1. PLN2018-00001 – Public Way Vacation – Parker Avenue from the Northern Terminus to the Alley South of Howell Avenue

Applicant: Mr. Sardar Kohali
97 Notre Dame Avenue
Dayton, OH 45404

Priority Land Use Board: West
Neighborhood Planning District: Roosevelt

Decision: Denied Because Criteria Could Not Be Met

Staff Comments
Chido Moyo presented the staff report. Ms. Moyo said the applicant requested the vacation to secure the area for safety and maintenance for abutting properties. However, the right-of-way provides access and frontage to two parcels and the Fire Department is opposed. She reviewed how the determinations and findings could not be made as outlined in the staff report and said staff recommended denial of the vacation request because the determinations and findings could not be made.

Public Comments
Sardar Kohali, 97 Notre Dame Avenue, Dayton, OH, spoke in support of his application. He said he was trying to clean up the area so others can’t trespass.

Board Discussion
The Plan Board discussed the case and the reasons staff recommended denial.

Board Action
A motion was made by Mr. Sauer, seconded by Ms. Pendergast and carried to deny the proposed vacation in Case PLN2018-00001 because it did not meet the criteria cited in R.C.G.O. Section 150.445 as outlined in the staff report.

Ms. Beverly Pendergast  Yes  Mr. Paul Bradley  Yes
Mr. Richard Wright  Yes  Mr. Matt Sauer  Yes
Ms. Geraldine Pegues  Yes  Mr. Greg Scott  Yes
Mr. Jeff Payne  Absent

Minutes approved by the City Plan Board on March 13, 2018.
2. PLN2018-00007 – Public Way Vacation – French Lane from the Vacated First Alley West of North Orchard Avenue to the Second Alley West of North Orchard Avenue

Applicant: Mr. John Parker
City of Dayton
Department of Recreation and Youth Services
101 West Third Street
Dayton, OH 45402

Priority Land Use Board: West
Neighborhood Planning District: Roosevelt

Decision: Established Conditions

Staff Comments
Chido Moyo presented the staff report and the proposed conditions. She said staff recommended that the proposed conditions be established for the vacation because staff believes the determinations and findings could be made. She reviewed how the determinations and findings could be made as outlined in the staff report.

Ms. Moyo said the applicant requested the vacation because the Department of Recreation and Youth Services needs the alley completely vacated for the planned parking lot expansion of the Greater Dayton Recreation Center. Sixty-five percent (65%) of the alley was already vacated in 2008 for construction of current parking for GDRC.

Public Comments
None.

Board Discussion
None.

Board Action
A motion was made by Mr. Wright, seconded by Ms. Pendergast and carried to find that the proposed vacation (PLN2018-00007) met the criteria cited in R.C.G.O. Section 150.445 (B). Therefore the Plan Board established the following conditions:

1. That Charter Communications reserves the right of easement or right-of-way in the vacated area. Charter has existing aerial facilitates in the area. If applicable, please contact OH811 at (800) 362-2767 to have facilities marked and located within the affected easements before any evacuations are started.

2. That the area shall be marked in a manner acceptable to the Division of Civil Engineering to indicate that it is not public right-of-way.

Ms. Beverly Pendergast  Yes  Mr. Paul Bradley  Yes
Mr. Richard Wright  Yes  Mr. Matt Sauer  Yes
Ms. Geraldine Pegues  Yes  Mr. Greg Scott  Yes
Mr. Jeff Payne  Absent
Minutes approved by the City Plan Board on March 13, 2018.

Ann Schenking, Secretary
City Plan Board
3. PLN2017-00175 – Record Plan — Wright Stop Plaza
Applicant: Mr. John Haley
Haley Dusa Engineering
270 Regency Ridge Drive
Dayton, OH  45459

Priority Land Use Board: Downtown    Neighborhood Planning District: Downtown
Decision: Approved with Conditions and Variances

Staff Comments
Abigail Free presented that staff report and recommended conditions. This record plan will consolidate many lots and vacated right-of-way into one city lot and approve variances for right-of-way widths and minimum curve radius.

Public Comments
None.

Board Discussion
None.

Board Action
A motion was made by Ms. Pegues, seconded by Mr. Wright and carried to approve Case PLN2017-00175 with the following conditions and variances:

1. Approved variance shall allow the consolidation (including newly vacated ROW) to not comply with the prescribed right-of-way widths found within the Thoroughfare Plan.
2. Approved variance shall eliminate the 15 foot minimum radius curve that is required on lot lines at the intersections of S. Main Street and E. Third Street.
3. The Department of Water shall retain easements, 20-ft. centered along the south of the proposed record plan, for the following utilities:
   • 8” sanitary sewer
   • 12” storm sewer
   • 4” water line
4. Time Warner has existing aerial and underground facilities running through the proposed Record Plan. TWC shall retain an easement for existing aerial and underground facilities if found not to be in the public right-of-way.

Ms. Beverly Pendergast     Yes     Mr. Paul Bradley     Yes
Mr. Richard Wright     Yes     Mr. Matt Sauer     Yes
Ms. Geraldine Pegues     Yes     Mr. Greg Scott     Yes
Mr. Jeff Payne     Absent

Minutes approved by the City Plan Board on March 13, 2018.

Ann Schenking, Secretary
City Plan Board
4. PLN2017-00334 – Record Plan — CareSource Management Group

Applicant: Mr. Brian Smallwood
Woolpert, Inc.
4454 Idea Center Boulevard
Dayton, OH 45430

Priority Land Use Board: Downtown
Neighborhood Planning District: Downtown

Decision: Approved with Conditions

Staff Comments
Abigail Free presented that staff report and recommended conditions. This record plan will consolidate 15 lots into one lot, dedicate right-of-way along East First Street, and approve a variance for minimum curve radius.

Public Comments
None.

Board Discussion
None.

Board Action
A motion was made by Mr. Wright, seconded by Ms. Pendergast and carried to approve Case PLN2017-00334 with the following conditions and variance:

1. Approved variance shall eliminate the 15 foot minimum radius curve that is required on lot lines at the intersections of N. Jefferson Street and E. First Street and at N. St. Clair Street and E. First Street.
2. Revise the Record Plan and any Construction Drawings per the City of Dayton Subdivision Regulations and comments from the Division of Civil Engineering.
3. Show any new easements requested by DP&L, AT&T, Vectren, Water Engineering, etc.
4. Ensure that the dimensions close to within a 1:10,000 ratio.

Ms. Beverly Pendergast Yes Mr. Paul Bradley Yes
Mr. Richard Wright Yes Mr. Matt Sauer Yes
Ms. Geraldine Pegues Yes Mr. Greg Scott Yes
Mr. Jeff Payne Absent

Minutes approved by the City Plan Board on March 13, 2018.

Ann Schenking, Secretary
City Plan Board
5. PLN2018-00028 – Record Plan — 1406 North Main Street

Applicant: Mr. Brad Judge
Judge Engineering
1201 East David Road
Kettering, OH 45429

Priority Land Use Board: North Central
Neighborhood Planning District: Riverdale

Decision: Approved with Conditions

Staff Comments
Abigail Free presented that staff report and recommended conditions. This record plan will consolidate eight lots and part lots into two city lots.

Public Comments
None.

Board Discussion
None.

Board Action
A motion was made by Ms. Pegues, seconded by Ms. Pendergast and carried to approve Case PLN2018-00028 with the following conditions:

1. Revise the Record Plan and any Construction Drawings per the City of Dayton Subdivision Regulations and comments from the Division of Civil Engineering.
2. Ensure that the dimensions close to within a 1:10,000 ratio.
3. Add any easements required by DP&L, City of Dayton Water, etc.
4. Add a 15’ radius at Bond Street and Main Street.
5. According to the Schedule of Thoroughfares, Main Street requires 35’ of Right-of-Way from the centerline. A dedication of an additional 2-ft. for public right-of-way is required.

Ms. Beverly Pendergast    Yes    Mr. Paul Bradley    Yes
Mr. Richard Wright        Yes    Mr. Matt Sauer      Yes
Ms. Geraldine Pegues      Yes    Mr. Greg Scott       Yes
Mr. Jeff Payne            Absent

Minutes approved by the City Plan Board on March 13, 2018.
   Applicant: Mr. Kenneth Clarkston
   Gospel Mission
   64 Burns Avenue
   Dayton, OH  45402
   Priority Land Use Board: Downtown  Neighborhood Planning District: South Park
   Decision: Approved with Conditions

Staff Comments
Abigail Free presented that staff report and recommended conditions. This record plan will consolidate five city lots into one city lot.

Public Comments
None.

Board Discussion
None.

Board Action
A motion was made by Ms. Pendergast, seconded by Mr. Wright and carried to approve Case PLN2018-00032 with the following conditions:

1. Revise the Record Plan and any Construction Drawings per the City of Dayton Subdivision Regulations and comments from the Division of Civil Engineering.
2. Ensure that the dimensions close to within a 1:10,000 ratio.
3. Add any easements required by DP&L, City of Dayton Water, etc.

Ms. Beverly Pendergast  Yes  Mr. Paul Bradley  Yes
Mr. Richard Wright  Yes  Mr. Matt Sauer  Yes
Ms. Geraldine Pegues  Yes  Mr. Greg Scott  Yes
Mr. Jeff Payne  Absent

Minutes approved by the City Plan Board on March 13, 2018.

Ann Schenking, Secretary
City Plan Board
7. PLN2018-00029 – Dedication Record Plan – Great Miami Boulevard Dedication from Riverview Avenue to North Main Street, including Grand Avenue Intersection

Applicant: Mr. Joe Weinel
City of Dayton
Division of Civil Engineering
101 West Third Street
Dayton, OH  45402

Priority Land Use Board: North Central
Neighborhood Planning District: Various
Decision: Approved with Conditions

Staff Comments
Abigail Free presented that staff report and recommended conditions. This record plan will dedicate as public right-of-way portions of many city lots that are part of Great Miami Boulevard.

Public Comments
None.

Board Discussion
None.

Board Action
A motion was made by Ms. Pendergast, seconded by Mr. Wright and carried to approve Case PLN2018-00029 with the following conditions:

1. Revise the Record Plan and any Construction Drawings per the City of Dayton Subdivision Regulations and comments from the Division of Civil Engineering.
2. Ensure that the dimensions close to within a 1:10,000 ratio.
3. Add any easements required by DP&L, City of Dayton Water, etc.

Ms. Beverly Pendergast    Yes    Mr. Paul Bradley    Yes
Mr. Richard Wright    Yes    Mr. Matt Sauer    Yes
Ms. Geraldine Pegues    Yes    Mr. Greg Scott    Yes
Mr. Jeff Payne    Absent

Minutes approved by the City Plan Board on March 13, 2018.

Ann Schenking, Secretary
City Plan Board
8. PLN2018-00024 – Zoning Map Amendment – Establish AP Airport District zoning for 157.234 +/- acres owned by the City of Dayton and annexed to the City of Dayton from Butler Township

Applicant: Ms. Suzanne Beck
City of Dayton Department of Aviation
3600 Terminal Drive
Vandalia, OH 45377

Priority Land Use Board: N/A
Neighborhood Planning District: N/A

Decision: Recommended City Commission Approval

Staff Comments
Ann Schenking presented the case. She said staff believed the determinations and findings could be made and recommended approval.

In September 2016, the Montgomery County Commission granted the petition from the City of Dayton to annex from Butler Township 157.234 +/- acres owned by the City of Dayton and adjacent to the Dayton International Airport. When property is annexed to the City of Dayton it is automatically given a SR-1 Suburban Single-Family zoning designation. Since the property will be used by the Department of Aviation for development compatible with the Dayton International Airport, City of Dayton aviation and planning staff are requesting the more appropriate zoning designation of AP (Airport District) for the property.

AP (Airport District) zoning for the property makes sense based on the zoning that surrounds the property in Dayton, Butler Township, and Union and the proposed future use of the property. Union, Butler Township, Dayton and the region view the airport as more than just a passenger airport. The airport environs are also seen as a logistics and warehousing hub and the zoning around the airport reflects that. Accordingly, Union has zoned wide swaths of its land adjacent to the Dayton International Airport as L-1 (Light Industrial). Butler Township has zoned much of its land adjacent to the airport as OIS (Office and Industrial Sales/Service). The subject property was zoned OIS (Office and Industrial Sales/Service) when located in Butler Township.

Ms. Schenking reviewed the determinations and findings and explained how each could be made. She said there were three decision options for the Plan Board:

1. Recommend approval of the Zoning Map Amendment application based on R.C.G.O. §150.125.7(1-8) as outlined in the staff report.

2. Modify the Zoning Map Amendment application and recommend City Commission approval of the modified amendment.

3. Recommend denial of the Zoning Map Amendment application based on the Board’s inability to make the findings under R.C.G.O. §150.125.7(1-8).

Ms. Schenking said staff recommended that the Plan Board choose the option to recommend City Commission approval of the zoning map amendment.

Plan Board member Beverly Pendergast asked why annexed property was initially given a zoning district designation of SR-1. Ms. Schenking said that the areas the city is usually annexing are on the residential
fringes of the city. When the current zoning code was created, the consultant we used thought this was the best way to handle it. The zoning map is amended as appropriate for annexed property and that is what we are doing in this case.

Plan Board member Richard Wright asked if the City of Dayton owns the subject property. Ms. Schenking said yes and that the City of Dayton has owned it for some time.

**Public Hearing Comments and Plan Board Discussion**

Suzanne Beck, General Counsel, Dayton International Airport, 3600 Terminal Drive, Vandalia, OH, spoke on behalf of the airport in support of the application. She brought copies of the “Strategic Airport Master Plan Update, Future Airport Layout Plan” which were distributed to the Plan Board. She said this is the airport master plan; it is approved by the FAA (Federal Aviation Administration) and cannot be changed without approval from the FAA. The plan shows the subject property as being designated for “Future Development.” AP zoning will help protect the airport and the operations that are right next to the site and also encourage development.

She gave a history of the site. Back in the 1990’s the airport purchased several hundred acres through the federally-funded airport noise mitigation program. The FAA requires this land to be sold at some point and also prohibits residential uses on the land. So the SR-1 zoning put in place on this site by default is not compatible with FAA requirements. Since the site is directly above one of the airport’s runways, Ms. Beck said AP zoning gives the airport the strongest ability to develop the land while protecting our aviation assets. In response to a question from Ms. Pendergast, Ms. Beck said that Northpointe has an option on the site.

Jonathan Zweizig, Attorney, Lopez, Severt, and Pratt, 18 East Water Street, Troy, OH, said he was speaking in concert with Richard Oaks who also registered to speak at the hearing. Mr. Zweizig said the City fails to meet the requirements for AP zoning. He said the City has to actually own the property and the city has entered into an option to sell the property to Northpointe. He said Northpointe has developed site plans for the property and as soon as Northpointe buys the property it can’t be zoned AP.

Plan Board President Greg Scott asked city staff who owns the property today. City staff said the City of Dayton does. Mr. Scott said the request before the Plan Board is to zone a piece of property owned by the City of Dayton that is part of the master plan for the Dayton International Airport. He said this is what we are to focus on at this hearing.

Mr. Zweizig said that the AP District is also for uses directly related to the airport and he has yet to hear what the property will be used for. He submitted as part of his testimony a preliminary plan for the site entitled, “Airport’s West Site,” prepared by Stock and Associates, dated 11/22/17 which is attached to these minutes.

Richard Oaks, 1397 Jackson Road, Vandalia, OH, spoke in opposition to the case. He submitted written testimony and exhibits that are attached to these minutes. He read portions of his written testimony which described his background, family history in the area, and experience as a traffic engineer. He said the preliminary plan for the site has deficiencies in terms of transportation and storm water run-off and the application should be denied and studied further. The community needs to work together on these issues.

Mr. Scott asked staff what would happen if development proposed for the site was contrary to AP zoning. Acting Planning and Community Development Director Brian Inderrieden said the development would not be permitted unless a variance was sought and any development on the site would need to meet storm water regulations.
Mr. Scott said that Plan Board is addressing a piece of vacant land that is owned by the City of Dayton that must be given proper zoning since it is annexed. Mr. Scott stated that anyone else who comes forward to speak in favor or against this zoning request needs to limit themselves to the fact that the Plan Board is addressing a currently vacant piece of property that is owned by the City of Dayton.

Paul D. Thies, Waterwheel Farm, Inc., 7773 State Route 48, Union, OH, spoke in opposition to the case. He submitted written testimony that is attached to these minutes. He read portions of his written testimony. Mr. Scott asked Mr. Thies why the site shouldn’t be zoned AP. Mr. Thies said he has farmed this land for many years. He described the topography of the site and its drainage patterns. He said the ditch on the site cannot handle any more water than it is getting now and it will be worse once the site is covered with buildings.

Mr. Scott stated the role of the Plan Board in this case.

Mr. Wright said we are obligated to develop property per our zoning and give attention to the contiguous area. Mr. Scott agreed and said that the current zoning designation of SR-1 is not appropriate and the Plan Board can recommend to the City Commission a zoning designation for annexed property.

Mr. Scott said we are here about a vacant piece of property that is owned by the City of Dayton and is within the FAA-controlled Strategic Master Plan of the Dayton International Airport. As property is developed drainage and transportation issues are addressed.

**Board Action**
A motion was made by Ms. Pendergast, seconded by Ms. Pegues and carried to recommend City Commission approval of Case PLN2018-00024 based on the Plan Board’s ability to make the determinations specified in R.C.G.O. Section 150.125.7 as outlined in the staff report.

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Minutes approved by the City Plan Board on March 13, 2018.

Ann Schenking, Secretary
City Plan Board
Submitted by Suzanne Beck
as part of her Plan Board testimony, Case PLN2019-00024,
Feb. 13, 2018
Submitted by Jonathan Zweigig
as part of his Plan Board
testimony, Case PLAN2018-00021.
Feb. 13, 2018

AIRPORTS WEST SITE

DETENTION FACILITY PERFORMANCE

SITE COVERAGE

SHEET NOTES

MATCHLINE REFER TO VIEW ON THIS SHEET
My name is Richard Oaks. I live at 1397 Jackson Rd., Vandalia, OH. I respectfully request that my presentation and this written text be included in the official minutes of this meeting.

My parents moved to the Jackson Road property in 1945 when I was one year old. I have either lived on that property or in the very immediate vicinity except for the approximate 12 years that I lived in Kettering and the six years that I attended the University of Cincinnati College of Engineering where I earned both a Bachelor and Masters degree. I currently live at the Jackson Road address and have lived there for the last nine years.

My two sons and their families also live on Jackson Road. Their children are the fourth generation to attend and graduate from Vandalia Butler school system. My ancestors as well as several other families in the immediate area date back to the very early 1800s. I clearly remember when roads such as Peters Pike, Dogleg Road, Old Springfield Road, went through prior to the multiple expansions of the airport.

I respectfully want it noted in the minutes that today I stand before you as a property owner and longtime resident of this immediate area and that I am not here to speak for nor to represent any governmental entity. That being said, I am a Registered Professional Engineer licensed in the State of Ohio. In this immediate area I designed the traffic signals at US 40 and the Airport Access Road, US 40 and Peters Pike, etc. I also laid out all the pavement markings on US 40 from any airport through the City of Vandalia. I am very familiar with the transportation needs in this area.

A number of years ago most of us who owned farmland northwest of the airport approached the City of Union and requested to be annexed. The very reason that we requested annexation was that we understood this area immediately north and west of the airport would be a good location to have businesses locate. Over the last several years it has become more apparent how important it is to our region to have jobs. To make that a reality all the governmental entities in this immediate area must work together. Two of the more obvious task where there needs to be mutual cooperation and understanding are in the areas of transportation and storm water runoff.

In the area of transportation, the goal is to move traffic safely and efficiently between the Airport Access Road and US 40 and the area west and northwest of the airport as well as certain airport lands released by the FAA for development. This includes the recent Northpoint ‘Spectrum’ building number one and the one currently under construction immediately to its west, building number two. To be clear, the roadway system needs to be modified and designed so as to intercept as much development traffic at the airport access road for access to the interstate highway system. The objective is to minimize the effect that development traffic will have on US 40 and the neighboring City of Vandalia.

Also, storm water runoff must be stored and controlled on site so as not to have a negative impact on the properties downstream.
To the point at hand of this meeting. The plan you have before you may appear that it will function correctly both in the area of transportation and the control of storm water runoff. However, I as a person and resident who lives in this immediate area and also has specific expertise and skills respectfully submit to you that there are a number of serious deficiencies and thus request that you deny the application as submitted and table it for further input, study and evaluation.

This evaluation should not just be limited to that of the City of Dayton staff but also include that of the surrounding affected governmental entities. Specifically Montgomery County, City of Union, and City of Vandalia.

Has a Traffic Impact Study (TIS) been prepared for the proposed land uses on this acreage? A typical TIS would do a trip generation analysis of the number of cars and trucks that would be expected to utilize this site. This would also include their directional distribution with peak hour traffic volumes.

It is imperative that this be done. For example:

(1) Dogleg Road along this corridor is one lane in each direction. There is no center left turn lane. Therefore, one vehicle turning left into the site access locations will congest the through traffic movements. The current plan does not address this safety problem.

(2) At the proposed access points there is the not enough distance between the edge of the roadway pavement and the internal intersection. This on-site safety problem can be expected to result in a safety problem on the public right-of-way.

(3) None of the access points have provision to store large semi-truck vehicles on site while they are being checked in to their loading docks. P&G has three check-in points with three lanes each of which are nearly 1000 feet long. Thus, they have a minimum of 3000 feet on site storage. The proposed buildings on the plan before you have none. Again this is a safety problem as these vehicles will end up on the public right-of-way. Additionally, this will result in congestion and restrict access to other development site locations.

I am confident that this body has seen plans for banks and fast food restaurants that have drive through windows. Based on my professional experience working with multiple cities, one of the concerns for these installations is if there is adequate on-site storage so as to prevent backup onto the public right-of-way. Again striving to eliminate this safety and congestion problem. This site needs to have the same requirement.

(4) A problem which has manifested itself, and was not thought of during the approval process for the P&G site is the need for a storage area for the truck drivers to reset their tandem trailer wheels and process their paper work prior to their leaving the site. This has prompted the installation of no parking signs on Union Airport Boulevard and presented a police enforcement problem. Once again this is a safety problem and with continued
growth in this immediate area unnecessarily resulting in congestion for everyone. This proposed plan also has no area on-site for the truck drivers to do their exiting paperwork.

(5) As there is continued commercial growth in this area west and north of the airport both car and truck traffic volumes will understandably increase. This will affect both the City of Dayton and City of Union. As each site is developed it will become necessary to coordinate their access locations and require sites to construct such things as right turn drop lanes into their site. This one example will help maintain the capacity of the roadway system and improve safety.

The combined area of both City of Dayton and City of Union lands northwest of the airport is well over 1000 acres. If we collectively work together this area can be developed to strengthen the economy of our region. If we do not work together a fantastic opportunity to bring jobs into our area will be lost. If we do not work together everyone will lose.

We must coordinate our use and redesign of the roadway system. We desperately need the proper number of additional lanes on US 40 between Union Airport Boulevard and the Airport Access Road. There is a serious capacity problem of getting vehicles from northbound Airport Access Road onto westbound US 40. I have constructed a microcomputer model that utilizes a loop ramp to solve this problem. Another serious capacity problems is being able to deliver cars and trucks from southbound Union Airport Boulevard onto eastbound US 40.

A similar capacity problem is at the intersection of Concorde Drive and US 40. This congestion "bottleneck" hurts the ingress and egress to all the land northwest of the airport. There is a solution to this problem. It will require the construction of about 1100 feet of two-lane roadway directly between Concorde Drive and the Airport Access Road as it enters the terminal. The location of this connector roadway would be in the vicinity of the west side of the overflow parking lot at the end of Cargo Road. I have a computer model demonstrates how this would work.

The above relatively short piece of roadway would allow the majority of the car and truck traffic of current buildings number one and number two direct access to the Airport Access Road thus reducing the capacity load along US 40. Again, repeating, this will greatly enhance the safe efficient access to the development northwest of the airport.

Not only must we all work together for a master plan of the development of this area, but also how to pay for the necessary roadway construction costs. It is likely that some portion of this cost will need to be assigned to the developers.

As a part of working together, we must also look at storm water runoff. Based on a note in the plans before you it would appear that the on-site storm water retention basins are being designed for what is known as a 10 years storm. Recent experience has indicated to us that live in the area that this concept of a 10 years storm design needs to be reevaluated. The Miami Conservancy District has published a recent graph that shows

Richard Oaks 2018 02 13
since approximately 1945 there has been a constant increase in runoff into their system. In the last several months water has been across the north end of Dogleg Road at the bridge over the Mill Creek which originates on airport property.

The same situation of water being over the road at unprecedented levels has also occurred on North Montgomery County line Road about 4000 feet west of Dogleg Road. A portion of this specific watershed area has its beginnings on the site that is presently before you. The Dogleg Road ditch along the east side of this proposed site like-wise feeds into the above-mentioned water problem on North Montgomery County Line Road.

Also, when one looks at the topographic map any overflow of the proposed 10 years storm detention basins on the proposed site plan will flow across the farm property immediately north of the proposed site. And, then be captured in one of two very old hand-dug ditches that head north adding to the water flooding problems along this ditch line. Then, ultimately exacerbating the flooding problem across North Montgomery County Line Road. Please do not approve this plan until the on-site storm water has been reevaluated.

So in the same manner as traffic requires a coordinated effort between agencies, it is also imperative that storm water runoff be coordinated between agencies. If not, as with traffic problems, the collective commercial development northwest of the airport will be grossly impaired and limited.

In conclusion, and in consideration of the above, I once again urge that you not approve the current plan before you for reasons of both traffic safety and storm water runoff. I believe that all of these problems can be resolved upon refinement of the engineering design.

I would personally look forward to working with the surrounding governmental entities utilizing my professional expertise and first-hand knowledge to help this area develop in an orderly manner for the benefit of all.

If there are any questions I will try to answer them.

Thank you.

Richard L. Oaks
QUESTIONS FOR HEARING – PAUL D. THIES

My name is Paul D. Thies. I live at 7773 State Route 48, Union, Ohio. I respectfully request that my presentation and this written text be included in the official minutes of this meeting.

I purchased my first farm in the area in the mid 1960's. It was ninety-eight acres which is located on North Dixie and Lightner Road. We own 700 acres in the immediate area. Some is across the road from or adjacent to the Dayton International Airport.

The 80 acres we own is outlined in red, the 157 acres in blue on the aerial photo. We farmed the 157 acres many years. It has many wet areas. We repaired numerous tile lines including a 12 inch main. They all flow to the north east into a ditch on our property. The typographical map shows the elevation on the south side of the 157 acres is 998 feet. On the north side, adjacent to our land, it is 988 feet. This a ten foot fall to our
land. The ditch this water flows through is narrow and shallow. It was probably hand dug. The south side of our land is 988 feet and on the north side 986 feet and is only a two foot fall. When the 157 acres is covered with buildings and pavement, where is the run off water going?

What engineering work has done to solve this problem?

It has been my experience that no value or consideration is ever given to farmland when it comes to development. The only time value is placed on farmland is when it comes to real estate taxes.

What engineering work has been done on the 157 acres and who paid for it?

Is there a sale agreement or option on that tract?

Applicant: Ms. Kiya Patrick
GDPM
400 Wayne Avenue
Dayton, OH 45410

Priority Land Use Board: West
Neighborhood Planning District: Various

Decision: None; Informational Presentation

Staff Comments
Ann Schenking introduced Mike Melko of GDPM, 400 Wayne Avenue, Dayton, OH, and Nicole Steele of CityWide Development Corporation, 8 North Main Street, Dayton, OH, who gave an informational presentation on the draft Choice Neighborhoods Transformation Plan. A copy of their presentation was included in the meeting packet. Later this year, the final plan will be presented to the Plan Board for review and approval.

Public Comments
None.

Board Discussion
The Plan Board discussed the draft plan outline and asked questions which were answered by Mr. Melko and Ms. Steele. A few questions will be addressed when they return to Plan Board with the final plan. These include the following:

- Why aren’t parents sending their kids to the Dayton Public School in their neighborhood?
- How does this plan align with the Montgomery County and United Way Joint Strategic Plan and the County’s Community Health Improvement Plan?
- Is the ADAMHS Board a part of the plan/planning process?

Board Action
None; presentation.

Minutes approved by the City Plan Board on March 13, 2018.

Ann Schenking, Secretary
City Plan Board