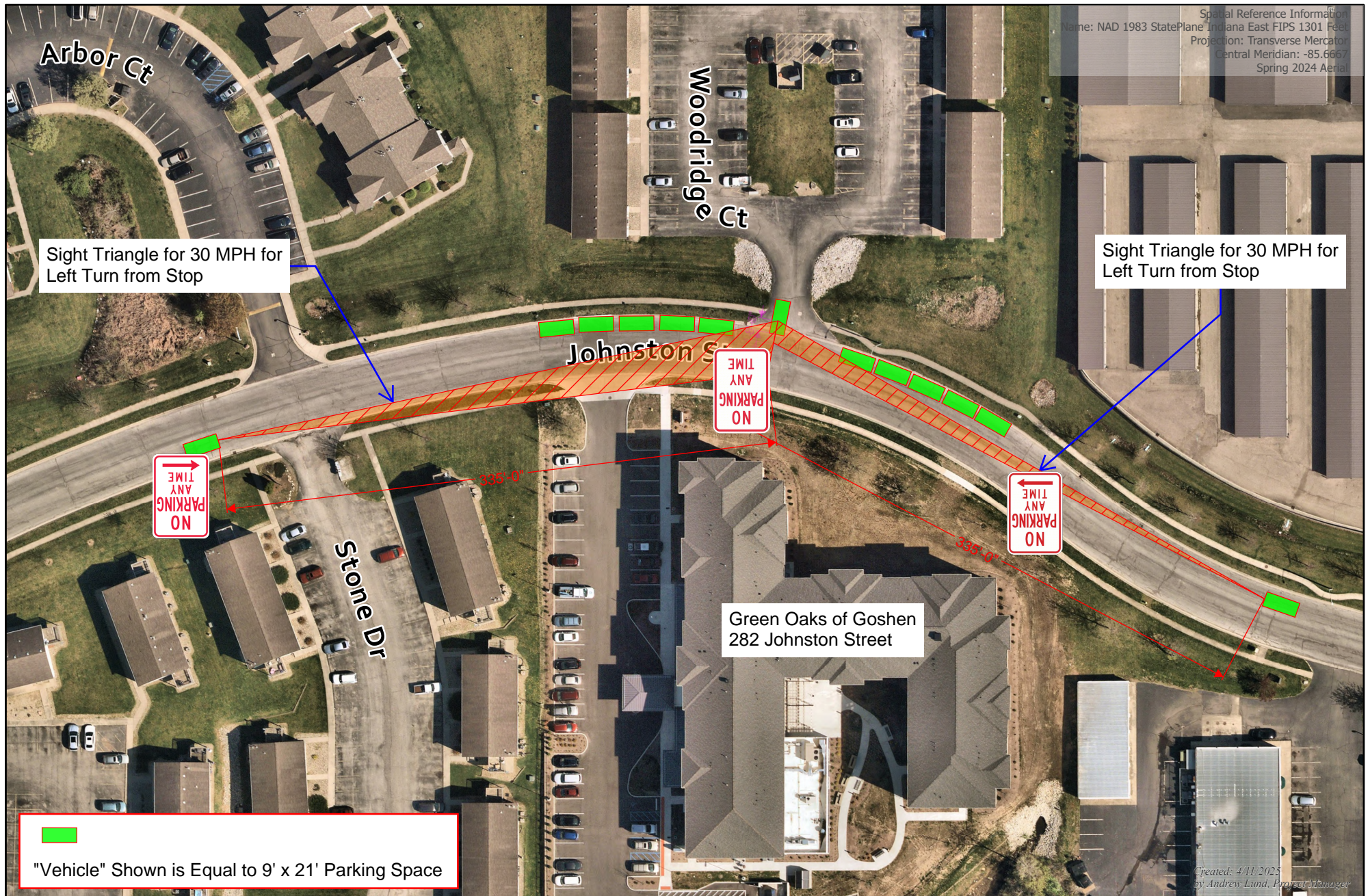
DATE: May 15, 2025

Goshen Engineering is presenting a request to post No Parking signs in certain areas along Johnston Street. All the proposed parking restrictions are shown in Exhibit C.

After reviewing sight distance concerns related to the current parking usage along the south side of Johnston Street near Green Oaks (282 Johnston Street), Engineering staff believes there is reason to restrict on-street parking along the roadway immediately adjacent to 282 Johnston Street (see Exhibit A from previous Request for On-Street Parking Delineation). These restrictions would ensure that drivers exiting the Green Oaks site are able to make a safe turn onto Johnston Street. Proposed parking restrictions would occur on the south side of Johnston Street, immediately adjacent to 282 Johnston Street, extending west of Stone Drive (see Exhibit A).

Assuming that on-street parking would occur on the north side of Johnston Street after these initial restrictions are posted (see Exhibit A), and considering the larger number vehicles that may park along Johnston Street for events at Green Oaks, Engineering staff would also propose additional parking restrictions along the north side of Johnston Street, to prevent vehicles from parking along both sides of Johnston Street (see Exhibit B and Exhibit C).

Exhibit A – Sight Distance Map with On-Street Parking on
North Side of Johnston Street and
No Parking posted near 282 Johnston Street



Spatial Reference Information
 Name: NAD 1983 StatePlane Indiana East FIPS 1301 Feet
 Projection: Transverse Mercator
 Central Meridian: -85.6667
 Spring 2024 Aerial

City of Goshen

Sight Distance with On-Street Parking near 282 Johnston Street - North Side

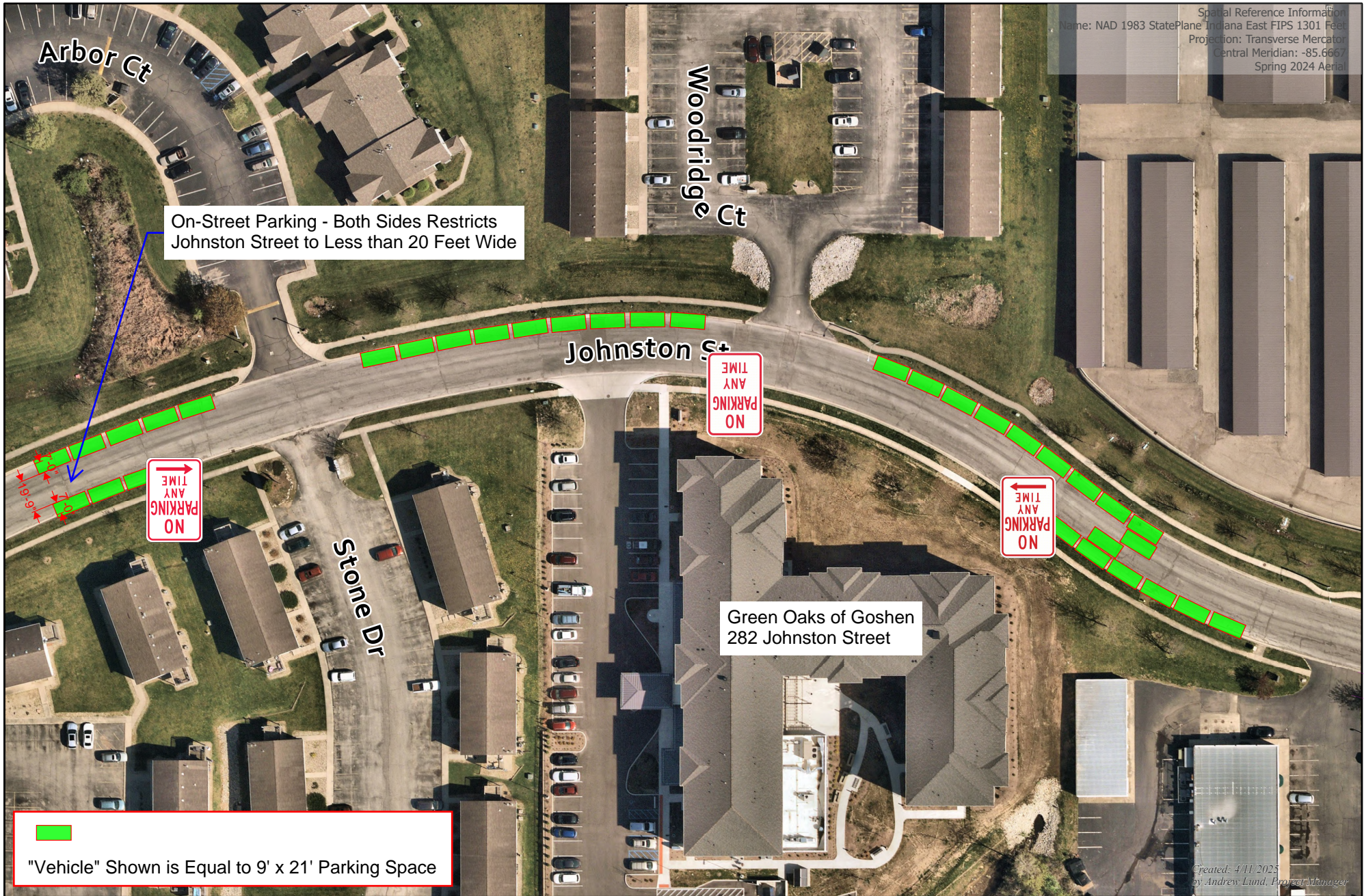


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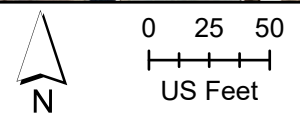
The City of Goshen's Digital Data is the property of the City of Goshen and Elkhart County, Indiana. All graphic data supplied by the city and county has been derived from public records that are constantly undergoing change and is not warranted for content or accuracy. The city and county do not guarantee the positional or thematic accuracy of the data. The cartographic digital files are not a legal representation of any of the features depicted, and the city and county disclaim any assumption of the legal status they represent. Any implied warranties, including warranties of merchantability or fitness for a particular purpose, shall be expressly excluded. The data represents an actual reproduction of data contained in the city's or county's computer files. This data may be incomplete or inaccurate, and is subject to modifications and changes. City of Goshen and Elkhart County cannot be held liable for errors or omissions in the data. The recipient's use and reliance upon such data is at the recipient's risk. By using this data, the recipient agrees to protect, hold harmless and indemnify the City of Goshen and Elkhart County and its employees and officers. This indemnity covers reasonable attorney fees and all court costs associated with the defense of the city and county arising out of this disclaimer.

The City of Goshen
 Department of Public Works &
 Safety Office of Engineering
 204 East Jefferson Street, Goshen, Indiana 46528
 Phone: 574-534-2201 Fax: 574-533-8626

Exhibit B – Potential On-Street Parking during Larger Events at 282 Johnston Street



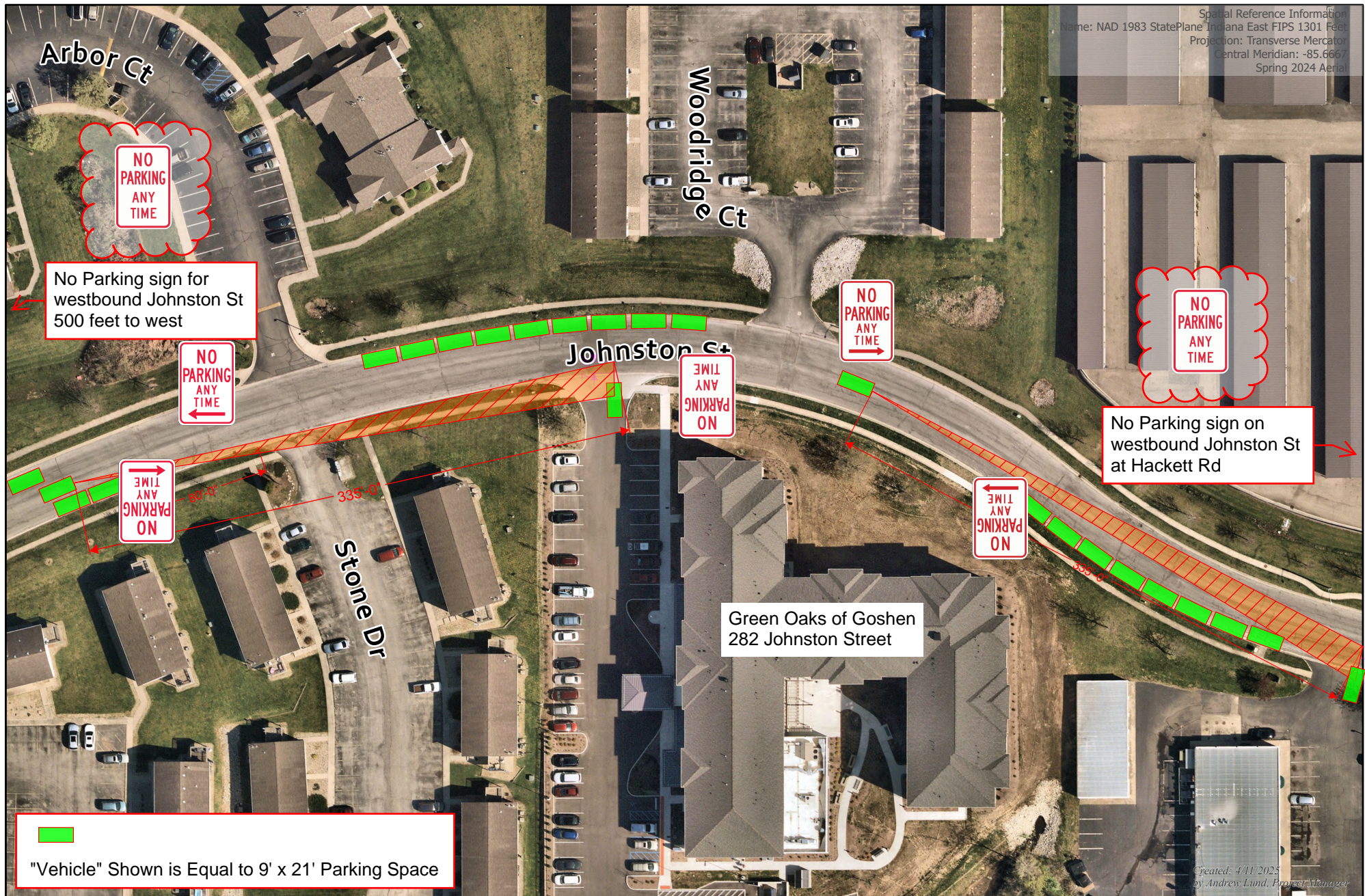
City of Goshen Possible On-Street Parking During Larger Events with Parking Restrictions on South Side of Johnston Street



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Exhibit C – Sight Distance Check and Proposed On-Street Parking Restrictions along Johnston Street



City of Goshen

Sight Distance with Proposed On-Street Parking Restrictions along Johnston Street

The City of Goshen's Digital Data is the property of the City of Goshen and Elkhart County, Indiana. All graphic data supplied by the city and county has been derived from public records that are constantly undergoing change and is not warranted for content or accuracy. The city and county do not guarantee the positional or thematic accuracy of the data. The cartographic digital files are not a legal representation of any of the features depicted, and the city and county disclaim any assumption of the legal status they represent. Any implied warranties, including warranties of merchantability or fitness for a particular purpose, shall be expressly excluded. The data represents an actual reproduction of data contained in the city's or county's computer files. This data may be incomplete or inaccurate, and is subject to modifications and changes. City of Goshen and Elkhart County cannot be held liable for errors or omissions in the data. The recipient's use and reliance upon such data is at the recipient's risk. By using this data, the recipient agrees to protect, hold harmless and indemnify the City of Goshen and Elkhart County and its employees and officers. This indemnity covers reasonable attorney fees and all court costs associated with the defense of the city and county arising out of this disclaimer.



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MEMORANDUM

TO: Traffic Commission

FROM: Engineering Department

RE: **REQUEST FOR ON-STREET PARKING DELINEATION ON
JOHNSTON STREET**

DATE: May 15, 2025

Goshen Engineering received a request from Green Oaks of Goshen for pavement markings to be installed along Johnston Street for on-street parking. The request notes parking challenges on-site at 282 Johnston Street due to limited spaces available, and that striped parking stalls would help provide a more efficient use of on-street parking space.

On-street parking is currently permitted on both sides of Johnston Street, though not delineated, and the speed limit is posted at 30 MPH, with an 85th percentile speed of 32 MPH (recorded in 2022). The roadway pavement is 34 feet wide. Engineering staff performed a preliminary review of the area near Green Oaks and found that vehicles parked on the south side of Johnston Street, near Green Oaks, appear to obstruct sight distance for drivers exiting the Green Oaks development. Engineering staff have also noted minimal usage of on-street parking from other apartment buildings and businesses along Johnston Street.

Green Oaks of Goshen is a four-story, 120-unit assisted living facility. Per Goshen's Zoning Ordinance, 180 parking spaces would have been required for the Green Oaks facility (as a Nursing Home). However, 54 spaces were proposed for the development. The reasoning that few residents of the Green Oaks site would still drive was provided as support for the parking variance. Further justification was based on parking ratios of an Assisted Living "Use Group", as described in the Institute of Transportation Engineers *Parking Generation Manual, 4th Edition* (ITE Manual). According to the ITE Manual, the average parking supply ratio of an Assisted Living site is 0.6 spaces per unit, and the average peak period parking demand is 0.41 spaces per unit, with an 85th percentile of 0.54 spaces per unit. Green Oaks supplies 0.45 spaces per unit. See Exhibit B for the narrative provided by Green Oaks in support of reduced parking. The site has 50 common-use parking spaces and 4 reserved (ADA) parking spaces.

On Friday, April 11, between 12:30 PM and 1 PM, engineering staff performed a parking occupancy count and found 6 open, non-reserved parking spaces, and 1 open reserved (ADA) parking space.

Engineering staff reached out to Green Oaks and learned that there is a consistent need for on-street parking. Green Oaks staff have observed as many as 10 vehicles park on the street on a typical weekday. However, on-street parking demand grows during regular events. Twice a month, vehicles park along the entire Green Oaks property. Once every quarter there are larger events where up to half of Johnston Street is utilized for on-street parking.

Because of the location of the Green Oaks development on the inside of a horizontal curve along Johnston Street, on-street parking on the near side of the street poses a sight distance issue for vehicles exiting the Green Oaks drive. Due to these concerns related to sight distance, as well as minimal on-street parking usage elsewhere along Johnston Street, Engineering staff would not recommend delineating on-street parking.

See Figure 1 – Figure 3 for images from Green Oaks, and Exhibit A for the sight distance evaluation with current on-street parking.



Figure 1. Looking west from the Green Oaks drive at 282 Johnston Street, at the approximate position of driver's point-of-view.



Figure 2. Looking east from the Green Oaks drive at 282 Johnston Street, at the approximate position of driver's point-of-view.



Figure 3. Example of parking occupancy at the Green Oaks site on a Friday afternoon.

Exhibit A – Sight Distance Map with On-Street Parking on South Side

Exhibit B – Narrative by Green Oaks in Support of
Reduced Parking Requirement and
Signed Ordinance

Green Oaks of Goshen Narrative Summary

Green Oaks of Goshen will be a newly constructed four-story elevator building, 120-unit assisted living facility located at 282 Johnston Street Goshen, IN 46528. Green Oaks of Goshen will provide assisted living, along with personal care and supportive services, to seniors aged 62 and older to allow them to age in a pleasant, safe environment.

Green Oaks of Goshen will include 49 studio assisted living units, and 71 one bedroom assisted living units. All of the units will contain a kitchenette with a sink, refrigerator, and a microwave, and the kitchenette will be fully adaptable to a full kitchen as needed. The units will also include a full private bathroom with grab bars and a shower, either a sitting/sleeping area or a bedroom and sitting area, individual heating and air conditioning, and an emergency alert system. Green Oaks of Goshen will also have a dining room and commercial kitchen that serves three meals a day and snacks, and the facility will contain a fitness room, beauty salon, game room, activity rooms, library, and lounges. Certified staff will be on duty 24 hours a day, and the facility will provide transportation for the residents.

Green Oaks of Goshen will be a licensed residential care facility (by the State of Indiana) and will provide assisted living services to its elderly residents, with all of the assisted living units affordable and eligible to accept the Medicaid waiver. All of the units will be assisted living units eligible to seniors whose income is at or below 60% of the Area Median Income. The assisted living services provided through the experienced management entity, Gardant Management Solutions, will include assistance with bathing, grooming, dressing, toileting, personal hygiene, ambulating, meals, shopping, medication delivery and reminders, transportation, housekeeping, and laundry.

Moreover, as an affordable assisted living facility, Green Oaks of Goshen will provide a better quality of life to elderly residents who need assistance with activities of daily living by keeping them out of nursing homes, while also saving the State of Indiana money related to the amount spent for Medicaid.

Green Oaks of Goshen Detail Requests to Goshen City Plan Commission

Green Oaks of Goshen site is currently zoned R-3 / PUD, and will stay R-3 as the underlying zoning, but the PUD will be changed and will be considered a "PUD MAJOR CHANGE". The proposed use is a Conditional Use in the zoning district. From the Goshen Zoning Ordinance standpoint, the proposed building Use is defined as Nursing Home – Group Care. Below find a zoning table outlining the requests to approve major changes and approve preliminary PUD site plans.

GREEN OAKS OF GOSHEN 11/26/19			
ZONING DATA			
ITEM	REQUIRED / ALLOWED	PROVIDED	NOTES
ZONING DISTRICT	R-3 / PUD, MAJOR CHANGE	R-3 / PUD	
GROSS SITE AREA	134,243 SF (3.08 ACRES)	134,243 SF (3.08 ACRES)	
USE	NURSING HOME - GROUP CARE HOME	NURSING HOME - GROUP CARE HOME	CONDITIONAL USE
BUILDING HEIGHT	3 STORIES	4 STORIES	
LOT AREA PER DWELLING UNIT	2,000 SF	1,118 S.F.	
DENSITY	20 UNITS/ACRE (61 UNITS)	38.9 UNITS/ACRE (120 UNITS)	
FRONT YARD	35'-0"	37'-2"	
SIDE YARD	6'-0"	28'-0" (EAST), 94'-8" (WEST)	
REAR YARD	25'-0"	152'-1 3/4"	
BUILDING COVERAGE	35% OF LOT AREA (46,985 SF)	19.8% OF LOT AREA (26,575 SF)	
BUILDING SIZE (GROUND FLOOR AREA)	43,560 SF	26,575 SF	
FENCE REGULATIONS	COMPLY WITH ARTICLE V, SECT. 5130	N/A	
OFF-STREET PARKING REGULATIONS	180 SPACES	54 SPACES	
LOADING REQUIREMENTS	2 SPACES @ 10' x 50'	1 SPACE @ 12' x 50'	
SIGN REGULATIONS	20 SF, 8'-0" HEIGHT (PUD)	18 SF, 5'-0" HEIGHT	
MISC. REGULATIONS - BUILDING LENGTH	200'-0"	260'-0"	
LANDSCAPE REGULATIONS	COMPLY WITH ARTICLE V, SECT. 5000	COMPLIES WITH ARTICLE V, SECT. 5000	SEE LANDSCAPE PLAN

Green Oaks of Goshen Parking and Loading Space Background

Goshen Zoning Ordinance's parking requirement for a Nursing Home occupancy is 1.5 spaces per dwelling unit plus one per doctor or other professional visiting the establishment on a regular basis. For the proposed Green Oaks of Goshen assisted living facility, that would translate to over 180 parking spaces required. In an assisted living community, few if any of the residents drive. Most of the parking demand is from the staff (approximately 25 on the largest shift).

Please see the attached, which is from the Institute of Transportation Engineers *Parking Generation Manual, 4th Edition*. This manual is a well-respected source for expected parking needs for various building types. For Use Group 254 Assisted Living, the average parking supply ratio is .6 spaces per unit. However, the average peak period parking demand during a week is .41 spaces per unit, and the 85th percentile is .54 spaces per unit. Green Oaks of Goshen would provide .45 spaces per unit, so that is above the average but slightly below the very high percentile of demand. Therefore, we believe the proposed quantity of parking will be sufficient for the anticipated demand.

Regarding loading, the Goshen Zoning Ordinance requires 2 loading spaces for a building of this size, and we propose 1 loading space. This is because an assisted living facility receives very little truck traffic - approximately 7 to 8 trucks per week. Those trucks are food delivery and trash pick-up. Therefore, based on this and the fact that the location of the loading is subject to natural site constraints, we propose having one loading space as it will be sufficient for this facility's needs.

Land Use: 254 Assisted Living

Description

Assisted living complexes are residential settings that provide either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons. They commonly have separate living quarters for residents, and services include dining, housekeeping, social and physical activities, medication administration and transportation. Alzheimer's and amyotrophic lateral sclerosis (ALS) care are commonly offered by these facilities, though the living quarters for these patients may be located separately from the other residents. Assisted care commonly bridges the gap between independent living and nursing homes. In some areas of the country, assisted living residences may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required. Continuing care retirement community (Land Use 255) and nursing home (Land Use 620) are related uses.

Database Description

The database consisted of a mix of suburban and urban sites. Parking demand at the urban sites was similar to that of the suburban sites and, therefore, the data were combined and analyzed together.

- Average parking supply ratio: 0.6 spaces per dwelling unit (27 study sites).

The majority of the data were based on the independent variable dwelling units, although some information regarding bedrooms was available. For the sites surveyed, the number of dwelling units was the same as the number of bedrooms and, therefore, the parking demand results were the same.

The following table presents the time-of-day distribution of parking demand for the suburban study sites.

Based on Vehicles per Dwelling Unit	Weekday		Saturday		Sunday	
Hour Beginning	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	—	0	—	0	—	0
5:00 a.m.	—	0	—	0	—	0
6:00 a.m.	—	0	—	0	—	0
7:00 a.m.	65	6	—	0	—	0
8:00 a.m.	78	6	—	0	—	0
9:00 a.m.	81	10	87	3	—	0
10:00 a.m.	87	10	100	3	—	0
11:00 a.m.	100	10	81	8	86	10
12:00 p.m.	95	10	82	8	90	10
1:00 p.m.	97	10	78	8	99	10
2:00 p.m.	92	10	61	8	100	10
3:00 p.m.	86	10	53	8	89	10
4:00 p.m.	81	10	54	8	89	8
5:00 p.m.	87	6	48	8	79	8
6:00 p.m.	77	6	43	8	64	8
7:00 p.m.	55	1	—	0	—	0
8:00 p.m.	—	0	—	0	—	0
9:00 p.m.	—	0	—	0	—	0

* Subset of database

Land Use: 254

Assisted Living

Future parking surveys should include the building area, number of dwelling units, occupied dwelling units, bedrooms, beds and employees.

Study Sites/Years

Park Ridge, IL (1988); Arlington County, VA (1989); Petaluma, CA (1998); San Rafael, CA (1998); Fanwood, NJ (2001); Mountainside, NJ (2001); Westfield, NJ (2001); East Northport, NY (2002); Glen Cove, NY (2002); Huntington, NY (2002); Plainville, NY (2002); Westbury, NY (2002); Encinitas, CA (2007); San Diego, CA (2007); Santa Barbara, CA (2007); Cherry Hill, NJ (2008); Mt. Laurel, NJ (2008); Woodbury, NJ (2008); Memphis, TN (2008); Germantown, TN (2008); Haverford Township, PA (2009); Lower Merion Township, PA (2009); Middletown Township, PA (2009); Newtown Township, PA (2009); West Whiteland Township, PA (2009)

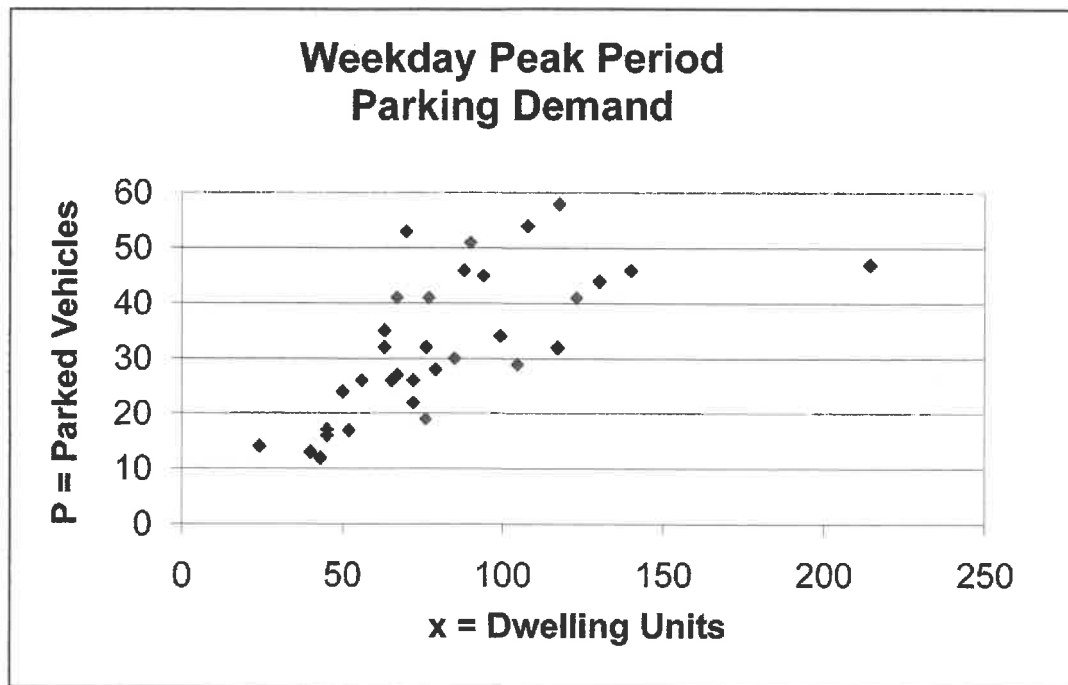
4th Edition Source Numbers

1015, 1100, 1122, 1139, 1151

Land Use: 254 Assisted Living

Average Peak Period Parking Demand vs. Dwelling Units On a Weekday

Statistic	Peak Period Demand
Peak Period	9:00 a.m.–3:00 p.m.
Number of Study Sites	33
Average Size of Study Sites	82 dwelling units
Average Peak Period Parking Demand	0.41 vehicles per dwelling unit
Standard Deviation	0.12
Coefficient of Variation	29%
95% Confidence Interval	0.37–0.46 vehicles per dwelling unit
Range	0.22–0.76 vehicles per dwelling unit
85th Percentile	0.54 vehicles per dwelling unit
33rd Percentile	0.34 vehicles per dwelling unit

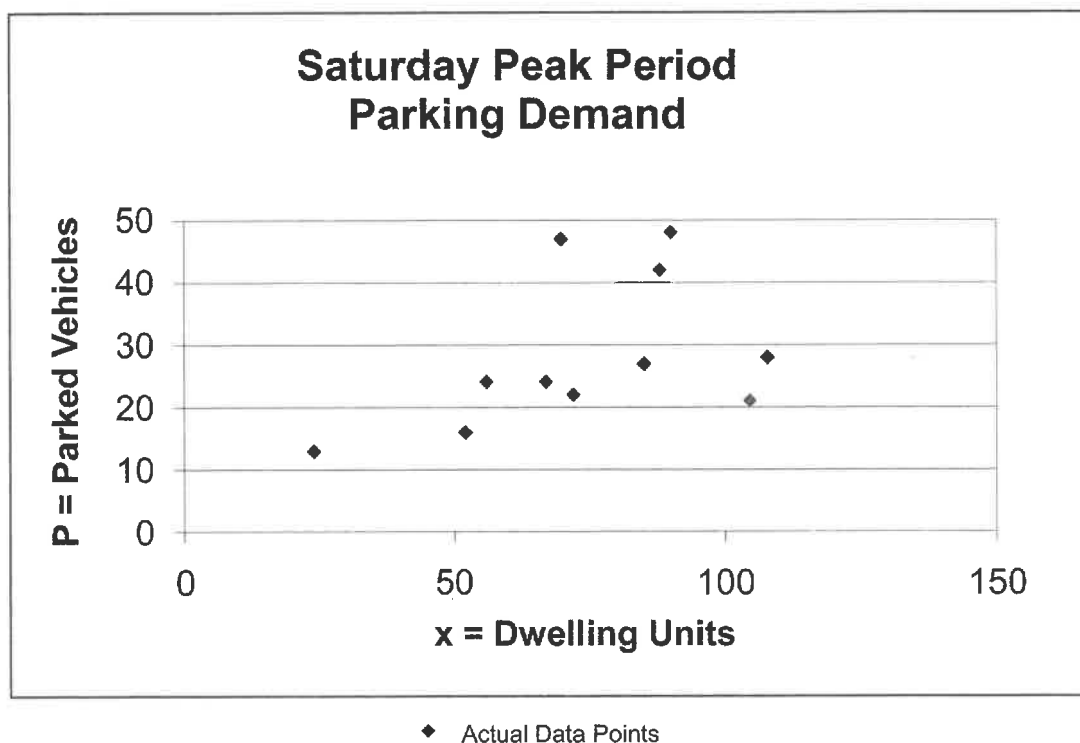


♦ Actual Data Points

Land Use: 254 Assisted Living

Average Peak Period Parking Demand vs. Dwelling Units On a: Saturday

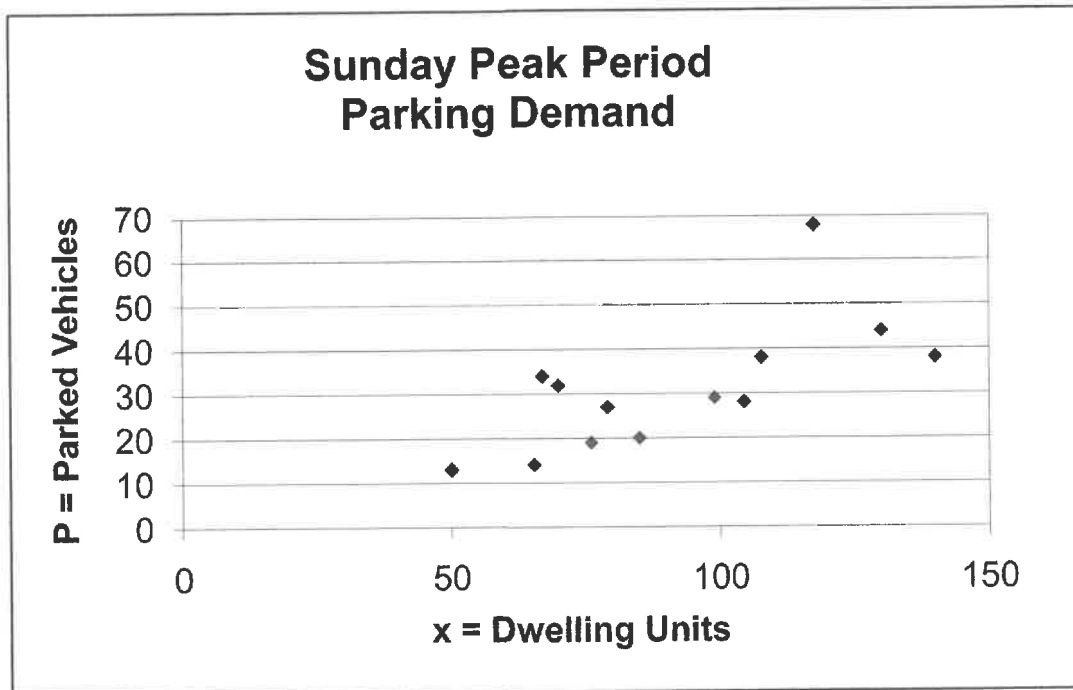
Statistic	Peak Period Demand
Peak Period	9:00–10:00 a.m.
Number of Study Sites	11
Average Size of Study Sites	74 dwelling units
Average Peak Period Parking Demand	0.40 vehicles per dwelling unit
Standard Deviation	0.14
Coefficient of Variation	36%
Range	0.20–0.67 vehicles per dwelling unit
85th Percentile	0.31 vehicles per dwelling unit
33rd Percentile	0.54 vehicles per dwelling unit



Land Use: 254 Assisted Living

Average Peak Period Parking Demand vs. Dwelling Units On a: Sunday

Statistic	Peak Period Demand
Peak Period	11:00 a.m.–5:00 p.m.
Number of Study Sites	13
Average Size of Study Sites	92 dwelling units
Average Peak Period Parking Demand	0.34 vehicles per dwelling unit
Standard Deviation	0.11
Coefficient of Variation	34%
Range	0.21–0.58 vehicles per dwelling unit
85th Percentile	0.47 vehicles per dwelling unit
33rd Percentile	0.27 vehicles per dwelling unit



♦ Actual Data Points

Ordinance 5029

An Ordinance to Amend Ordinance 2597 of the North Meadow Estates Planned Unit Development (PUD)

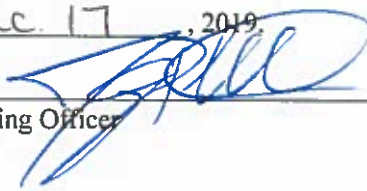
WHEREAS Carl & Rae, LLC, and Evergreen Real Estate Group submitted an application on the 27th day of November 2019, to approve a PUD major change and PUD preliminary site plan approval for a 120-unit assisted living facility, addressing density, on-site parking, loading, building height & length, and distance from adjacent child care center/group care home uses, for Lot G in North Meadow Estates Third Addition, part of North Meadow Estates PUD, and the Goshen City Plan Commission did after proper legal notice conduct a hearing on said Petition as provided by the Law on the 17th day of December 2019 and recommended the adoption of a PUD major change and this Ordinance by a vote of 7-0.

NOW, THEREFORE be it ordained by the Common Council of the City of Goshen, Indiana, that:

Ordinance 2597 be amended as follows:

1. In addition to requirements established by Ordinance 2597, additional requirements are established by this Ordinance.
2. That the Goshen Plan Commission did after a public hearing determine the amendment to be a Major Change.
3. The proposed assisted living facility is consistent with the existing North Meadow Estates Residential PUD, the Conditional Use requirements, and R-3 District standards.
4. The PUD major change will allow:
 - Distances (lot line to lot line) of approximately 60' to an adjacent child care center (at Arbor Ridge Apartments) and approximately 335' to an adjacent group care home use (Oaklawn), where 1,000 feet is required
 - Building height of 4 stories, where a maximum of 3 stories is permitted
 - Building length of 260' where a maximum of 200' is permitted
 - Lot area per dwelling unit of 1,118 SF, where 2,000 SF is required
 - Density of 38.9 units/acre, where a maximum of 20 units/acre is permitted
 - 54 parking spaces, where 180 are required
 - 1 loading space, where two are required
5. The proposed development is consistent with the Comprehensive Plan, including:
 - Neighborhoods & Housing, Goal N-7: Expand housing options and opportunities
 - Land Use, Goal L-3: Encourage new and infill residential development that is consistent with existing neighborhood design, style and scale
6. The approved PUD preliminary site and landscape plans are *Green Oaks of Goshen, Site Plan, A1.1 and Landscape Plan, L1.1*, dated 11/26/19, prepared by Worn Jerabek Wiltse Architects, P.C.
7. A PUD final site plan, including a detailed landscape plan, shall be submitted and approved prior to a zoning clearance form/building permit being issued.
8. Site plan approval by Goshen City Engineering is required for site drainage, post construction, site utilities and right-of-way access, as applicable, before a zoning clearance/building permit is issued.
9. The Goshen Fire Department shall approve the plan for fire protection (including hydrant placement and access) as part of PUD final site plan approval.

PASSED by the Common Council of the City of Goshen on Dec. 17, 2019.


Presiding Officer

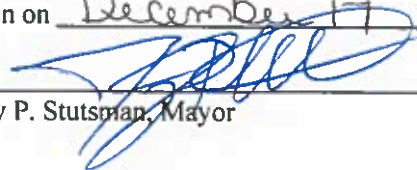
Attest:

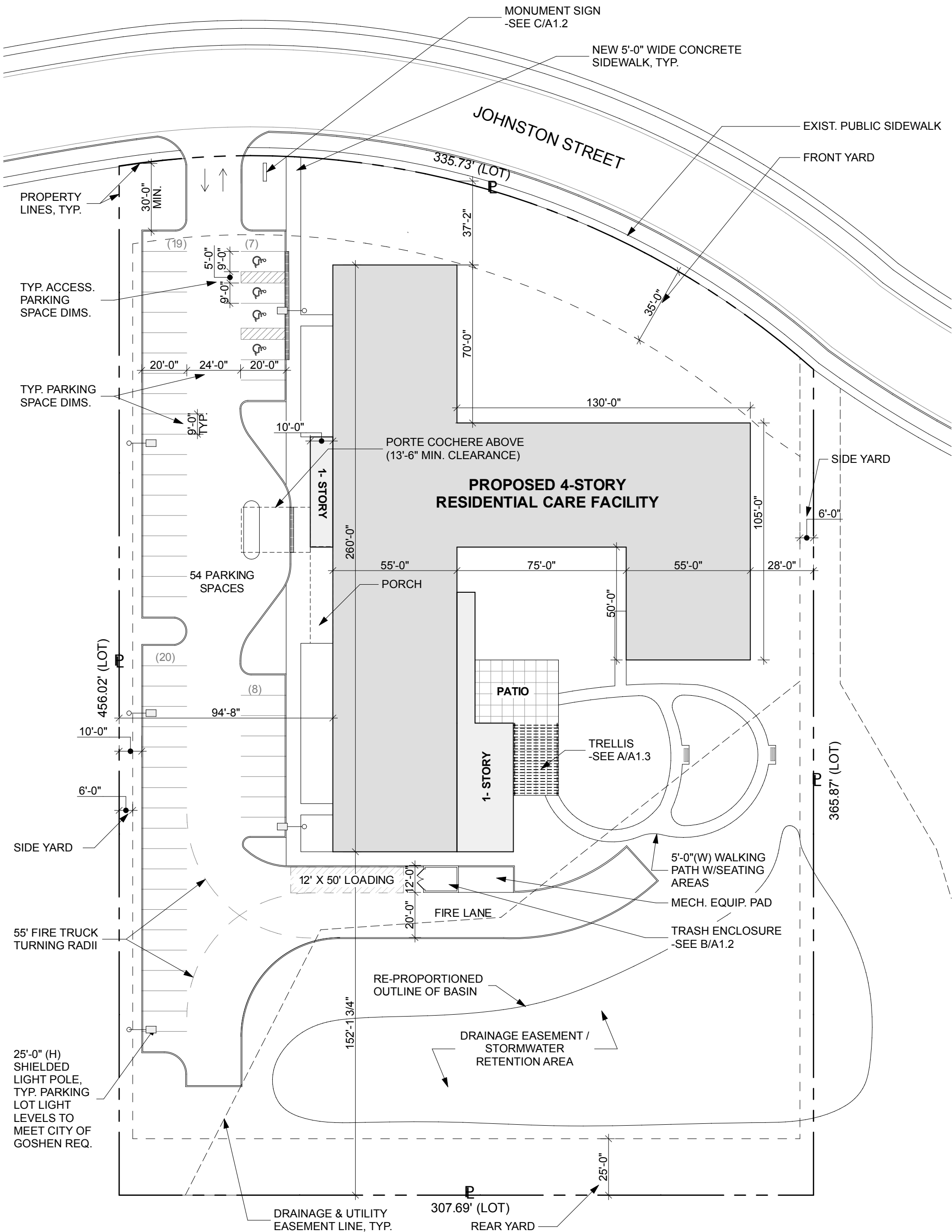

Angie McKee, Clerk-Treasurer

PRESENTED to the Mayor of the City of Goshen on December 17, 2019 at 8:50 a.m./p.m.


Angie McKee, Clerk-Treasurer

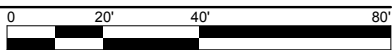
APPROVED AND ADOPTED by the Mayor of the City of Goshen on December 17, 2019.


Jeremy P. Stutsman, Mayor



A SITE PLAN

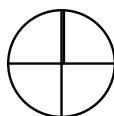
SCALE: 1" = 40'



SITE DATA:

APPROXIMATE SITE AREA: 134,208 S.F. (3.08 ACRES)
PARKING SPACES: 54 (INCL. 4 ACCESSIBLE)

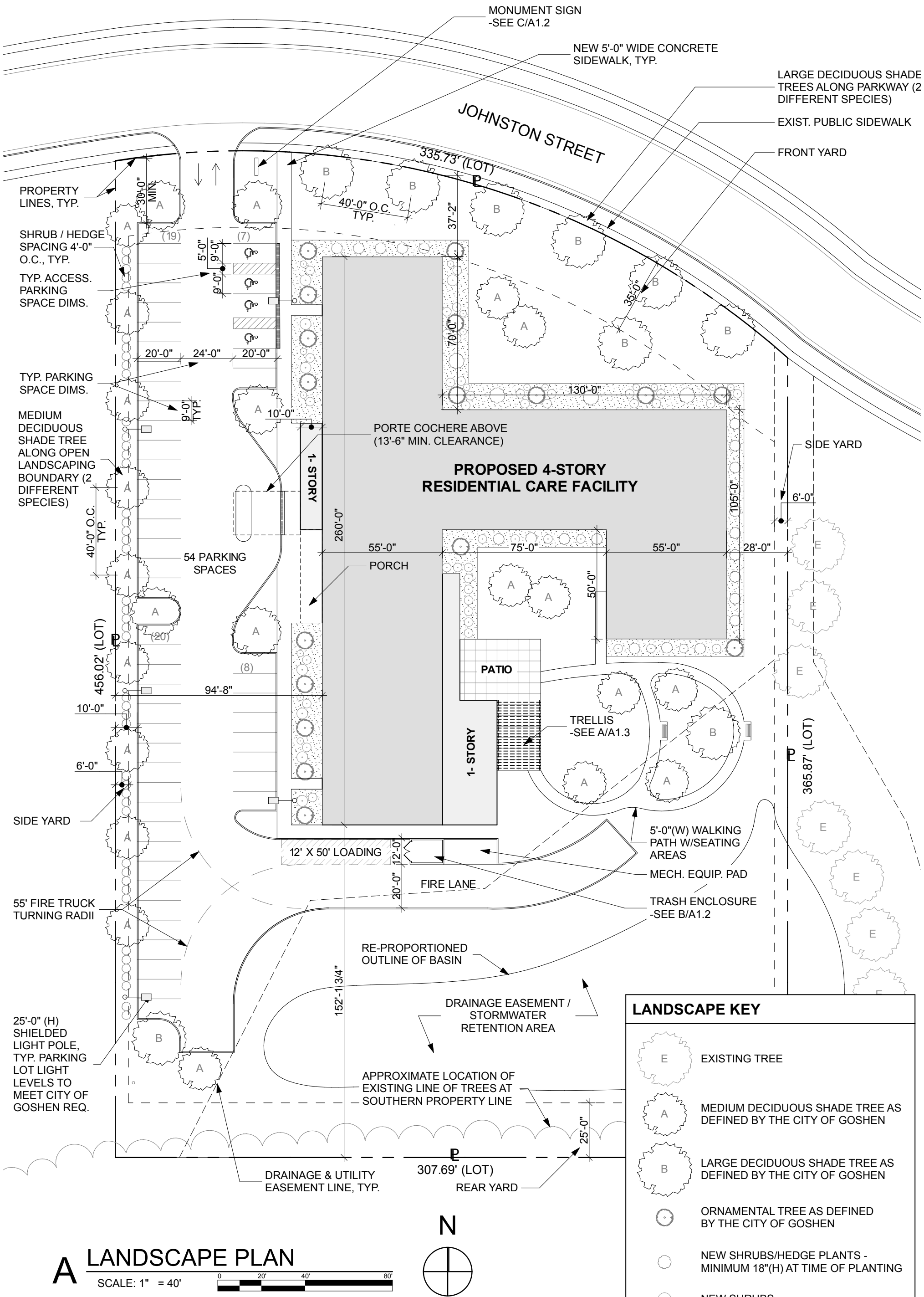
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GENERAL NOTES:

1. SEE SHEET L1.1 FOR LANDSCAPING INFORMATION.
2. BUILDING HEIGHT IS 41'-0" TO THE ROOF EAVE AND 54'-0" TO THE HIGHEST POINT.
3. BUILDING EXTERIOR CLADDING SHALL BE COMBINATION OF FIBER CEMENT SIDING (LAP & PANEL) AND CULTURED STONE VENEER. TRIM SHALL BE FIBER CEMENT, AND ROOF SHALL BE ARCHITECTURAL ASPHALT SHINGLES.

A1.1





**ENGINEERING DEPARTMENT
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MEMORANDUM

TO: Traffic Commission

FROM: Engineering Department

**RE: LEROY STREET – REQUEST FOR STOP SIGN AT 13TH STREET
(REVISITED)**

DATE: May 15, 2025

Commissioner Adams originally received the attached request from a family member of residents on Leroy Street. The family member was concerned with children's safety with traffic coming from the industrial park, using Leroy Street to bypass the traffic light at College Avenue and 15th Street. The family member requested a stop sign at this intersection.

The request was brought to the October 17, 2024, Traffic Commission meeting. Engineering staff advised that the addition of a stop sign on the Leroy Street would have resulted in an all-way stop, according to the current MUTCD. Having reviewed vehicle and pedestrian volume warrants for stop signs, Commission members familiar with the intersection did not believe traffic would meet those requirements. The Commission voted unanimously with a recommendation to deny the request of stop signs, which would have made the intersection an all-way stop.

The Commissioners' recommendation was brought before the December 12, 2024, Board of Works meeting. Board Members cited concerns about the speeding traffic in the area related to people traveling to or from work and requested that traffic counts and an evaluation be performed by the Engineering Department.

Engineering staff are currently completing traffic counts and will provide a report and recommendation at the May 15 Traffic Commission meeting.

Exhibit A – Area Map with Traffic Count Locations

