

Webster Station West Urban Renewal Plan

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City of Dayton • Department of Planning and Community Development • 2000

Amended 2013



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June 13, 2000

Approved by City Plan Board: June 20, 2000, Case RC-009-2000

Approved by City Commission: July 19, 2000, Ordinance No. 29840-00

2013 Amendments Approved by City Plan Board: September 17, 2013, Case RC-008-2013

2013 Amendments Approved By City Commission: October 23, 2013, Ordinance No. 31269-13



Webster Station West Urban Renewal Plan

City of Dayton • Department of Planning and Community Development • 2000

By *Mrs. Lewis*

No. *29840-00*

AN ORDINANCE

Approving the Urban Renewal Plan for the Webster Station West Renewal Project, and Making Findings in Connection Therewith, and Declaring an Emergency.

WHEREAS, Under the provisions of Article XVIII, Section 3 of the Ohio Constitution, the Charter, and Ordinances of the City, including without limitation Sections 40.07 through 40.20 of the Revised Code of General Ordinances of the City of Dayton (the "Urban Renewal Ordinances"), the Commission is authorized to undertake urban renewal activities in a slum, blighted, deteriorated or deteriorating area; and

WHEREAS, There have been prepared and submitted to the Commission written and oral reports, including a Project Area Report and other detailed reports contained in a document entitled "Webster Station West Urban Renewal Plan" dated June 16, 2000 (the "Plan" or "Urban Renewal Plan") for the Webster Station West Urban Renewal Area (the "Project Area" or "Urban Renewal Area"), based upon studies made with respect to the location and physical condition of structures, parking lots and other real property improvements; existing land uses; blighting influences; economic conditions and other deficiencies relating to parcels in the Project Area constituting hazards to the health, safety and general welfare of the community; and the members of the Commission have been fully apprised of such reports and studies, and the facts and conditions of blight and deterioration in the project area which are detrimental to and a menace to the safety, health and welfare of the people who work in the Project Area and pass through the Project Area in their daily lives, and which are detrimental to the general welfare of the entire City of Dayton, and which substantially prevent, impair or arrest the sound growth of the Project Area and surrounding areas and constitute an economic and social liability under present conditions and use; and

WHEREAS, The CitiPlan Dayton: The 20/20 Vision (comprehensive plan) of the City of Dayton has been prepared and is recognized and used as a guide for general development of the locality as a whole; and

WHEREAS, The City Plan Board and the City Commissioners have adopted the Downtown Master Plan, Webster Station North Urban Renewal Plan, the Great Webster Station Community Redevelopment District, the Cooper Park Neighborhood Development Plan, the Riverscape Plan for Downtown Dayton, and these plans are directly related to the implementation of the Urban Renewal Plan; and

WHEREAS, The Plan contains the information required by Section 40.12 of the Urban Renewal Ordinances; and

WHEREAS, The City Plan Board, which is the duly designated and acting official planning body for the City of Dayton, recommended approval of the Urban Renewal Plan at its June 20, 2000, meeting and submitted to the Commission its report, recommendation and approval of the Plan and its certification that the Urban Renewal Plan conforms to the Comprehensive Plan for the City of Dayton as a whole and this Commission duly considered said report, recommendations and certification; and

WHEREAS, After due notice, a public hearing on said Urban Renewal Plan was held by the Commission, at which time all persons and organizations were provided an opportunity to be heard either in person or by counsel; and

WHEREAS, The Urban Renewal Plan for the Project Area prescribes certain land uses for the Project area and will require, among other things, changes in zoning, the creation of new streets and alleys, the location and relocation of public facilities, and other public action in order to carry out the City's public purpose of eliminating blight and improving land use patterns and promoting economic development in the Project Area; and

WHEREAS, It is necessary that this Ordinance take effect immediately upon its passage to provide for the immediate preservation of the public peace, property, health and safety of the City and for the further reason that this Ordinance is required to be effective immediately so that the Urban Renewal Plan can be implemented and the City may commence urban renewal activities in the Project Area at the earliest possible time in order to eliminate blight and deterioration and prevent the recurrence or spread of conditions of blight and deterioration in the Project Area; now, therefore,

BE IT ORDAINED BY THE COMMISSION OF THE CITY OF DAYTON:

Section 1. That this Commission hereby accepts the Urban Renewal Plan including the aforesaid Project Area Report and the other aforesaid studies and reports and other supplementary data and information and based upon such studies and reports and the facts, findings and recommendations therein, concerning the facts and conditions in the Project Area and their effect upon the health, safety and welfare of the people who work in, and own property in, and otherwise use the Project Area, this Commission hereby finds and determines that: (a) there exists in the Project Area conditions of blight, deterioration, dilapidation, obsolescence, serious lack of maintenance, and deteriorated infrastructure; vacant, under utilized and substandard buildings; several parcels formerly containing commercial or industrial buildings which are now being used for surface parking; surface parking lots not conforming with applicable zoning or building code requirements and constituting an under utilization of the land and a condition of economic

disuse; incompatible land uses, and other adverse conditions which are detrimental to or hazardous to life or property, and all of which substantially impairs or arrests the sound growth, planning and development of the City, and constitute an economic or social liability and is detrimental and a menace to the public health, safety, morals or general welfare of the City in the present condition and use; (b) that the Project Area is a "slum and deteriorated area" and a "blighted and deteriorating area" within the meaning and requirements of the Urban Renewal Ordinances; (c) that the aforesaid conditions of blight and deterioration cannot be effectively eliminated or adequately controlled except by carrying out urban renewal activities in accordance with the Urban Renewal Plan, and that the size and character of the Project Area and the location of elements of blight and deterioration in it makes the Project Area suitable for urban renewal activities.

Section 2. That said Urban Renewal Plan, together with the supporting material, data and recommendation has been duly reviewed, considered and recommended by the Plan Board, and said Urban Renewal Plan is hereby approved and adopted notwithstanding and as an exception to the requirement of the Urban Renewal Ordinances, and this Commission hereby approves the procedures which have been taken for preparation of the Plan, for Plan Board review and approval of the Plan, for public hearing and notification thereof, and for Commission approval of the Plan.

Section 3. That it is hereby found and determined that said Urban Renewal Plan for the Project Area is feasible, and conforms to said comprehensive plan and program for the overall development of the City and to the workable program of the City.

Section 4. That it is hereby found and determined that the Urban Renewal Plan for the Project Area will afford maximum opportunity consistent with the sound needs of the City of Dayton as a whole, for the redevelopment of such area by private enterprise.

Section 5. That the City's urban renewal activities contemplated by the Urban Renewal Plan will not result in the displacement of any individuals or families from the Project Area and therefore no relocation plan is necessary in connection with the Urban Renewal Plan.

Section 6. That in order to implement and facilitate the effectuation of the Urban Renewal Plan hereby approved it is found and determined that certain additional official actions must be taken by this Commission with reference among other things, to changes in zoning, the creation of new streets and alleys, the location and relocation of public facilities, and other public action.

Section 7. For the reasons stated in the preamble hereof, this Ordinance is declared to be an emergency measure and shall take effect immediately upon its passage.

Passed by the Commission July 19, 2000

Signed by the Mayor..... July 19, 2000

Phil Burton
MAYOR OF THE CITY OF DAYTON, OHIO

Attest:

Lawrence G. Watson
Clerk of the Commission

Approved as to form:

James L. McDevitt
City Attorney

By MR. Williams

No. 31269-13

AN ORDINANCE

Approving the 2013 Amendments to the
Webster Station West Urban Renewal Plan.

WHEREAS, On July 19, 2000, by Ordinance No. 29840-00, the Commission of the City of Dayton approved an Urban Renewal Plan ("Plan") for Webster Station West to eliminate blighted and deteriorated conditions in the Plan area and to prevent the recurrence thereof; and

WHEREAS, Additional amendments, known as the 2013 amendments to the Webster Station West Urban Renewal Plan, are needed to reflect potential uses that are compatible with the Plan's spirit and intent; and

WHEREAS, The boundaries of the Webster Station West Urban Renewal Plan have not been changed and there are no properties designated to be acquired by the City by the 2013 amendments to the Webster Station West Urban Renewal Plan; and

WHEREAS, The Downtown Priority Board, Downtown Dayton Partnership, Five Rivers MetroParks, CityWide Development Corporation, along with other stakeholders, support the 2013 amendments to the Webster Station West Urban Renewal Plan; and

WHEREAS, The City Plan Board, the official planning body for the City of Dayton, held public hearings on September 3, 2013 and September 17, 2013, reviewed the 2013 amendments to the Webster Station West Urban Renewal Plan, Case RC-008-2013, and recommended City Commission approval of the case at its September 17, 2103, meeting; and

WHEREAS, The City Plan Board submitted to the City Commission its report, recommendation, and certification that the proposed 2013 amendments to the Webster Station West Urban Renewal Plan are in conformance with the comprehensive plan and program for the City of Dayton; and

WHEREAS, This Commission has duly considered the report and recommendations of the City Plan Board, City officials and other information available to the Commission pertaining to this proposed amendment to the Plan; now, therefore,

BE IT ORDAINED BY THE COMMISSION OF THE CITY OF DAYTON:

Section 1. That this Commission finds that (i) the 2013 amendments to the Webster Station West Urban Renewal Plan ("Plan") will assist in eliminating blighted and deteriorated conditions in the Plan area and preventing the spread and recurrence thereof and (ii) the Plan conforms to the existing comprehensive plan and program for overall development of the City and is otherwise in the best interest of the City.

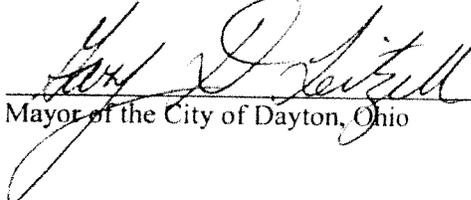
Section 2. That this Commission approves and adopts the 2013 amendments to the Webster Station West Urban Renewal Plan as contained in Exhibit A attached hereto and incorporated herein.

Section 3. That the City Manager is directed to take all actions necessary to modify the official copies of the Plan with the 2013 amendments approved and adopted hereby, and all actions necessary to implement these amendments.

Section 4. That this Commission finds and determines that all formal actions of this Commission concerning and relating to the passage of this Ordinance were taken in an open meeting of this Commission and that all deliberations of this Commission and of any committees that resulted in those formal actions were in meetings open to the public in compliance with the law.

Passed by the Commission... October 23 ... 2013

Signed by the Mayor... October 23 ... 2013



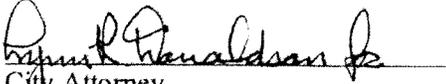
Mayor of the City of Dayton, Ohio

Attest:



Clerk of the Commission

Approved as to form:



City Attorney

Webster Station West Urban Renewal Plan

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I. INTRODUCTION

As a result of continuing long-range planning in downtown Dayton, a significant number of project initiatives are underway throughout the downtown area. The recent adoption of a new comprehensive plan for downtown and the entire city has established the vision and form for the continuing public and private revitalization efforts for the next twenty years. Collectively, these efforts are intended to reverse long term trends of disinvestment in the center city and cause new investment to occur.

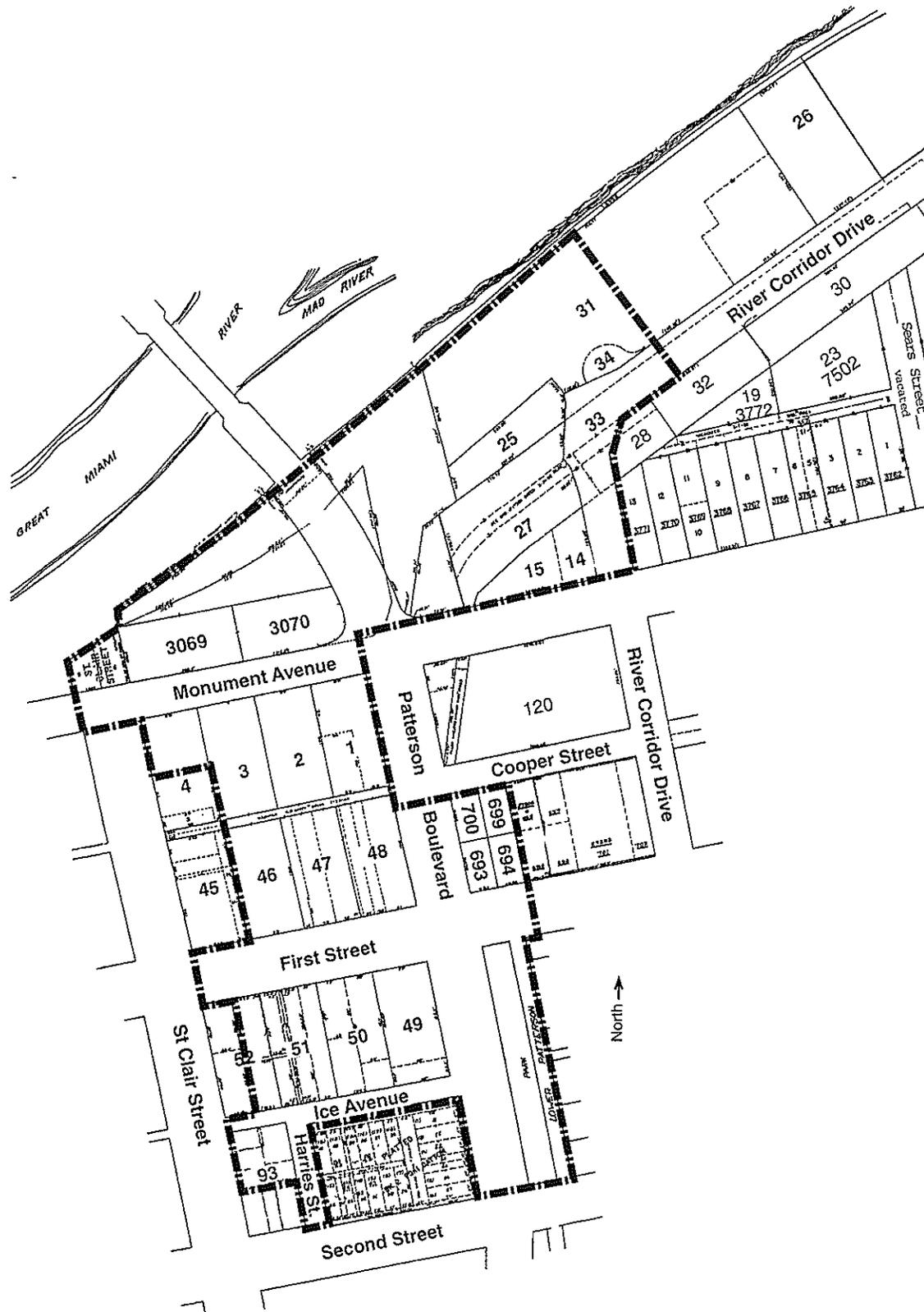
Part of the focus for the revitalization of downtown for the next 20 years will include planning and development efforts in the Greater Webster Station planning area. The area has experienced a significant decline in economic investment over the last 40 years as evidenced by deteriorated infrastructure, vacant, deteriorated and underutilized buildings and surface parking lots, which once contained productive buildings, generating little economic activity and not meeting current zoning standards. The Dayton City Commission formally acknowledged this trend when it made a finding of blighted and deteriorated conditions for the Greater Webster Station area in February of 1999.

To help reverse the disinvestment and deterioration in Greater Webster Station, the new Downtown Plan is guiding and encouraging revitalization efforts.

The Dayton City Commission adopted the Webster Station North Urban Renewal Plan in the fall of 1997, and Planned Development 89 in the spring of 1998, to carry out the City's public purpose of causing the elimination of blight and prevention of recurrence of blight and to cause economic reinvestment. This targeted area is now home to a new minor league baseball park facility.

The Dayton City Commission adopted Planned Development 92 (otherwise known as The Cannery) in the spring of 1998 as a further effort to carry out the City's public purpose of elimination of blight and prevention of recurrence of blight and to halt and reverse the decline of the Greater Webster Station area. This area will soon see the addition of 140 units of market rate housing in a series of renovated historic warehouses.

It is within that context that the Webster Station West Urban Renewal Area is now proposed to carry out the City's public purpose of elimination of blight and prevention of recurrence of blight and to halt and reverse the decline of the Greater Webster Station area.



Project Boundary • Map 1

Webster Station West Urban Renewal Plan

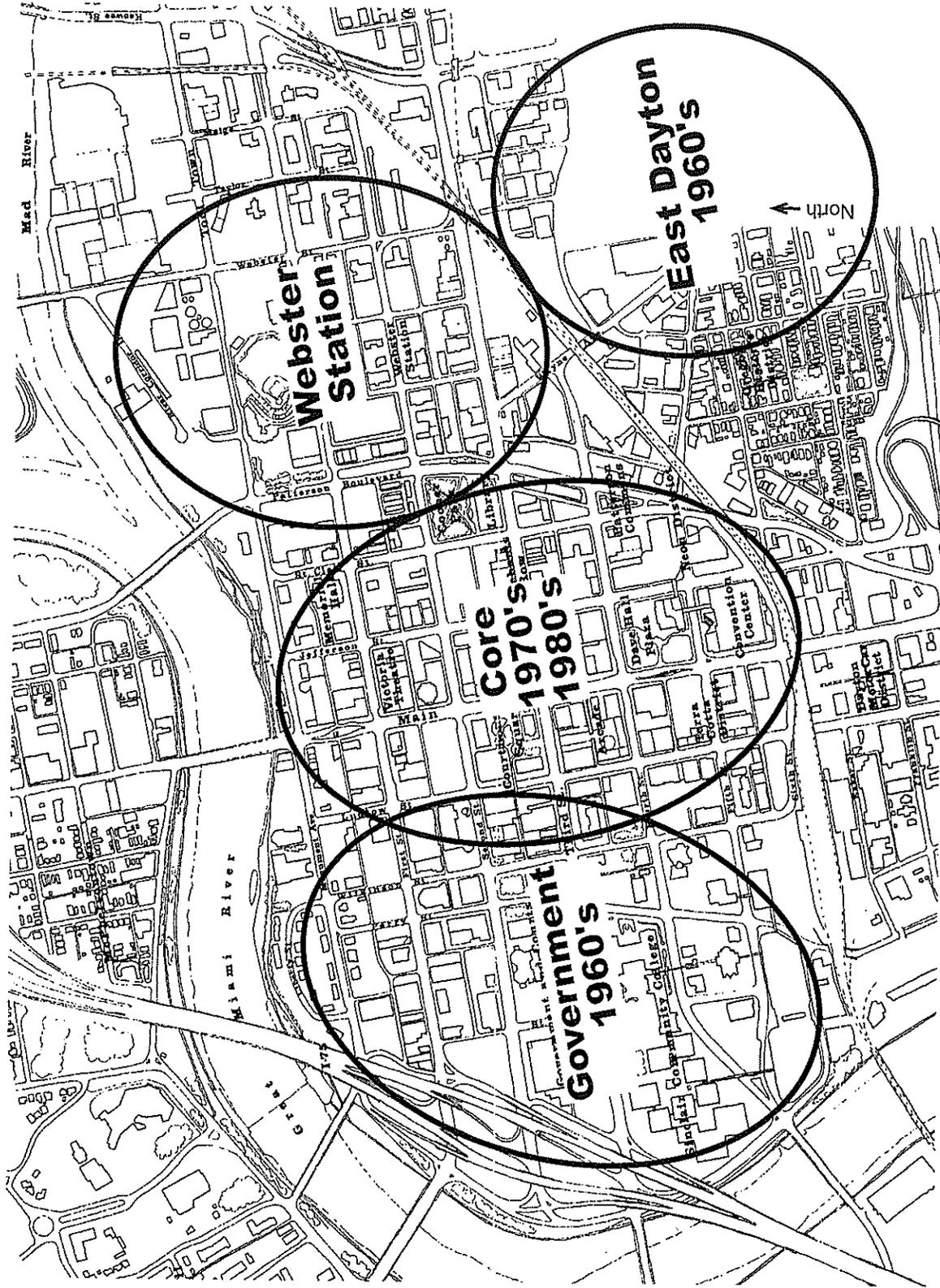
II. BOUNDARY DESCRIPTION

The Webster Station West Urban Renewal Area is located in the City of Dayton, County of Montgomery, State of Ohio, with the boundary of the said project further identified by the following description (see Map 1):

1. The point of beginning being the northeast intersection of the east right-of-way line of N. St. Clair Street and the North right-of-way of Ice Avenue;
2. Thence, south 96' with the east line of St. Clair Street to a point;
3. Thence, eastwardly parallel with. Second Street 50' to a point;
4. Thence, north 3' to a point;
5. Thence, eastwardly parallel with E. Second Street 50.66' to a point in the west right-of-way line of Harries Street;
6. Thence, south 123' with the east line of Harries Street to the North right-of-way of East Second Street;
7. Thence, eastwardly along the north right-of-way line of East Second Street to the east right-of-way of Harries Street;
8. Thence, northwardly along the east right-of-way of Harries Street to the south right-of-way line of Ice Avenue;
9. Thence, eastwardly along the south right-of-way line of Ice Avenue to the west right-of-way line of East Second Street;
10. Thence, south with the west right-of-way line of Patterson Blvd. To the north right-of-way line of East Second Street;
11. Thence, eastwardly along the north right-of-way line of East Second Street to the west line of Lot Numbered 2704;
12. Thence, northwardly with the west lines of Lots 2704, 2703, 2702, 707, 706, 705, 704 and 703 to the south right-of-way line of East First Street;
13. Thence, eastwardly along the south right-of-way line of East First Street to the east line of Lot Numbered 694 extended;

14. Thence, northwardly across E. First Street along said extended line and thence along the east line of Lots Numbered 694 and 699 to the south right-of-way line of Cooper Street;
15. Thence, westwardly with the south right-of-way line of Cooper Street to the west right-of-way of Patterson Boulevard;
16. Thence, northwardly along the west right-of-line of Patterson Blvd. to the north right-of-way line of Monument Avenue;
17. Thence, eastwardly along the north right-of-way line of Monument Avenue to the northeast corner of Monument Avenue and River Corridor Drive;
18. Thence, north along the east right-of-way line of River Corridor Drive 209.79' to a point;
19. Thence, northeastwardly continuing along the east and south right-of-way line of River Corridor Drive 66.35' to a point;
20. Thence, eastwardly continuing along the south right-of-way line of River Corridor Drive 133' to a point;
21. Thence, North 37 degrees 18' 57" West across River Corridor Drive 333.47' parallel with the east property line of the Board of Education, Dayton City School District property to a point on the levee on the south bank of the Mad River;
22. Thence southwestwardly with the levee on the south bank of the Mad River and the Great Miami River to a point, said point being the northward extension of the west line of Lot Numbered 3069;
23. Thence south along the northward extension of the west line of Lot Numbered 3069 to the northwest corner of said Lot Numbered 3069;
24. Thence southwestwardly along the northern portion of vacated St. Clair Street to the northwest corner of said vacated street;
25. Thence south along the west line of said vacated street to the north line of Monument Avenue;
26. Thence continuing southwardly across Monument Avenue with the southwest corner of Monument Avenue and St. Clair Street;

27. Thence east across St. Clair Street to the southeast corner of Monument Avenue and St. Clair Street;
28. Thence along the east right-of-way of St. Clair Street 99' feet to a point in the east line of Lot Numbered 4;
29. Thence east 99' to a point on the west line of Lot Numbered 3;
30. Thence south with the west line of Lot Numbered 3 across a vacated alley and continuing south with the east line of Lot Numbered 45 a distance of 65' to a point;
31. Thence west .9' to a point in Lot Numbered 45;
32. Thence south parallel to the east line of Lot Numbered 45 to the north right-of-way line of E. First Street;
33. Thence west along the north right-of-way line of E. First Street to the east right-of-way line of St. Clair Street;
34. Thence south along the east right-of-way line of St. Clair Street to the south right-of-way line of E. First Street;
35. Thence east along the south right-of-way line of E. First Street to a point 49.5' east of St. Clair Street;
36. Thence south parallel to and 49.5' east of St. Clair Street to the north right-of-way of Ice Avenue;
37. Thence west along the north right-of-way line of Ice Avenue to the north-east corner of Ice Avenue and St. Clair Street;
38. Thence south with the east line of St. Clair Street to the point of beginning.



Revitalization • Map 2

Webster Station West Urban Renewal Plan

III. REPORT ON PLANNING PROPOSALS

A. Basis for Planning Determinations

Downtown Dayton has been experiencing changes with significant public/private revitalization efforts since the late 1950's. During the late 1950's and early 1960's, large speculative urban renewal projects were undertaken in the west sector of the Central Business District as well as in inner east Dayton. In the west sector, these efforts were targeted to remove blighted residential areas and were redeveloped for primarily institutional, government and service-commercial uses. Interstate 75 was constructed in this area to create easy access to and from the downtown from the expressway. The west sector became dominated by daytime uses that consisted primarily of singular land uses. In the east sector, the efforts primarily resulted in light-industrial, service-commercial, office and some limited residential uses.

During the 1970's and 1980's, downtown revitalization efforts were primarily focused in the downtown core, particularly in and around the Main Street corridor. Several downtown plans guided change during that time including the Urban Design Plan for Downtown Dayton (1979) and the Downtown Opportunities Plan (1987). Urban renewal and revitalization efforts became tightly targeted and focused. Courthouse Square, Arcade Square, the Victoria Theater renovation and expansion of the Convention Center were several of the major downtown planning and development efforts. The overall approach in this period was to enhance and support dense office activity punctuated with a variety of other uses to create and support daytime vitality while simultaneously removing and revitalizing specific pockets of deterioration. New office towers were constructed. A number of older office buildings were upgraded. During this period, historic zoning was introduced in the Oregon neighborhood, and a residential revitalization of close-in neighborhoods began to evolve (see map 2).

Downtown was the dominant office center within the region until the mid- 1980's, when a beltway was constructed around the south and east fringe of the City. During the several years which followed the completion of the beltway, downtown experienced a significant outmigration of office, retail and service sector jobs. Current data indicates that the downtown may have lost as much as a third of its job base between the early 1980's and mid 1990's. Many of the downtown retail and commercial service support uses lost a significant portion of their daytime support traffic base as an outcome of this trend, combined with a significant overbuilding of new retail and commercial support uses in outlying areas. These occurrences represented a transfer of investment activity from the center city to

the suburbs. During this time, a number of older buildings, which housed various economic generating activities, were demolished to make way for surface parking. This trend occurred at a time when demand for parking was declining, and the resulting loss of economic generating activity previously housed in many of the demolished buildings, became an economic detriment to downtown.

While the job base in the downtown has appeared to stabilize, and recently show improvement from significant losses sustained between the early 1980's to mid 1990's, the base, since that time, has not grown to any significant degree. During this period, downtown has been struggling to compete in the market place in several functional areas. The commercial office market has generally shown some improvement for Class A office product with a softer demand for B and C office products. Market-rate housing, on a relatively significant scale, has been reintroduced into the downtown as part of the redevelopment of urban renewal property located near, and adjacent to, the old YMCA in the northwest quadrant of the central business district. It appears as if there has been good demand for market-rate housing as evidenced by activity in surrounding neighborhoods and high occupancy levels of downtown housing products. Downtown attractions, when available, demonstrate an ability to compete with, and attract people from, the suburbs and outlying areas and will help to reverse long term trends of population and activity outmigration. Commercial retail and service uses, on the other hand, could be characterized as currently struggling to compete and thrive in the center city.

B. The CitiPlan 2020 Comprehensive Plan

In 1996, the City of Dayton initiated a city wide, comprehensive planning process. The plan was created with six focus areas. One of those focus areas was downtown. Downtown was facing a number of challenges including:

- *How to compete to retain and expand the downtown employment base to reverse trends of employment outmigration and disinvestment*
- *How to make downtown useful and relevant to the future of the region*
- *How to make downtown useful and relevant to its citizens*

Several major directions were identified:

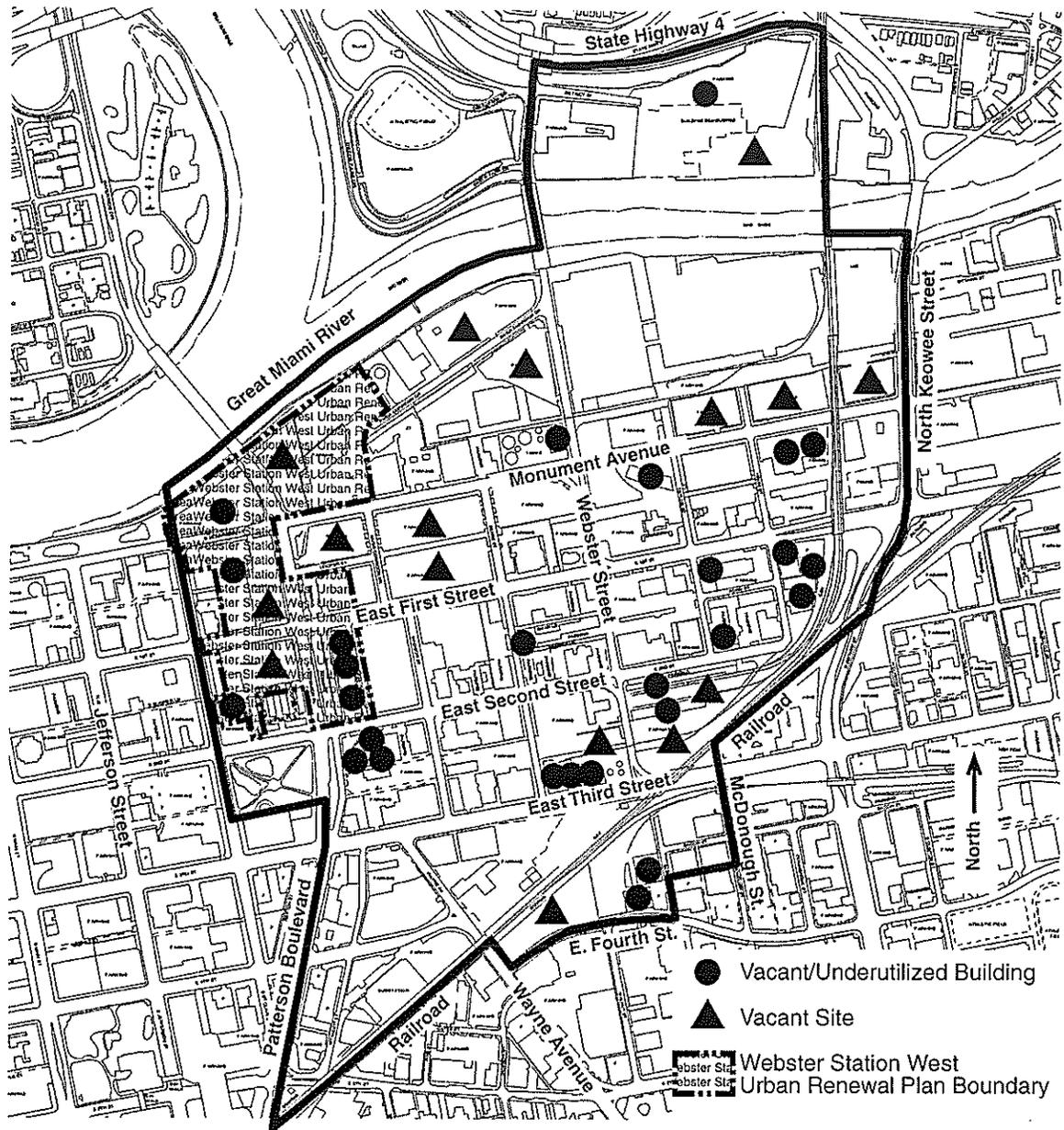
- *First, Dayton needed to recognize that if downtown were to compete in the future, it must be repositioned as a quality of life location - a location of choice, and not necessarily so dependent upon the previous geographic advantage that, in large part, was created through the development and*

evolution of transportation systems. Never before have so many jobs, residents, shoppers and visitors been so location neutral within the local region. Advances in technology and communications, increases in ownership of private automobiles, as well as greater choices in shopping, housing and educational products have created a marketplace where quality of life factors will play an increasing role in lifestyle and business choices and decisions.

- *Second*, as a way to approach the issues concerning livability and competitiveness, the *downtown revitalization equation would require a shift from a jobs/institutional dominant approach to one where jobs, amenities and attractions, and housing would become an equally balanced multi-pronged strategy*. The multiple functions would be required to create long-term sustainability and vitality for the downtown. A multi-use, lifestyle and leisure strategy, in the long-term, will create a center city that is active 18 hours a day, seven days a week. The multi-use lifestyle and leisure strategy is intended to create a net growth in the base of jobs, housing and attractions. Net expansion of the base will help to stimulate new growth and demand for support amenities and strengthen downtown as a location for multiple leisure functions and activities. Part of the revitalization strategy identified the need to develop the detrimental, low-intensity, inefficient use of land for surface parking for other higher intensity use for jobs, amenities and housing. Parking demand is planned to be served through a system of structured parking garages, public transportation and a convenient and attractive walking environment.
- *Third*, the traditional *central business district as defined by the Great Miami River, the railroad overhead and Patterson Boulevard would evolve to include the revitalization of Webster Station (to the east of the CBD)*, in addition to continuing efforts to strengthen the Main Street corridor and create land use linkages between the government/Sinclair area with the core.

C. The Greater Webster Station Community Redevelopment District Strategy

In January of 1999, The City of Dayton formally declared the Greater Webster Station area as a *community redevelopment district*. That designation formally acknowledged the deteriorated and blighted conditions of the area and identified the framework for a long-term strategy which included attacking the deteriorated conditions through renewal, rehabilitation and revitalization. The Strategy is used by the City of Dayton as an official planning document and is used to guide short



**Greater Webster Station Community Redevelopment District
Vacant/Underutilized Buildings & Sites**

Map 3

Webster Station West Urban Renewal Plan

and long-range planning and development decisions in Webster Station. A copy of the Greater Webster Station Community Redevelopment District Strategy is on file with the Secretary to the City Plan Board and with the Department of Planning and Community Development.

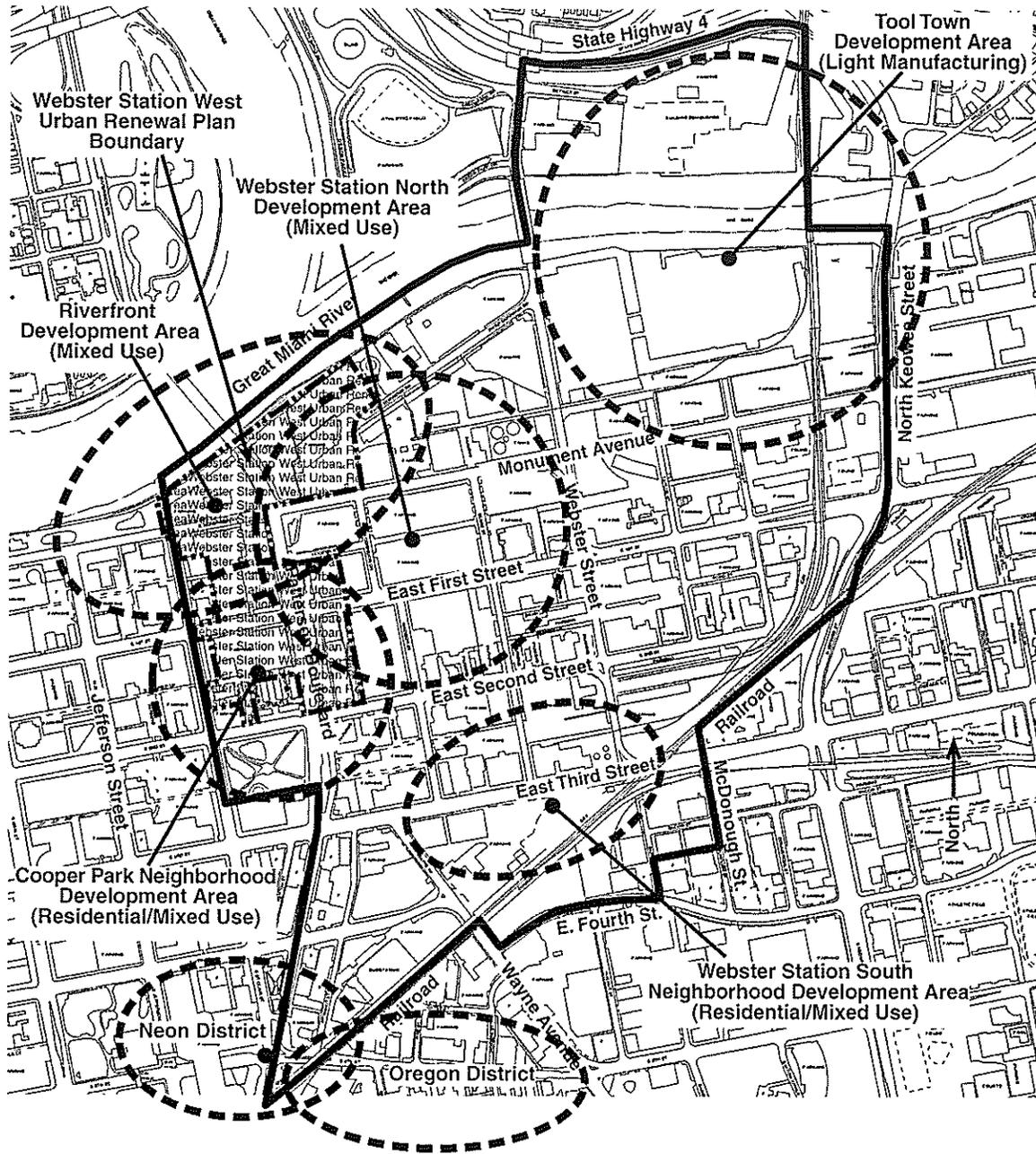
The Greater Webster Station planning area generally stretches from St. Clair Street on the west to Keowee Street on the east and is bounded by the Mad River on the north and railroad overhead on the south. The district, at one time, was a thriving heavy industrial, warehousing and wholesaling area. During the last several decades, it has been in decline. Many of the industrial age buildings no longer serve the uses for which they were originally constructed and many of the businesses have either relocated from the area or have gone out of business. Today, much of the land is vacant and/or underutilized as evidenced by low-intensity surface parking lots (many of which do not meet current zoning and building standards). This inefficient use of development land is detrimental to the economic welfare of downtown, as the land has a higher and better potential for generating economic investment for other land use activity. Many of the remaining buildings, while of historic character and value, are either vacant or significantly underutilized, may be functionally obsolete and show signs of disinvestment (see map 3).

D. The Revitalization of Greater Webster Station

The strategy for the revitalization of Webster Station is to reverse trends of physical deterioration and economic disinvestment and shift the land uses from primarily heavy industry to a lively mix of housing, commercial office, retail and service-commercial support uses with light manufacturing and wholesaling. Intensifying the level of land use activity on currently underutilized sites and buildings will result in higher levels of economic activity.

In addition to these uses, lifestyle and leisure functions such as housing, recreation and entertainment uses will be introduced. *The intention of developing a strategic land-use mix in Greater Webster Station is to complement and strengthen the dominant functions of the downtown core without competing for the same type of uses and functions which characterize the core.* The long-term result of the shift in the land-use mix of Greater Webster Station will be to create a land-use connection between the Oregon/Neon Districts and McPherson Town and complement the downtown core.

Webster Station is to be linked to the Main Street corridor and the McPherson Town planning district through a series of infrastructure enhancements and new



Greater Webster Station Future Reinvestment Areas

Map 4

Webster Station West Urban Renewal Plan

programming activity for the riverfront along Monument Avenue. Webster Station North and the riverfront area is to be connected to the southeast quadrant of the CBD and the Oregon District by way of an improved Patterson Boulevard. Patterson Boulevard is to be physically enhanced over the long term through a series of infrastructure improvements. The land use strategy for the Patterson Boulevard corridor is to create a mix of housing, office, retail, service commercial and hospitality support uses. The corridor will create a vital land use connection among the activity clusters of riverfront, baseball stadium, Cooper Park/Library and the Oregon/Neon Districts along East Fifth Street.

E. The Cooper Park Neighborhood Development Plan

The Cooper Park Neighborhood Development Plan was adopted by the Dayton City Commission in 1999. The Plan is used by the City of Dayton as an official planning document and is used to guide short and long-range planning and development decisions in the Cooper Park Neighborhood. A copy of the Cooper Park Neighborhood Development Plan is on file with the Secretary to the City Plan Board and with the Department of Planning and Community Development. The plan identified a long-range framework for the revitalization of the area which surrounds Cooper Park. The Cooper Park cluster is identified to be primarily revitalized with housing as a dominant land use through rehabilitation of existing and historic buildings as well as new construction on appropriate development parcels. Appropriate development parcels would be created by the assembly of smaller parcels into larger ones and replace current low-intensity surface parking uses with housing/mixed uses. The continued development of this area will ultimately create activity (residents) to support adjacent and nearby development. The public library would continue to be the dominant institutional use and attraction with over 900,000 visitors annually.

F. The Webster Station West Urban Renewal Plan Area - Connecting the Riverfront, Cooper Park Neighborhood and Webster Station North Clusters

The Webster Station West Urban Renewal Plan Area sets a framework for change which will foster functional, physical and land use connections among a number of planning and development clusters which interface the urban renewal area. In addition, it is consistent with recent trends of public and private action and investment to reverse the long term trend of disinvestment and resulting deterioration of infrastructure, buildings, surface parking lots and vacant sites within the Greater Webster Station area (see Map 4).

The cluster of activity at, and surrounding, the baseball stadium is known as the Webster Station North Urban Renewal Area and/or Planned Development 89.

The cluster is anchored with a minor league baseball stadium. The plan was created to provide for carrying out the City's public purpose of elimination of blight and preventing the recurrence of blight and to reverse trends of deteriorating public infrastructure, low-intensity use of the land for surface parking and to stimulate economic investment. The plan calls for the eventual rehabilitation of the adjacent buildings for compatible uses including dining and drinking establishments, office, retail, service-commercial and housing activities.

The Riverfront Development Area is planned primarily to create new recreational related activity that is unique to the riverfront location. This approach should create an opportunity to position the area for those unique activities in that location which currently may not exist elsewhere in the downtown. The recreational and leisure activities will help to create an activity connection between Webster Station North and the Main Street corridor.

The Cooper Park Neighborhood Development Plan was adopted by the Dayton City Commission in 1999. The plan, as previously identified, identified a long-range framework for the revitalization of this area which surrounds Cooper Park. This cluster will link the desired, higher-intensity uses along the Patterson Boulevard development corridor between the riverfront and the Oregon District.

The Oregon District currently represents a dense concentration of hospitality and popular entertainment functions in the greater downtown area. The aggregate number of visitors annually to this district represents one of the single largest activity centers in the downtown area for these types of uses.

The Neon District has experienced the loss of several businesses over the last few years. However, it is planned that the Neon District is about to experience a minor renaissance with the scheduled rehabilitation of the Beaver Power Building into market-rate housing. The Fifth Street corridor is planned to continue to be strengthened for mixed-use activity with a popular entertainment and hospitality function focus with some direct support traffic being created from activities at the Convention Center.

Webster Station South, otherwise known as The Cannery Project or PD-92, is proposed to convert a series of historic warehouses into a mixed-use housing project. There will be 140 to 150 units of market-rate rental housing placed in the upper floors of the buildings and commercial space will be available at the street level. This project is a key to helping create a land use connection between the Oregon District and the Riverfront Development Area.

The large area located in the northeast quadrant of Webster Station, is a large potential development area, currently called Tool Town, and is proposed to become an area which would contain facilities, uses and businesses associated with the tool and machining industry in Dayton. This area would primarily be light industrial and manufacturing in land use character, as well as education, and is expected to contain a high number of jobs.

The clusters of identified activity will all be integral to the Patterson Boulevard development corridor. The Downtown Master Plan identifies Patterson Boulevard as the mixed-use corridor which will connect the riverfront to the downtown and Oregon. The Patterson Boulevard Corridor will shift to a more mixed-use, pedestrian oriented development corridor.

The creation and development of the Webster Station West Urban Renewal Plan Area will achieve several planning and urban design objectives. The Webster Station West Urban Renewal Area, has an objective, the creation of a mixed-use area and increase the level of land use activity from the current vacant and underutilized buildings and surface parking lots. It is the objective of the Plan to create a project or series of projects which are mixed-use in function to generate activity throughout the day and night as well as on weekends and strengthen the lifestyle and leisure functions within the downtown. The land-use mix should complement the uses and clusters of activities which currently exist, and are planned, for the core.

The form and function of the urban renewal area will ensure active connections at street level, particularly at corners and intersections as well as primary rights-of-way. The overall design and function of any redevelopment project(s) will be required to create a scale that is pedestrian in design and function. Pedestrian activity will be encouraged through orientation of active uses to streets and public spaces. The opportunity to create an intimately scaled urban setting will be encouraged through the development of new, as well as strengthening of existing, streets, pedestrian paths and public open spaces. In addition, the design of any and all projects for the urban renewal area will require sensitively designed street facades that follow traditional patterns of diversity and scale which exists in the Greater Webster Station area and downtown.

The redevelopment of the urban renewal area, when complete, will create street level pedestrian experiences which strive to make functional connections between Webster Station North and the riverfront projects. The overall physical scale and form of the redevelopment(s) will integrate the scale and form of the earlier development patterns in Webster Station and old canal corridor through a combination of the rehabilitation of older, historic buildings as well as sensitively designed new construction.

IV. URBAN RENEWAL PLAN OBJECTIVES

The Webster Station West Urban Renewal Area represents a strategy to reverse Webster Station trends of physical deterioration, economic disinvestment and the current detrimental low-intensity use of land and buildings as well as to connect clusters of activities in the Webster Station North Urban Renewal Area, the riverfront and the Cooper Park Neighborhood. The Webster Station West Urban Renewal Area will create opportunities to remove blighting influences as well create rehabilitation and redevelopment projects in the Urban Renewal Area. The redevelopment of the Urban Renewal Area will result in a vital mix of land uses which complements and supports other clusters of activity in the downtown area. The City of Dayton proposes to complement private and public redevelopment efforts in the northeast quadrant of downtown through the assistance of the urban renewal process in the redevelopment of several parcels in and near the old Sears department store property for mixed-uses including recreation, housing, office, retail, service-commercial, entertainment and parking.

The objectives of the Webster Station West Urban Renewal Area:

- A. Shall eliminate blighting conditions in the Webster Station West Urban Renewal Area through the rehabilitation and/or removal of buildings which are structurally substandard or functionally obsolete as well as by developing parcels currently used as surface parking lots which are sub standard and do not meet current zoning and building codes and represent a detrimental, low-intensity, inefficient use of urban land.
- B. Shall improve the overall land use patterns both within the urban renewal area and adjoining redevelopment areas to prevent and discourage incompatible land use relationships through the assembly and creation of appropriate development parcels.
- C. Shall improve the intensity of land use and economic development activity for parcels located within the Webster Station West Urban Renewal Area from their current, detrimental low levels of activity through rehabilitation of existing buildings and development of land currently used for surface parking.
- D. Shall create a broad, mixed, land use activity base which generates 18 hour daily activity on a regular and sustainable basis and supports the concept of strengthening the lifestyle and leisure strategy for downtown.

- E. Shall make available opportunities for compatible, new mixed-use development by assembling and offering project land for the location of such mixed-use development activities and that such activities complement and support other clusters of activities in the downtown area.
- F. Shall provide and create active, street-level opportunities to generate significant pedestrian activity along streets, sidewalks, public spaces and riverfront levees which connect the activity clusters located within the northeast quadrant of downtown including Webster Station North, the riverfront, and the Cooper Park Neighborhood and further connects the aggregate activities of such to the larger functioning of the Central Business District.
- G. Shall provide the design framework which embraces a traditional, intimately scaled urban cluster which pays particular attention to the scale and design of street and public space patterns, street facades, building massing and storefront architecture. In addition, the character of revitalization should integrate the historical architecture of Greater Webster Station including the historic building and infrastructure remnants of the Miami-Erie Canal and Dayton's railroad, manufacturing and industrial heritage with new construction which strives to complement the core of that unique character.
- H. Shall continue the goals and objectives as set forth in the most recently adopted plan for downtown Dayton - *CitiPlan Dayton: The 2020 Vision - Downtown Component*.

V. TYPES OF PROPOSED RENEWAL ACTIONS

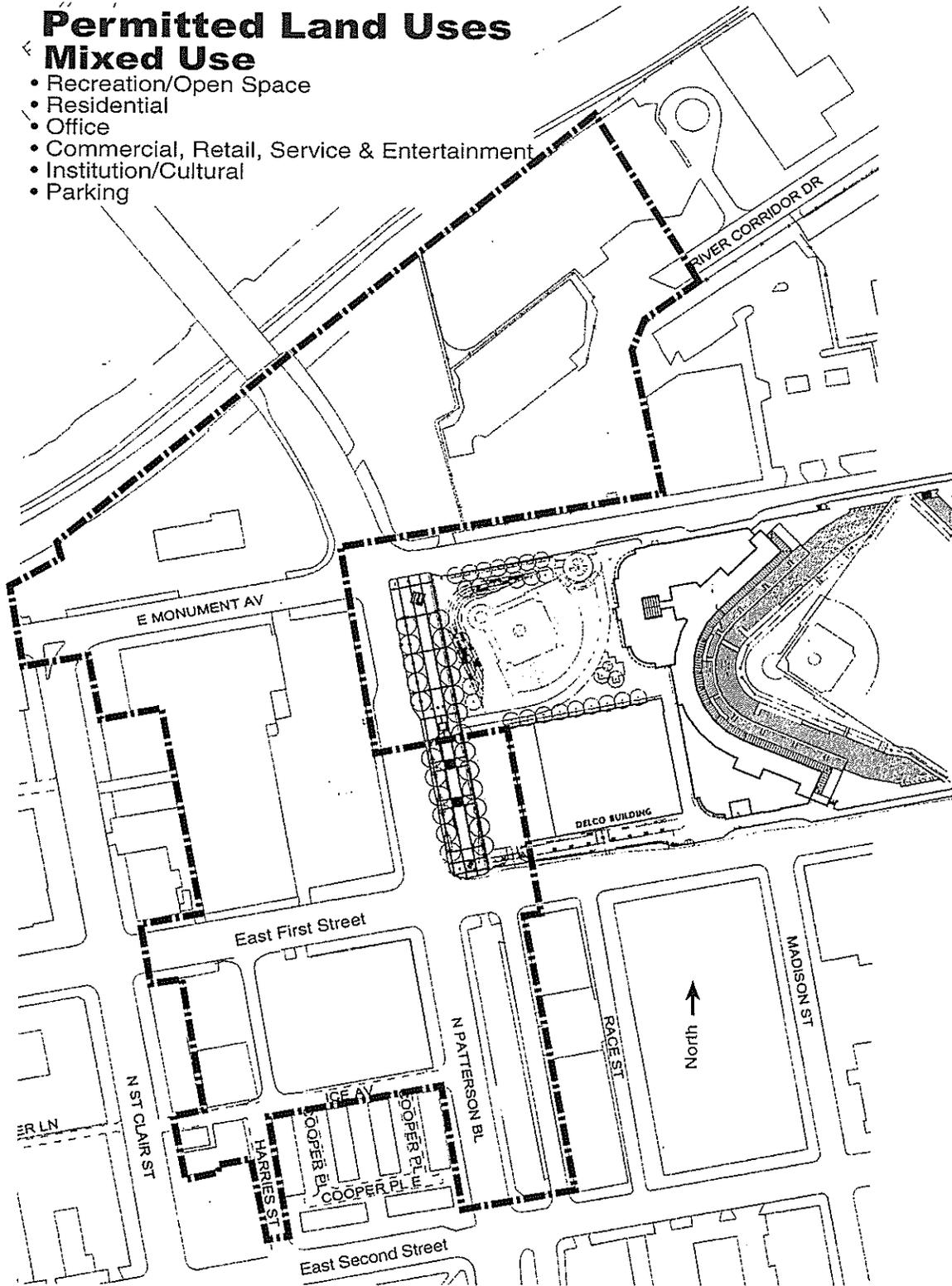
In order to achieve the objectives established for the Webster Station West Area, the Urban Renewal Plan proposes activities of acquisition, property assembly, building removal, building rehabilitation and redevelopment of surface parking lots for recreation/open space, housing, office, service-commercial, retail/hospitality/entertainment and parking uses.

In addition, the Webster Station West Urban Renewal Plan shall provide for the creation of new streets and public rights-of-way as planning and design/development devices within the project area to improve pedestrian circulation and access. New dedicated streets and public rights-of-way will function to create multiple desirable edges for all development parcels located within the project area.

Permitted Land Uses

Mixed Use

- Recreation/Open Space
- Residential
- Office
- Commercial, Retail, Service & Entertainment
- Institution/Cultural
- Parking



Generalized Land Use Plan • Map 5

Webster Station West Urban Renewal Plan

VI. LAND USE PLAN

A. Land Use Map

The proposed land use categories are shown on the generalized land use plan (see map 5). The map also generally indicates streets, sidewalks, the proposed redevelopment area, and building footprints outside the urban renewal plan boundary.

B. Land Use Categories

The following land use categories are proposed for the Webster Station West Urban Renewal Area:

1. Recreation/Open Space
2. Residential
3. Office
4. Commercial Retail, Service and Entertainment
5. Institution/Cultural
6. Parking

The land use plan outlines a broad base of land use options for redevelopment within the Webster Station West Urban Renewal Area. It is the objective of the land use plan to achieve a mix of uses which will create broad periods of intensive, diverse, and preferably overlapping land use and resulting pedestrian activity. In addition, the broad land use plan approach is designed to encourage development proposals which create a land use mix that is determined by the marketplace. Land use proposals submitted as part of development proposals should demonstrate market viability within the downtown. That viability should:

Complement land uses and resulting activities within activity clusters which are adjacent to the Webster Station West Urban Renewal Area, as well as the downtown core, so as to minimize duplication or shifting of existing uses within the immediate market area.

C. Land Use Objectives

The Webster Station West Urban Renewal Plan to applies land use objectives which fits three guiding principles for the Renewal Plan:

Mixed Use - The Webster Station West Urban Renewal Area should be developed with a broad array of mixed and compatible land uses to cause sustained, pedestrian activity to occur throughout the project area on a regular basis.

Intensive Use of the Land – The land within the Webster Station West Urban Renewal Area should increase the intensity of use from its current status of vacant and underutilized buildings and surface parking lots.

Lifestyle and Leisure Development - The objective of the Webster Station West Urban Renewal Plan is to cause the Renewal Area, when complete, to contribute to the overall lifestyle and leisure development strategy which will differentiate downtown from its suburban and regional neighbors.

The Webster Station West Urban Renewal Plan applies the following objectives to its permitted land uses:

1.Recreation/Open Space - The Renewal Plan proposes that land adjacent to, and near, the riverfront and Patterson Boulevard, is permitted to be developed for recreation and open space purposes. It would be appropriate to have recreational uses and expanded public open space adjacent to the river and Patterson Boulevard to help continue the public access, activity and circulation that are an important foundation piece of the Webster Station West Urban Renewal Plan to help tie the activity and land use clusters together. Continuous, public access will be required at the top of the river levee on the south bank in order to eventually connect the top of the river from Main Street to Keowee Street for pedestrians. In addition, activity programming could take place to maximize use of the public spaces and recreational areas. Such activity could appeal to a broad cross section of the public.

2.Residential - The Renewal Plan proposes creating more market rate residential uses within the Renewal Area. Additional residential units can be created in older, rehabilitated buildings and on appropriate development parcels that are designed to receive new construction. Mixing residential uses with other desired uses within the Renewal Area will help to achieve an around-the-clock vitality and provide sustained customer traffic for other commercial retail, service and entertainment uses that might be created within and/or near the Renewal Area.

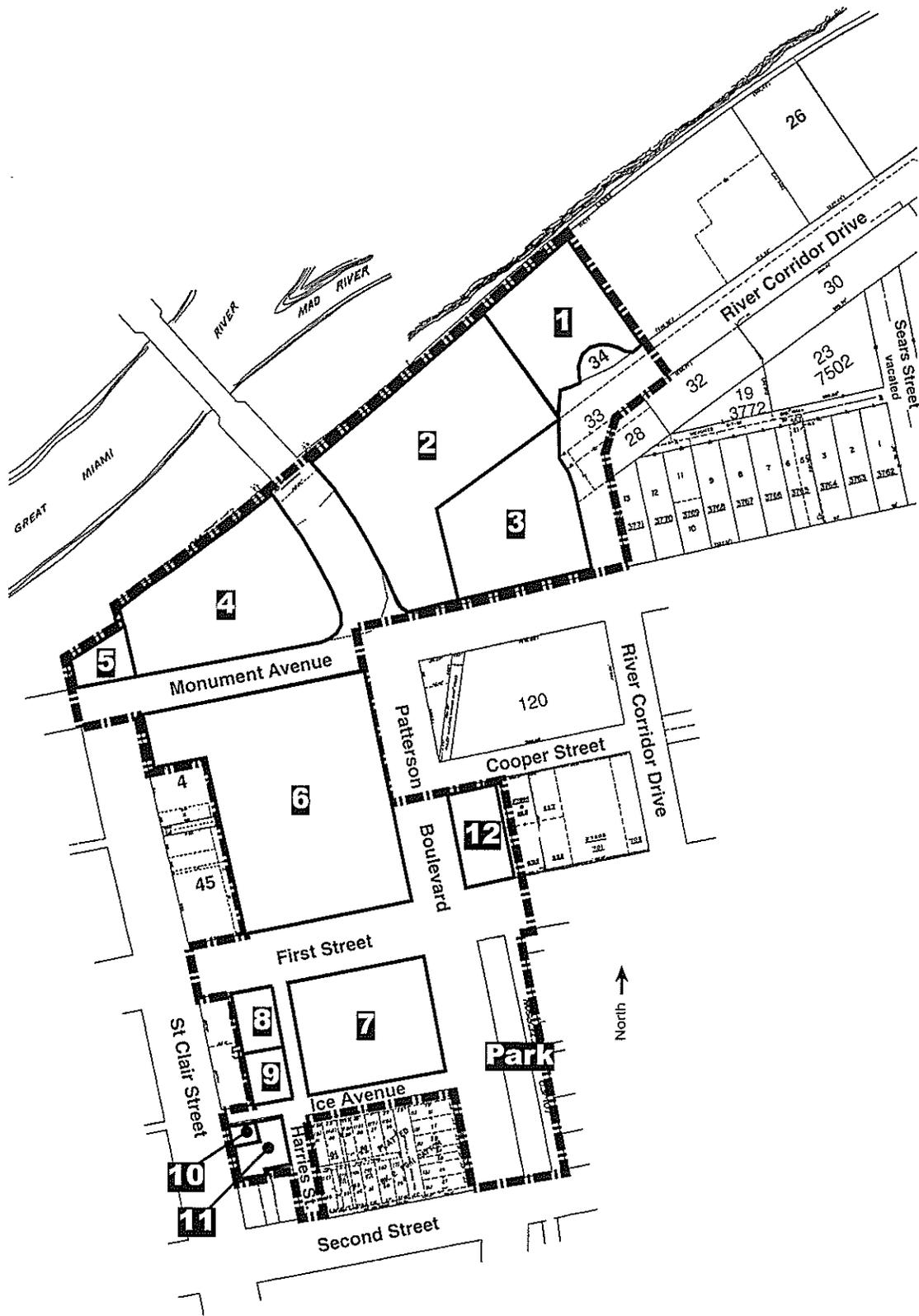
3.Office - The Renewal Plan proposes adding office uses within the Renewal Area. It is not the intention of the Renewal Area Plan to

cause office uses to be a dominant function - but as a contributing balanced function within the Renewal Area. Mixing office functions within a diverse land use approach for the Renewal Area will help to create daily vitality during the work week, when special events and programming may not be occurring. The presence of daytime office workers will help to provide a daily, sustained base of customer traffic to help support other commercial retail, service and entertainment uses that may be located within and near the Renewal Area.

4. Service-Commercial, Retail, Entertainment - The Renewal Plan proposes a mix of service-commercial, retail, and entertainment uses within the renewal area. The intent of creating such uses within the renewal area is to provide a mix of active commercial uses which can connect the street level and pedestrian character of the overall Renewal Area. Creating continuity for pedestrians at the street level will help to link the adjacent and nearby clusters of diverse activity that are planned or under construction. A market-driven, diverse mix of commercial uses within the Renewal Area will help to strengthen the designation nature of the Greater Webster Station Area as well as the overall downtown. Commercial functions will occur at street level to strengthen the pedestrian character and nature of the Renewal Area and will have other complementary uses such as a mix of residential and office uses occurring on upper floors of such projects.

5. Institution/Cultural - The Renewal Plan proposes to add institution and cultural uses within the Renewal Area that would complement the diverse mix of uses that are desired for such. Mixing such uses within the Renewal Area can create additional attraction-based activity which would contribute to the desired pedestrian function and character of the Renewal Area. Institutional and cultural uses which would be considered appropriate, would be those which generate activity for multiple days, and possibly evenings, during the week.

6. Parking - The Renewal Plan proposes that off-street parking uses be considered within the Renewal Area. Generally speaking, parking as a land use, will be housed in multi-level parking structures, either below or above ground to create a more efficient use of the land for other intensive uses. In only limited cases, will accessory surface parking be permitted.



Redevelopment Parcels • Map 6

Webster Station West Urban Renewal Plan

D. Redevelopment Standards

The redevelopment standards set forth the permitted uses, regulations, and controls that are to be imposed in the Urban Renewal Plan on real property within the project. Map 6 identifies the redevelopment parcels and aligns with the disposition plan.

PARCELS 1 AND 2:

A. Permitted Uses:

Recreation/Open Space

Residential

Office

Service-Commercial, Retail, Entertainment

Institution, Cultural

Accessory Parking, as regulated in "Off-Street Parking and Loading Requirements" in this section

B. Design Objectives:

The redevelopment of the site is intended to result in a project that takes advantage of the unique location characteristics of the site. That includes the potential of a broad panoramic viewshed of the river corridor for the project site itself, as well as the potential to take advantage of and complement nearby amenities such as the baseball park, RiverScape, and the Patterson Boulevard Canal Walk. The exterior environment shall be designed to be pedestrian in character and function and relate to existing and proposed public ways and design corridors as well as be linked to pedestrian paths. The overall design and function of the total environment shall be created in such a manner as to provide an inviting and responsive appearance from the northeast corner of the intersection of Monument Avenue and Patterson Boulevard.

C. Building Height, Setback, Massing, Facades:

The western edge of this site will serve as either a view corridor from the Patterson Boulevard Canal Walk, or — if a building is constructed near Patterson Boulevard — as a visual terminus from the Canal Walk. Any buildings placed on the site are required to respect the site's relationship with the Patterson Boulevard Canal Walk and the how it may act as a visual terminus for those looking north from the Canal Walk. If a building is constructed within 100 feet of the Patterson Boulevard right-of-way, the design of the building shall require special consideration of how it will be seen from the Patterson Boulevard Canal Walk. In this scenario, the following shall apply:

1. Buildings shall not present large blank walls that can be seen from the Canal Walk.

2. Architectural design shall express the importance of the building's role as a visual terminus from the south.
3. Building shall be lit in such a way as to provide visual interest at night.

Additionally, buildings on this site that can be viewed from the river corridor shall be designed to reflect the visual impact it will have on the corridor, and shall also be devoid of large blank walls. The river corridor shall be treated as an additional frontage.

Building height and setback requirements for this site are as controlled by the Zoning Ordinance. Principal use buildings shall be oriented to address the nearest public right-of-way.

D. Amenities, Pedestrian and Public Ways:

Public pedestrian access shall be required along the top of the river levee on the south bank of the Mad River in order to provide a continuous public pathway along this entire stretch. The pathway at the top of the levee shall be a minimum of ten feet in width.

Extensions of, and modifications to, River Corridor Drive are permitted to encroach upon this site in order to improve vehicular access to Parcels 1 and 2 if needed as part of a specific reuse plan.

The site should be designed to accommodate pedestrians traversing the site to access the river, including the pedestrian bridge that crosses the Mad River and connects to Deeds Point.

E. Off-Street Parking and Loading Requirements:

Surface parking, open to the sky, is only permitted as an accessory use in conjunction with a high-density housing or office project.

Structured parking is permitted as an accessory use. Landscaping of parking uses are as controlled by the zoning ordinance.

Off-street loading may occur at grade upon the site. However, the visual and functional impact of such upon the nature of the pedestrian environment of the site shall be designed to be minimal.

F. Signage:

As controlled by the Zoning Ordinance, including a possible Planned Development.

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PARCEL 3:

A. Permitted Mix of Uses:

Residential
Office
Service-Commercial, Retail, Entertainment
Institution, Cultural
Parking

B. Design Objectives

The long-term redevelopment of the site should result in a low to mid-rise structure which would be no higher than the Woolpert Building which is located to the east of the site. The eventual redevelopment of the site will provide a streetwall which will define the north edge of the baseball park plaza. As such, its eventual redevelopment should create a street façade along Monument Avenue which fits with the overall architectural character of Webster Station. The long-term use of the site could be as multiple level structured parking, office space or residential units with a street level that could be developed to house market-driven commercial uses along the street level fronting on Monument Avenue.

C. Site Coverage

The site may have 100% building coverage.

D. Building Height, Setback, Massing, Facades

Any new construction which might occur over the long-term of Parcel 3 should not be any higher in building height than either the adjacent Woolpert Building, located to the east of the site or the old DELCO Building, located on the southern edge of the baseball plaza. Any new construction should have a building façade which is in line with the other East Monument Avenue buildings, located to

the east of the site. If new construction occurs on the site, particular attention should be paid to the design of the building façade along Monument Avenue. The design of the façade should receive an architectural treatment which is compatible in scale with other nearby Webster Station buildings, as determined by material, shadow lines, window and door openings and other design devices as necessary for the particular type of building which might be developed.

E. Materials

Reflective, mirrored or tinted glass is not permitted for structures on this Parcel. Building materials, traditional to the building context of Greater Webster Station, shall be required.

F. Off-Street Parking and Loading Regulations

Off-street loading should occur from River Corridor Drive. Vehicular access for any new structure shall occur from River Corridor Drive.

Surface parking, open to the sky, is permitted and shall be subject to the provisions of the Zoning Ordinance.

Off-street loading regulations are as controlled by the Zoning Ordinance.

G. Signage

As controlled by the Zoning Ordinance. Roof mounted identification signs will be permitted on this Parcel upon review and approval by the City Plan Board as an integral part of the design of the redevelopment of this Parcel. Advertising signs of any type are prohibited.

PARCEL 4:

A. Permitted Mix of Uses:

Recreation/Open Space
Residential
Office
Service-Commercial, Retail, Entertainment
Institution, Cultural
Parking

B. Design Objectives

The overall design and development of Parcel 4 should result in an environment of buildings and pedestrian spaces which can be characterized as being intimate in built scale. Descriptions could include such words as urban neighborhood, village, town center, etc. Overall building form will not exceed the appearance of two story buildings with roof structure. Grade level functions of the environment should contain active commercial uses which generate pedestrian type activities and functions. Upper floors should be occupied to provide a mix of uses to ensure the broadest range of activity.

The overall design and function of the total environment on Parcel 4 shall be created in such a manner as to provide an inviting and responsive appearance from the northwest corner of the intersection of Monument Avenue and Patterson Boulevard. The design of the environment at that corner can be open space, a structure, or combination thereof, resulting in an appropriate pedestrian scaled building response to the corner with appropriate street level windows and doors along the primary streets.

The exterior environment of such shall be designed to be pedestrian in character and function and relate to existing and proposed public and pedestrian ways as well as be linked to the existing and future pedestrian paths relating to the riverfront. Pedestrian spaces, located at the top level of the levee could be designed and integrated in to a development project which might result in a pedestrian type esplanade to encourage outdoor pedestrian activity.

It is intended that the overall design of the site, whether alone, or in conjunction with other Renewal sites, will be linked to the existing street and pedestrian patterns of Monument Avenue and Patterson Boulevard as well as the pedestrian path located at the top of the levee located on the south bank of the rivers.

Vehicular parking for any proposed uses of this site is expected to occur in a multi-level parking structure(s) and be placed on either Parcel 3 and/or Parcel 6 and function as part of an overall pedestrian circulation plan for the Renewal Area. Underground parking, which is not visible from public rights-of-way is permitted on Parcel 4.

Public sculpture may be considered on dedicated public rights-of-way with the review and approval of the Public Arts Commission and the City Engineer.

C. Coverage

The maximum permitted site coverage for buildings on this site is 75%.

D. Building Height, Setback, Massing, Facades

The maximum building height, including the roof structure, shall not exceed the equivalent of a two story building with roof structure.

The setback requirements for this site are as controlled by the Zoning Ordinance. The setback requirements are applicable to any structures which have frontage onto Patterson Boulevard and/or Monument Avenue.

The overall massing of Parcel 4 should result in an environment of buildings and pedestrian spaces which can be characterized as being intimate in built scale. Descriptions can include such words as urban neighborhood, village, town center, etc. Overall building form will not exceed the appearance of two story buildings with roof form.

Any buildings placed on the site should be designed and arranged to create desirable street views from any structures, either existing, or as may be constructed in the future, on Parcel 6.

Any building facades with orientation to Monument Avenue and/or Patterson Boulevard shall, at the street level, not appear to have blank walls, back doors, or loading docks. Generous use of clear vision glass, display windows and well designed pedestrian scaled building entrances should occur at street level.

E. Materials

Reflective, mirrored or tinted glass is not permitted for windows or façade materials on any structures on this Parcel. Building materials, traditional to the building context of Webster Station, are permitted.

F. Amenities, Pedestrian and Public Ways

Public pedestrian access shall be required along the top of the river levee on the south bank of the Mad River in order to provide a continuous public pathway from Parcel 5 to the east property line of Parcel 4. The pathway shall be no less than 10 feet in width. It is intended that continuous public access is eventually provided along the top of the river levee on the south bank of the Great Miami and Mad Rivers from Main Street to Keowee Street.

Pedestrian paths and spaces can be designed and integrated into the development of Parcel 4 so as to provide cross parcel pedestrian circulation, access and views from Monument Avenue to the river levee.

G. Off-Street Parking and Loading Regulations

Off-street parking is permitted below grade on Parcel 4. Necessary off-street loading may occur on the site at, or below, grade. Off-street loading regulations are as controlled by the Zoning Ordinance.

H. Signage

As controlled by the Zoning Ordinance.

If the site is developed in conjunction with one or more of the other renewal sites with a commercial emphasis, then the redeveloper shall create a sign policy that will be applicable to the individual tenants. That sign policy shall address sign location, size, height, scale, shape, color and design. The intent of the policy is to ensure that signs which are integral to the Urban Renewal project area are used to identify specific uses associated and located within the project area and are compatible with the overall character of the new buildings and environment. The policy shall be reviewed and approved by the City Plan Board prior to the implementation and installation of the signs. Advertising signs of any type are prohibited.

PARCEL 5:

A. Permitted Uses:

Recreation/Open Space

B. Design Objectives

This site shall be designed to complement and support the recreational nature of the adjacent riverfront design and improvements which are occurring on Van Cleve Park. The site shall be designed to provide a view looking north from the St. Clair Street right-of-way towards the Great Miami River. No buildings are to be constructed on the site. Appropriate landscaping may be placed on this site with the review and concurrence of the Plan Board. Public sculpture may be considered on dedicated public rights-of-way with the review and approval of the Public Arts Commission.

C. Amenities, Pedestrian and Public Ways

Public pedestrian access shall be required along the top of the river levee in order to provide a continuous public pathway from Van Cleve Park east to Parcel 1. It is intended that continuous public access is provided along the top of the river levee on the south bank of the Great Miami and Mad Rivers from Main Street to Keowee Street.

D. Off-Street Parking and Loading Regulations

As controlled by the Zoning Ordinance.

E. Signage

As controlled by the Zoning Ordinance.

PARCEL 6:

A. Permitted Mix of Uses:

Recreation/Open Space
Residential
Office
Service-Commercial, Retail, Entertainment
Institution, Cultural
Parking

B. Design Objectives

The redevelopment of Parcel 6 may consider the reuse of the primary existing structure on the site as well as the removal of the primary existing structure with redevelopment.

In all reuse scenarios, overall pedestrian circulation and open spaces would be integral and linked to the existing street and

pedestrian patterns of Monument Avenue, Patterson Boulevard and First Street.

If the primary existing structure is reused, the remaining open space on Parcel 6 can be used to complete the development of the site. In that case, a new multiple level parking structure could be designed, built and sited on the eastern portion of the site. A new parking garage would be designed and built in such a manner to have storefront lease space located at street level along First Street and Patterson Boulevard and have an overall appearance as a new structure with an architectural scale and character which fits within the context of other older, historic buildings located in Webster Station. The integration of a new parking structure and the reuse of the existing primary structure would require street façade treatments (on both structures) which would give the appearance, scale and rhythm of multiple structures whose scale would be modest. A portion of the currently open area of Parcel 6 could be developed as part of an overall pedestrian circulation and open space plan that would be integral and linked to the existing street and pedestrian patterns of Monument Avenue, Patterson Boulevard and First Street.

If the primary existing structure on the site is removed and the site redeveloped, a different arrangement of uses and structures could occur on the site. The site could be developed with a single structure covering most or all of the site. In this case, the total height of the structure should not exceed 50 feet in height. In this case, the architectural scale and function of the structure would need to be designed so as to give the appearance of a building in scale with adjacent and nearby older and historic Webster Station buildings and the anticipated scale, character and nature of the riverfront parcels in the Renewal Area. This could be achieved with articulation and manipulation of building mass, façade materials and treatments, window and door openings and other architectural design devices. In addition, the street level of any large scale structure(s) on the site would require appropriate, street-oriented storefront architecture including clear vision store windows, storefront entrances occurring from sidewalks, display windows, etc. In the event that one or more large structures house one or more large users, primary entrances should be oriented towards Patterson Boulevard. A large structure could house parking either below or above grade. Parking at grade level, in a multiple story structure

could occur no closer than 50 feet to the right-of-way of First Street, Patterson Boulevard or Monument Avenue.

If the primary existing structure on the site is removed, the site could be redeveloped with one or more building parcels to accommodate one or more mixed-use buildings. If there is more than a single structure built upon this site, the environment of buildings and pedestrian spaces shall be designed to be intimate in urban architectural scale. Descriptions could include such words as urban neighborhood, village, town center, etc. Overall building form will not exceed the appearance of four and five story buildings with roof structures. Grade level functions of the environment should contain active commercial uses which generate pedestrian type activities and functions. Upper floors would be encouraged to be occupied with a mix of uses to ensure the broadest range of activity.

Public sculpture may be considered on dedicated public rights-of-way with the review and approval of the Public Arts Commission and the City Engineer.

C. Compliance with Existing Codes and Ordinances

If the building on this parcel is to be reused, the structure will be brought into full compliance with the existing codes and ordinances as they pertain to rehabilitation of existing buildings. Specifically, on this parcel, the applicable codes and ordinances are: Unified Building Code – City of Dayton; Ohio Building Code and Related Code; Housing Ordinance – City of Dayton; and Zoning Ordinance – City of Dayton.

D. Site Coverage

The site may have 100% building coverage.

E. Building Height, Setback, Massing, Facades

Building height for a single large structure covering the site may not exceed 50 feet in height. Height limitations for multiple structures on the site will be limited to 5 story buildings with roof structures. The setback requirements for this site are as controlled by the Zoning Ordinance. The setback requirements are applicable to any structures which front on to Patterson Boulevard, Monument Avenue, First and St. Clair Streets.

The overall massing of Parcel 6 should result in an environment of

buildings and pedestrian spaces which can be characterized as being intimate in built scale. Descriptions could include such words as urban neighborhood, village, town center, etc. Any buildings placed on the site should be designed and arranged to create desirable street views from any structures, either existing, or as may be constructed in the future, on Parcels 2, 4 and 7.

Any building facades with orientation to dedicated streets shall, at the street level, not appear to have blank walls, back doors, or loading docks. Generous use of clear vision glass, display windows, well designed pedestrian scaled building entrances are encouraged to occur at street level.

F. Materials

Reflective, mirrored or tinted glass is not permitted for windows or façade materials on any structures on this Parcel. Building materials, traditional to the building context of Webster Station, are required.

G. Amenities, Pedestrian and Public Ways

New pedestrian and public ways could be created on Parcel 6 as part of an overall redevelopment project for the site. Pedestrian paths and open spaces can be designed and integrated into the development of Parcel 6 so as to provide cross parcel pedestrian circulation, access and views.

H. Off-Street Parking and Loading Regulations

Off-street loading may occur at grade upon the site. However, the visual and functional impact of such upon the nature of the pedestrian environment of the site shall be designed to be minimal. Off-street loading regulations are as controlled by the Zoning Ordinance.

Surface parking, open to the sky, is permitted as an accessory use for not more than a maximum of 20% of the site if the existing primary structure is reused and shall conform to the requirements of the Zoning Ordinance. In all other cases, surface parking open to the sky is not permitted.

Vehicular access for parking structures may occur from First Street, Monument Avenue, or a new public way which might be created within the parcel as part of an overall redevelopment plan. A single

vehicular access is not permitted along Patterson Boulevard unless it is one of two or more vehicular access points from one or more of the other streets or public ways.

I. Signage

As controlled by the Zoning Ordinance.

If the site is developed in conjunction with one or more of the other renewal sites with a commercial emphasis, then the redeveloper shall create a sign policy that will be applicable to the individual tenants. That sign policy shall address sign location, size, height, scale, shape, color and design. The intent of the policy is to ensure that signs which are integral to the Urban Renewal project area are used to identify specific uses associated and located within the project area and are compatible with the overall character of the new buildings and environment. The policy shall be reviewed and approved by the City Plan Board prior to the implementation and installation of the signs. Advertising signs of any type are prohibited.

Roof mounted identification signs will be permitted on this Parcel upon review and approval by the City Plan Board as an integral part of the design of the redevelopment of this Parcel

PARCEL 7:

A. Permitted Mix of Uses:

Recreation/Open Space

Residential

Office

Service-Commercial, Retail, Entertainment

Parking

B. Design Objectives

The redevelopment of Parcel 7 should result in a multiple story housing project which could have some commercial uses at the street level. The overall design intent for this parcel is to achieve a project which creates an environment that complements the residential character of Cooper Place, the adjoining historic commercial structures and provides an active, attractive edge to First Street and Patterson Boulevard. When complete, the overall design and development of Parcel 7 should result in an environment of buildings and pedestrian spaces which can be characterized as being

intimate in built scale. Descriptions could include such words as urban neighborhood, village, etc. Overall building form can range from three story townhouses to six story buildings with roofs. Consideration of the development of townhouses is permitted on the southern half of Parcel 7 only. This Parcel has four sides facing on dedicated streets and each edge of the project should present an appropriate front door appearance to such.

C. Site Coverage

The site may have 75% building coverage.

D. Building Height, Setback, Massing, Facades

The maximum height for structures on this site is six stories with roofs. The minimum height for structures on this site are two stories with roofs. Structures built along the Patterson Boulevard, First Street and the Harries Street extension frontage are permitted a maximum 10 foot setback. The overall massing on this site should provide a physical definition of the surrounding rights-of-way with an emphasis on First Street and Patterson Boulevard, then Ice Avenue, then the Harries Street extension.

E. Materials

Reflective, mirrored or tinted glass is not permitted for windows or façade materials on any structures on this Parcel. Building materials, traditional to the building context of Webster Station, are required.

F. Amenities, Pedestrian and Public Ways

Pedestrian paths and open spaces can be designed and integrated into the development of Parcel 7 so as to provide cross parcel pedestrian circulation, access and views.

G. Off-Street Parking and Loading Regulations

Surface parking, open to the sky, is permitted as an accessory use for not more than 20% of the total site and shall conform to the requirements of the Zoning Ordinance. Structured parking is a permitted use. Off-street loading regulations are as controlled by the Zoning Ordinance.

H. Signage

As controlled by the Zoning Ordinance. Advertising signs of any type are prohibited.

PARCEL 8:

A. Permitted Mix of Uses:

Recreation/Open Space
Residential
Service-Commercial, Retail, Entertainment
Parking

B. Design Objectives

The redevelopment of Parcel 8 is intended to result in the construction of a modest commercial structure with a First and Harries Street extension orientation. The desired use should create activity at the street level.

C. Site Coverage

The site may have 50% building coverage.

D. Building Height, Setback, Massing, Facades

The maximum permitted height for a building on this site is the equivalent of a two story building with roof form. Any building on this site may not be placed any further than 5 feet back from the First Street and Harries Street extension right-of-way lines.

G. Off-Street Parking and Loading Regulations

Off-street loading regulations are as controlled by the Zoning Ordinance. Vehicular access to Parcel 8 is permitted from the Harries Street extension only. Surface parking, open to the sky, is a permitted use and shall conform to the requirements of the Zoning Ordinance under any and all conditions.

H. Signage

As controlled by the Zoning Ordinance. Advertising signs of any type are prohibited.

PARCEL 9:

A. Permitted Mix of Uses:

Residential
Office
Service-Commercial, Retail

B. Design Objectives

The site will require the reuse of the existing four story historic warehouse which is currently located on the site. The building is potentially eligible for listing on the National Register of Historic Places. The reuse of the building will contribute to the unique, intimate, urban character and scale of Ice Avenue and Harries Street. The reuse of the building will help to set the tone and character for the redevelopment of other adjacent and nearby Renewal sites.

C. Compliance with Existing Codes and Ordinances

The reuse of the building on this parcel will be such that the structure will be brought into full compliance with the existing codes and ordinances as they pertain to rehabilitation of existing buildings. Specifically, on this parcel, the applicable codes and ordinances are: Unified Building Code – City of Dayton; Ohio Building Code and Related Code; Housing Ordinance – City of Dayton; and Zoning Ordinance – City of Dayton.

D. Off-Street Parking and Loading Regulations

Parking for this parcel is permitted within this structure. Loading may occur either on or off-street and as controlled by the Zoning Ordinance . Surface parking open to the sky is not permitted.

E. Signage

As controlled by the Zoning Ordinance. Advertising signs of any type are prohibited.

PARCEL 10:

A. Permitted Mix of Uses:

Residential
Office
Service-Commercial, Retail, Entertainment

B. Design Objectives

The site will require the reuse and rehabilitation of the existing two story residential structure which is currently located on the site. The rear addition to the original residential structure may be removed if

necessary or desirable for the reuse of the structure. The reuse of the building will contribute to the unique, intimate, urban character and scale of Ice Avenue and Harries Street and contribute to the site context of the nearby historic structures. The reuse of the building will help to set the tone and character for the redevelopment of other adjacent and nearby Renewal sites.

C. Compliance with Existing Codes and Ordinances

The reuse of the building on this parcel will be such that the structure will be brought into full compliance with the existing codes and ordinances as they pertain to rehabilitation of existing buildings. Specifically, on this parcel, the applicable codes and ordinances are: Unified Building Code – City of Dayton; Ohio Building Code and Related Code; Housing Ordinance – City of Dayton; and Zoning Ordinance – City of Dayton.

D. Off-Street Parking and Loading Regulations

Loading may occur either on, or off the street, and as controlled by the Zoning Ordinance. Vehicular access for Parcel 11, through the rear of the site, is permitted. Accessory surface parking on this parcel, open to the sky is only permitted on the portion of the Parcel which currently contains an addition to the original primary structure.

E. Signage

As controlled by Zoning Ordinance. Advertising signs of any type are prohibited.

PARCEL 11:

A. Permitted Mix of Uses:

Residential
Office
Service-Commercial, Retail
Institution/Cultural
Parking

B. Design Objectives

The site will require the reuse of the existing four story historic warehouse which is currently located on the site. The building is potentially eligible for listing on the National Register of Historic

Places. The reuse of the building will contribute to the unique, intimate, urban character and scale of Ice Avenue and Harries Street. The reuse of the building will help to set the tone and character for the redevelopment of other nearby redevelopment sites.

C. Compliance with Existing Codes and Ordinances

The reuse of the building on this parcel will be such that the structure will be brought into full compliance with the existing codes and ordinances as they pertain to rehabilitation of existing buildings. Specifically, on this parcel, the applicable codes and ordinances are: Unified Building Code – City of Dayton; Ohio Building Code and Related Code; Housing Ordinance – City of Dayton; and Zoning Ordinance – City of Dayton.

D. Off-Street Parking and Loading Regulations

Parking for this parcel is permitted within the structure. Loading may occur either on or off-street and as controlled by the Zoning Ordinance. Surface parking open to the sky is not permitted on this parcel.

E. Signage

As controlled by Zoning Ordinance. Advertising signs of any type are prohibited.

PARCEL 12:

A. Permitted Mix of Uses:

Residential
Office
Service-Commercial, Retail, Entertainment
Parking

B. Design Objectives

The design of this site is intended to complement and support any future change of use in the historic building located directly east of the site (adjacent building is not located in the Urban Renewal Area). That could include permitting an addition or expansion at the street level of the adjoining historic structure or provide some additional space to support any future change of use.

C. Site Coverage

The site may have 75% building coverage.

D. Building Height, Setback, Massing, Facades

Any structure may be placed on this site in a manner which complements the massing and architecture of the historic building, located directly to the east of Parcel 13 (building is not located within the Urban Renewal Area). Any structure placed upon Parcel 13 should be designed in such a manner to provide a design orientation to the adjoining Canal Walk, located directly west of the Parcel, and First Street.

E. Materials

Reflective, mirrored or tinted glass is not permitted for windows or façade materials on any structures on this Parcel.

F. Off-Street Parking and Loading Regulations

As controlled by the zoning ordinance. Surface parking, open to the sky, is permitted as an accessory use for no more than 50% of the site and shall conform to the requirements of the Zoning Ordinance.

G. Signage

As controlled by Zoning Ordinance. Advertising signs of any type are prohibited.

PATTERSON BOULEVARD PARK:

A. Permitted Use

Recreation, Open Space

B. Design Objectives

Patterson Boulevard Park, formerly a maneuvering basin for the Miami-Erie Canal, was created as a public park in the 1920's. Surface parking replaced the park improvements in the 1950's, although remnants of the park remained. It is intended that the public appearance and use of the former park will occur during the life of the Renewal Plan. Any specific improvements will require a review and approval by the Plan Board to ensure that any improvements will complement the other open spaces in the Renewal Area. Improvements to the park could include streetscape improvements as well as structures serving a public purpose.

C. Amenities, Pedestrian and Public Ways

Patterson Boulevard Park may be reconfigured to partially or completely remove the existing angled parking and be replaced with an open space improvement which complements other open space and pedestrian amenities in the Webster Station area. Patterson Boulevard East (otherwise known as Canal Street), shall remain open for vehicular and pedestrian access and circulation as well as to provide some level of permitted on-street parking.

E. Duration of Controls

The provision of this plan specifying the land uses(s) for the project area and the regulations and controls with respect thereto shall be in effect for a period of forty (40) years from the date of approval of this plan by the City Commission of the City of Dayton.

F. Proposed Regulations, Controls, or Restrictions Are to be Imposed on Properties to be Acquired for Redevelopment

The urban renewal development controls are to be imposed on parcels acquired for redevelopment and relate to the various proposed reuses of the land. The placement, setbacks, land coverage, character of the built environment, and pedestrian ways and amenities requirements have been established to achieve performance of development to ensure that:

1. A desirable building character (as determined by height, massing, scale, setback, fenestration, streetwalls, street level relationships) is established to fit in with the general, unique urban character and scale of the Greater Webster Station environment of historic buildings, pedestrian ways and public spaces, and
2. That redevelopment efforts seriously improve the desired vitality of street level pedestrian activity and scale through a mixing of complementary land uses and activity.

G. Controls on Real Property Not To Be Acquired

The provisions and requirements contained within the Webster Station West Urban Renewal plan shall apply to property which is located within the project area boundary and is not being acquired, through, and to the extent that redevelopment contracts are entered into with owners of such property.

H. Project Proposals

1. Land Acquisition

All buildings in the Webster Station West Urban Renewal Area are to be acquired for redevelopment, with the exception of such buildings where development, and associated financing, have been identified. All surface parking lots in the Webster Station West Urban Renewal Area are to be acquired for redevelopment with the exception of the lots that have been identified as being non-conforming to zoning standards and requirements. The properties in the Webster Station West Urban Renewal Plan not to be acquired for redevelopment are shown on the Proposed Land Acquisition Plan (map 11).

<u>Project Parcel #</u>	<u>Current Use</u>	<u>Condition</u>
2	Parking	Non-conforming Already Acquired
3	Parking	Non-conforming
12	Vacant Building	Development Identified
15	Vacant Site	Already Acquired

2. Redeveloper's Obligations

The land to be acquired by the City of Dayton will be sold and/or leased, subject to an agreement between the City and the redeveloper. Land sales and leases and review of the redeveloper's plans will be based on the following:

- a. Disposition documents and lease documents will incorporate provisions for achieving the objectives and requirements of the Urban Renewal Plan.
- b. The redeveloper will be required by the contractual agreement to comply with the land use provisions and building requirements and objectives of the Urban Renewal Plan. The redeveloper will further be required to agree to a redevelopment schedule satisfactory to the City of Dayton. In addition, the following provisions will be included in the agreement:
 - (1) That the redeveloper will submit to the City, for City review and approval, a plan for the proposed development.

- (2) That the purchase and/or lease of the land is for the purpose of redevelopment and not for speculation.
- (3) That the land will be redeveloped in conformity with the objectives and provisions of the Urban Renewal Plan.
- (4) That the building of improvements will commence and be completed within a specified time.
- (5) That the redeveloper and their successors or assigns agrees that there will be no discrimination against any person or group of persons on account of race, creed, color, national origin, or ancestry in the sale, lease, sub-lease, transfer, use, occupancy, tenure, or enjoyment of the premises therein conveyed, nor will the redeveloper or any person claiming under or through them establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, sublessees, or vendees in the premises therein conveyed. The above provision will be perpetual and will run with the land disposed of or leased within the Urban Renewal Area by the City of Dayton.

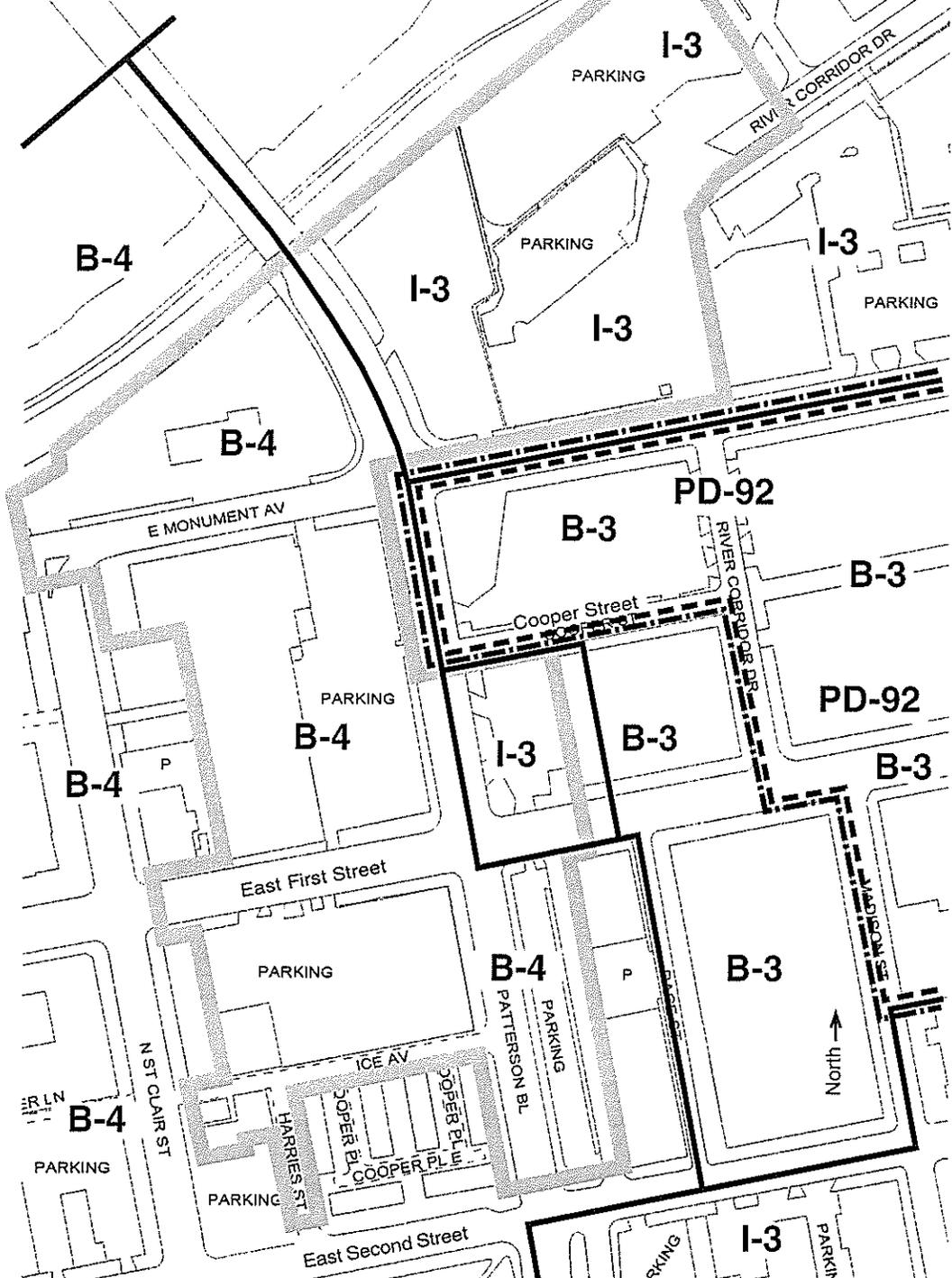
3. Procedure For Changes In Approved Plan

The Urban Renewal Plan may be modified at any time, provided that, if modified after sale or lease of real property in the Urban Renewal Area, any modifications relating to land use or development restrictions applicable to any land previously conveyed by the City to a redeveloper, must be consented to by the redeveloper of such real property or his or their successors and must be approved by the City Commission of Dayton.

4. Changes In Zoning

Part of the implementation of this plan, yet not an actual Urban Renewal project activity, will be the changing of zoning to reflect the proposed land uses and to accomplish the objectives of the plan. The process to make these zone changes will be commenced by the Department of Planning and Community Development upon approval of this plan. The general concepts and timing for these changes are covered in the Comprehensive Plan. The specific proposals will involve the underlying zoning of Disposition Parcels

-  Webster Station North U.R.A.
-  PD-92
-  Zoning District Boundary
-  Webster Station West Urban Renewal Plan



Existing Zoning • Map 7

Webster Station West Urban Renewal Plan

1, 2, 3 & 13 to shift from the current zoning designation of I-3 Heavy Industrial to B-4 Central Business District (refer to Maps 7 and 8).

In addition, any related zoning text amendments that will be needed to appropriately implement the plan, will be commenced by the Department of Planning and Community Development upon approval of this plan.

VII. PROJECT AREA REPORT

A. Land Use Survey

The total acreage of sites for the Webster Station West Urban Renewal Area (exclusive of existing and identified rights-of-way contained within this plan) is 11.94 acres (520,081 square feet). Approximately 9.63 acres (419,334 square feet) of property is to be acquired by the City under the provisions of this Urban Renewal project. It is the stated intention of the Renewal Plan to commit as much of total acreage to mixed use - mixed use as identified by combining the permitted uses identified in the Land Use Plan (VI.B.) contained in the Renewal Plan.

All buildings in the Webster Station West Urban Renewal Area are to be acquired for redevelopment, with the exception of such buildings where a development project, and associated financing, have been identified. All surface parking lots in the Webster Station West Urban Renewal Area are to be acquired for redevelopment with the exception of the lots that have been identified as being non-conforming to zoning standards and requirements.

B. Structural Conditions Survey

The "condition of buildings" data contained within this section is based on a detailed exterior and interior survey of the five structures that are located in the Webster Station West Urban Renewal Area. Criteria was established by the City of Dayton to be used as guides in the compilation of the building condition survey. Attached in this document is "Exhibit A" which cites the criteria and illustrates the survey schedule used by the Architect/Engineering firm for evaluating each structure in the project area. The schedule, and its

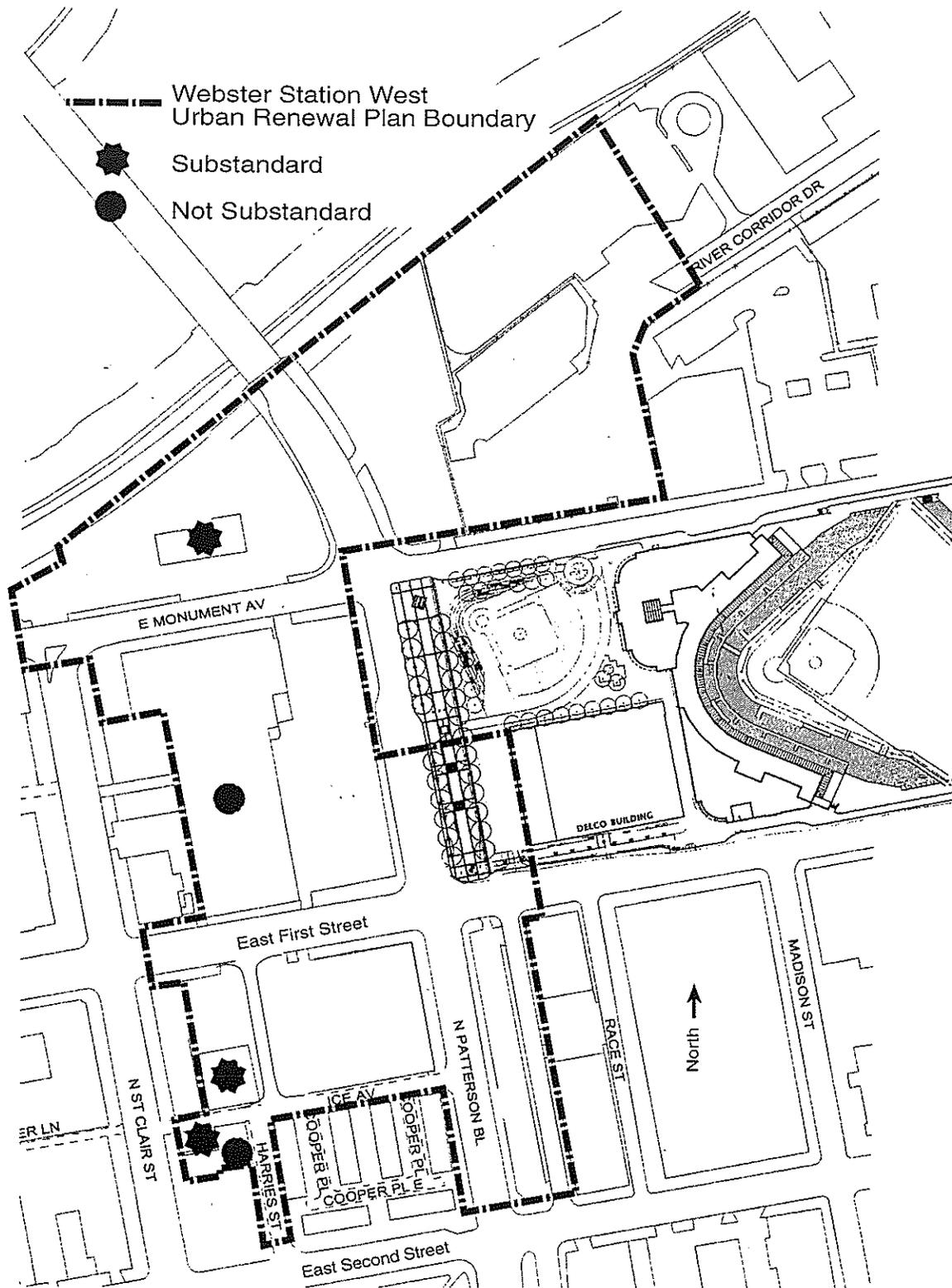
related criteria, are patterned very closely after the criteria previously used within the City of Dayton in conjunction with Title I Federally Assisted Urban Renewal Projects. These criteria have withstood the test of local and federal inspection as to their appropriateness and applicability to Urban renewal activities.

The standards set up in the criteria are the result of research on what constitutes structural substandardness. For example, a conclusive standard would be related to the integrity of supporting structural members of the building, that is, foundation walls, girders, etc. were in such condition as to doubt their strength, the entire structure was rated as structurally substandard. This condition is listed as "1a" in the criteria contained in the instructions.

Another standard used was based on the fire resistance of a building. This measure of fire resistance was coupled with other system components which, if they were found to be deteriorated, would classify the structure as structurally substandard. This condition is listed as "1b" in the criteria. Likewise, a building could have sound structural elements and conform to fire resistant regulations, but still be classified substandard if many of its other system components were deteriorated to a point which, when taken in aggregate, would raise doubts as to the use of the building for safe occupancy. Such a building might easily have defects in the electrical system which could become a fire hazard by overload, or floors, stairs, or interior non-bearing walls that may be loose and unsafe or, under adverse floor loading, may collapse in part. This condition is listed as "1c" in the criteria.

On the basis of the above standards, the architect/engineer rated each structure as standard or substandard. The Department of Planning and Community Development staff has reviewed each survey to ascertain that the survey instructions were being interpreted in a consistent manner.

The results of the structural and mechanical survey of buildings and determination of other building deficiencies is presented in summary form on Table 1: Summary of Building Conditions. Detailed inspection results are attached to this section for each structure inspected. The inspection forms cover all aspects of the structural and mechanical elements of the building and are certified and signed by the architect/engineer responsible for the work.

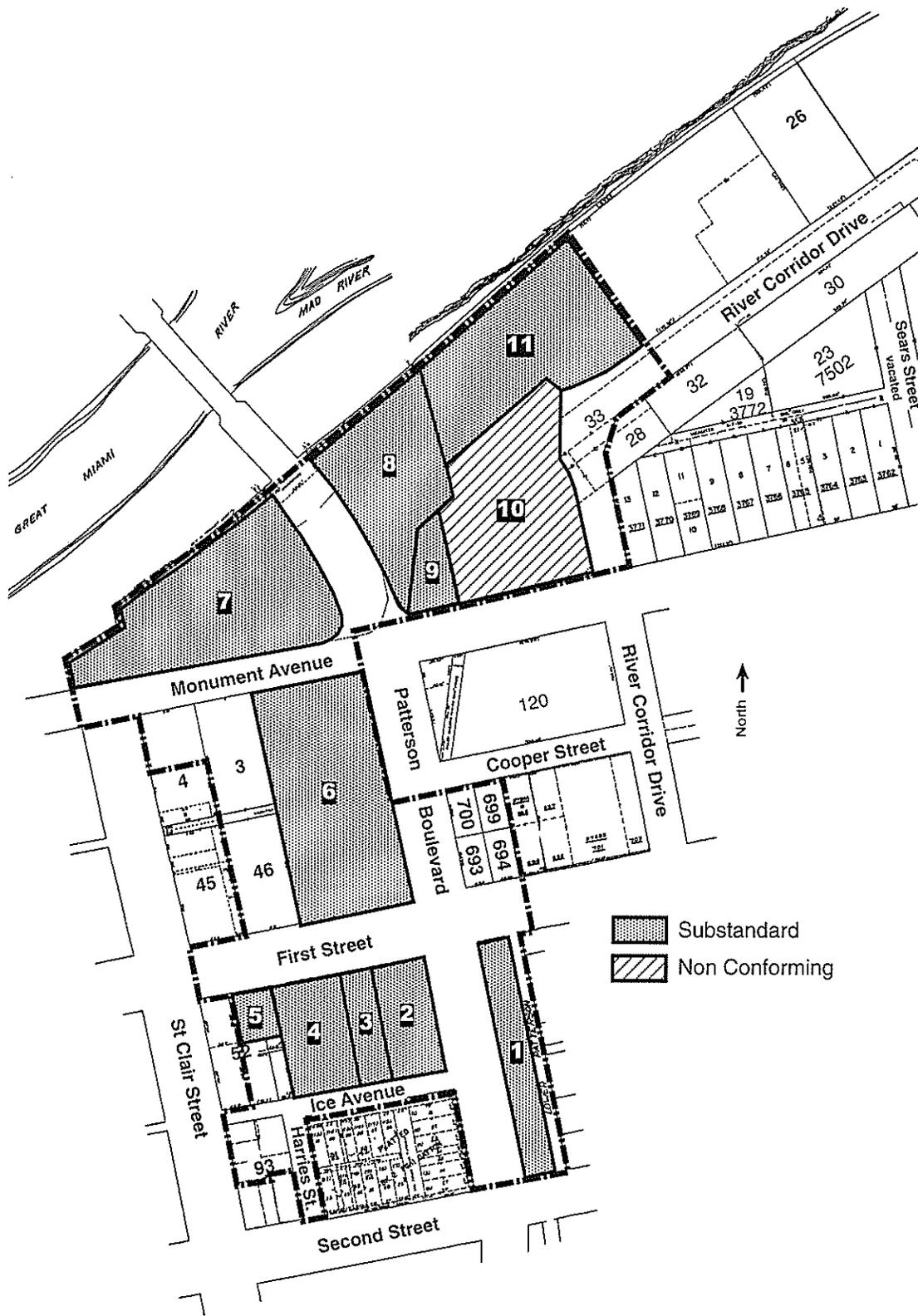


Building Survey • Map 9

Webster Station West Urban Renewal Plan

TABLE 1

<u>BUILDING ADDRESS</u>	<u>CONDITION</u>
1. 241 East First Street	Not Substandard
2. 225 East Monument Avenue	Substandard
3. 114 North St. Clair Street	Not Substandard
4. 120 North St. Clair Street	Substandard
5. 209-215 Ice Avenue	Substandard



Substandard Parking Lots • Map 10

Webster Station West Urban Renewal Plan

C. Surface Parking Lots Conditions Survey

The use of vacant land for surface parking lots located within the Webster Station West Urban Renewal Area is a detrimental, inefficient and low-intensity use of urban land, contributing to blight.

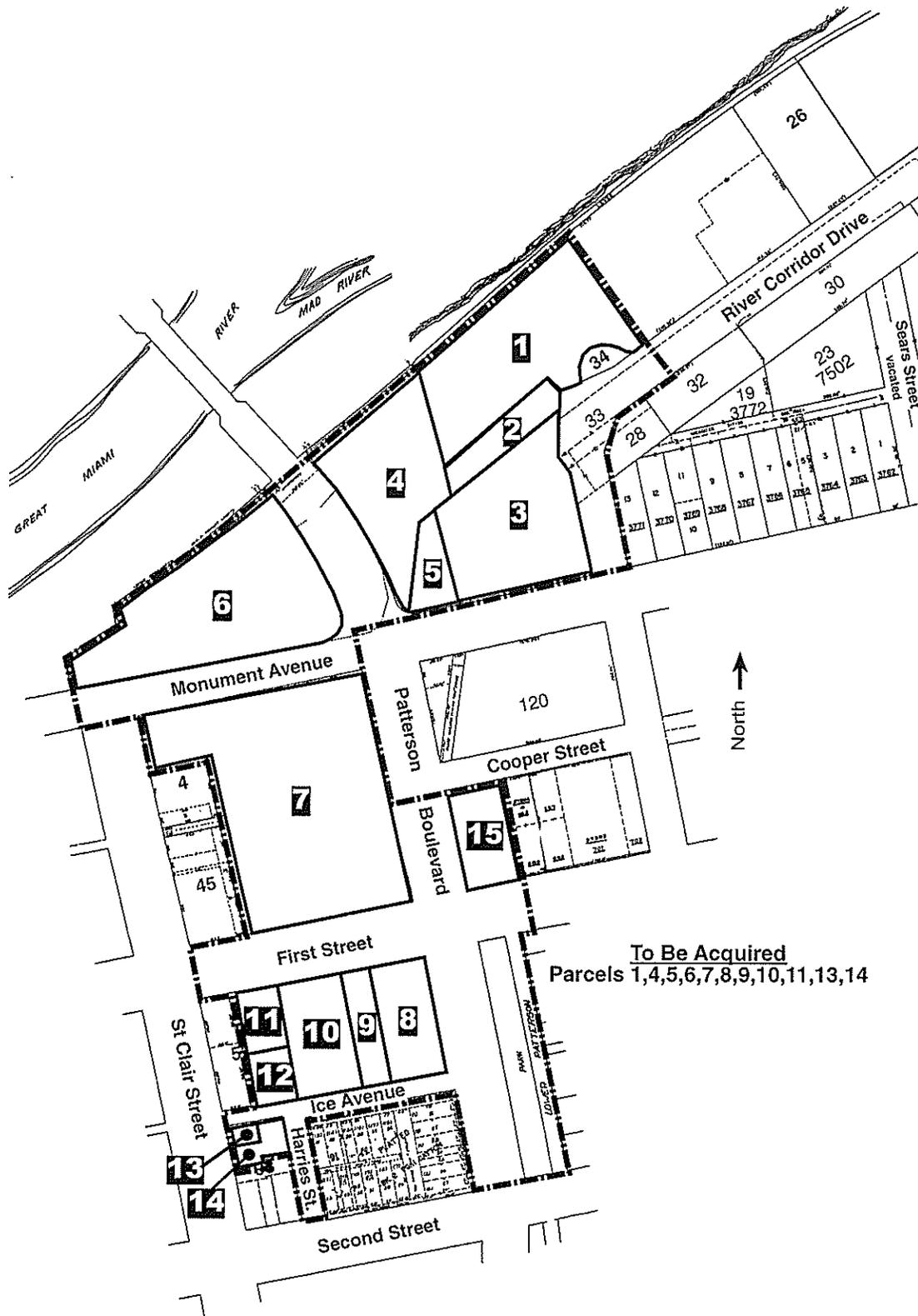
In addition, a “conditions of surface parking lots” data was conducted and based on a detailed survey by a professional engineering consultant hired by the City of Dayton which compared the lots with the City of Dayton Zoning Ordinance. The survey included: researching public records to establish ownership and existing property/right-of-way lines; having a survey crew perform a topographic survey of each lot; developing an existing base map of each lot which showed topographic features and contours, walking the site and noting the condition of the existing topography; and providing photos for support.

To assess the condition of each lot, the detailed survey data was compared to the City of Dayton Zoning Code. The Zoning Code defines the requirements that all parking lots must adhere to within the City of Dayton limits; and encompasses such issues as public safety, City of Dayton Engineering standards, aesthetics and proper usage.

Using the applicable zoning requirements as a guide, each parking lot condition was evaluated. If the parking lot conditions met all of the zoning requirements, then it was considered a standard lot. If the parking lot condition failed to meet the zoning requirements due to a minor violation, which, if left uncorrected, would not reduce public safety (i.e. parking stall sizes or landscaping patterns), then it was considered a non-conforming lot. If, however, the parking lot condition failed to meet the zoning requirements due to a major violation, which, if left uncorrected, would reduce public safety (i.e. no concrete curbing embedded deep enough to control drainage within the limits of the lot or enough landscaping to prevent environmental problems), then it was considered a sub-standard lot.

The parking lot survey report assesses each of the eleven parking lots separately. The result of how each complies with the City of Dayton Zoning Code for parking lots is demonstrated on Map 10 and all information is contained in the survey is identified in “Attachment B” contained within this document.

The report concluded that ten of the eleven lots surveyed met the criteria of “sub-standard” and one of the eleven lots was “non-conforming”.



Acquisition Plan • Map 11

Webster Station West Urban Renewal Plan

VIII. REAL ESTATE ACQUISITION REPORT

The Acquisition Plan Map (see Map 11) indicates the parcels to be acquired during the acquisition schedule. The Acquisition Plan Map also identifies which parcels are not to be acquired.

A. Tabulation of Property to be Acquired - Acquisition of real property will consist of the purchase of 11 of the 15 parcels which constitute the proposed project. Acquisition Map 11 identifies the parcels to be acquired and Table 2 lists all the parcels by their location, size, land use, and whether or not they are to be acquired. The Land Acquisition Survey Sheet identifies the same.

B. Acquisition Appraisals - Preliminary estimates of appraised values have been made the Division Of Real Estate within the Department of Economic Development. The total estimated acquisition cost is \$10,857,000.

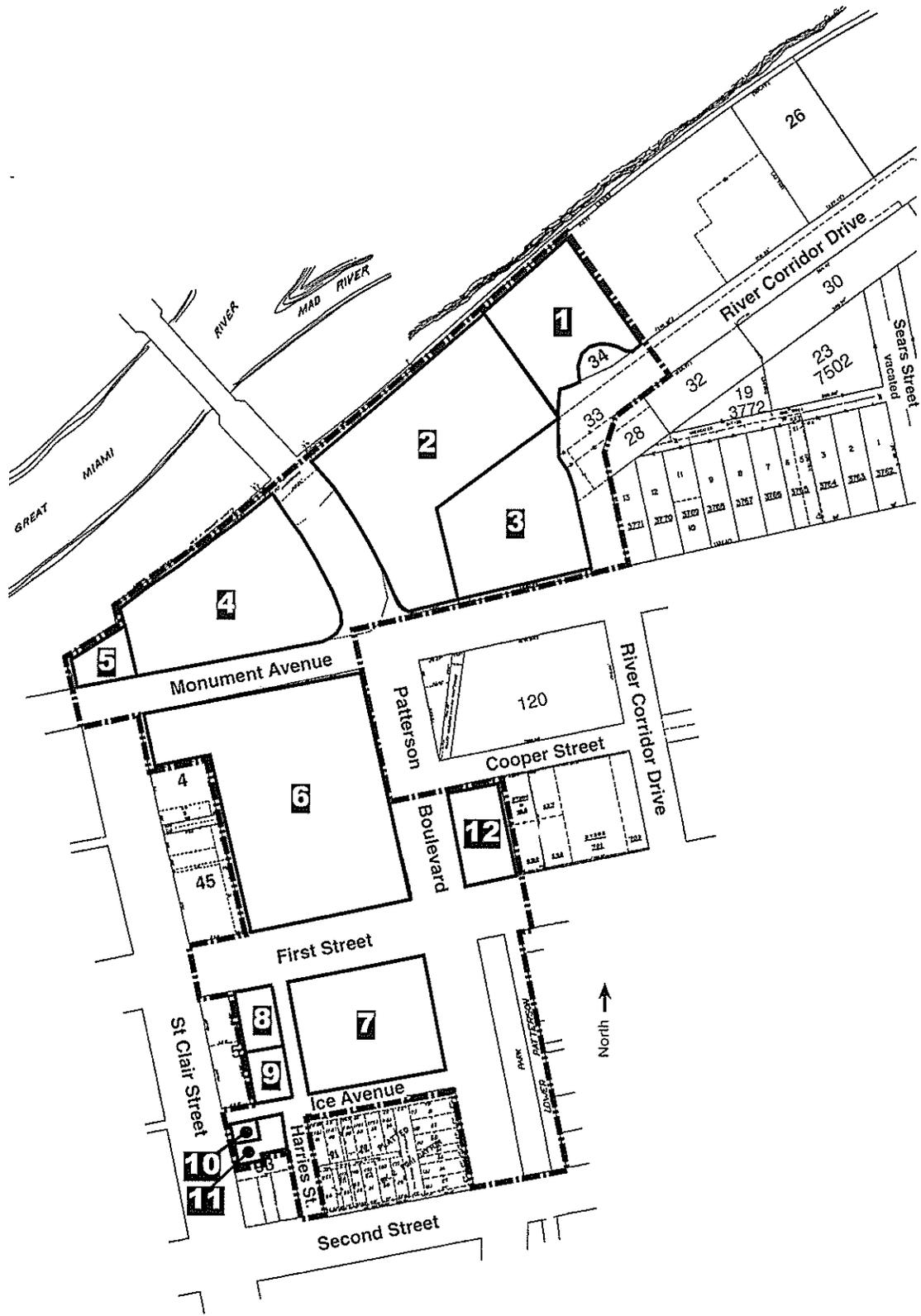
C. Land Assembly Cost Factor - A land assembly cost factor of ten percent (10%) has been added to the project budget and is included in the budget and financing section of this document.

Table 2 • Land Acquisition Survey

<u>Parcel #</u>	<u>Owner</u>	<u>Sq. Ft.</u>	<u>Land Use</u>	<u>Parcel Address</u>	<u>To Be Acquired</u>
1.	Bd. Of Education	79,782	Pkg.	Rvr. Corridor Dr.	Yes
2.	City of Dayton	16,161	Pkg.	Rvr. Corridor Dr.	No
3.	Dayton Office Prop.	1.276 acres	Pkg.	Monument Ave.	No
4, 6, 7.	Sanford Sandleman TR	132,380	Pkg./Comm.	224 E. Monument	Yes
5.	First & Patteson Realty	10,106	Pkg.	Monument Ave.	Yes
8.	Pkg. Management Inc.	19,701	Pkg.	125 N. Patterson Blvd.	Yes
9.	Pkg. Management Inc.	9,950	Pkg.	226 E. First Street	Yes
10.	Margaret Ann Nies	22,353	Pkg.	216 E. First Street	Yes
11.	James Hopkins	3,780	Pkg.	208 E. First Street	Yes
12.	Rain & Cliche	7,065	Storage	11 Ice Avenue	No
13, 14.	Albert Seitz Trustee	6,867	Comm.	114-120 N. St. Clair	Yes
15.	City of Dayton	17,969	Vacant	301 E. First Street	No

IX. RELOCATION REPORT

There is no proposed relocation to occur as part of this project.



Disposition Plan • Map 12

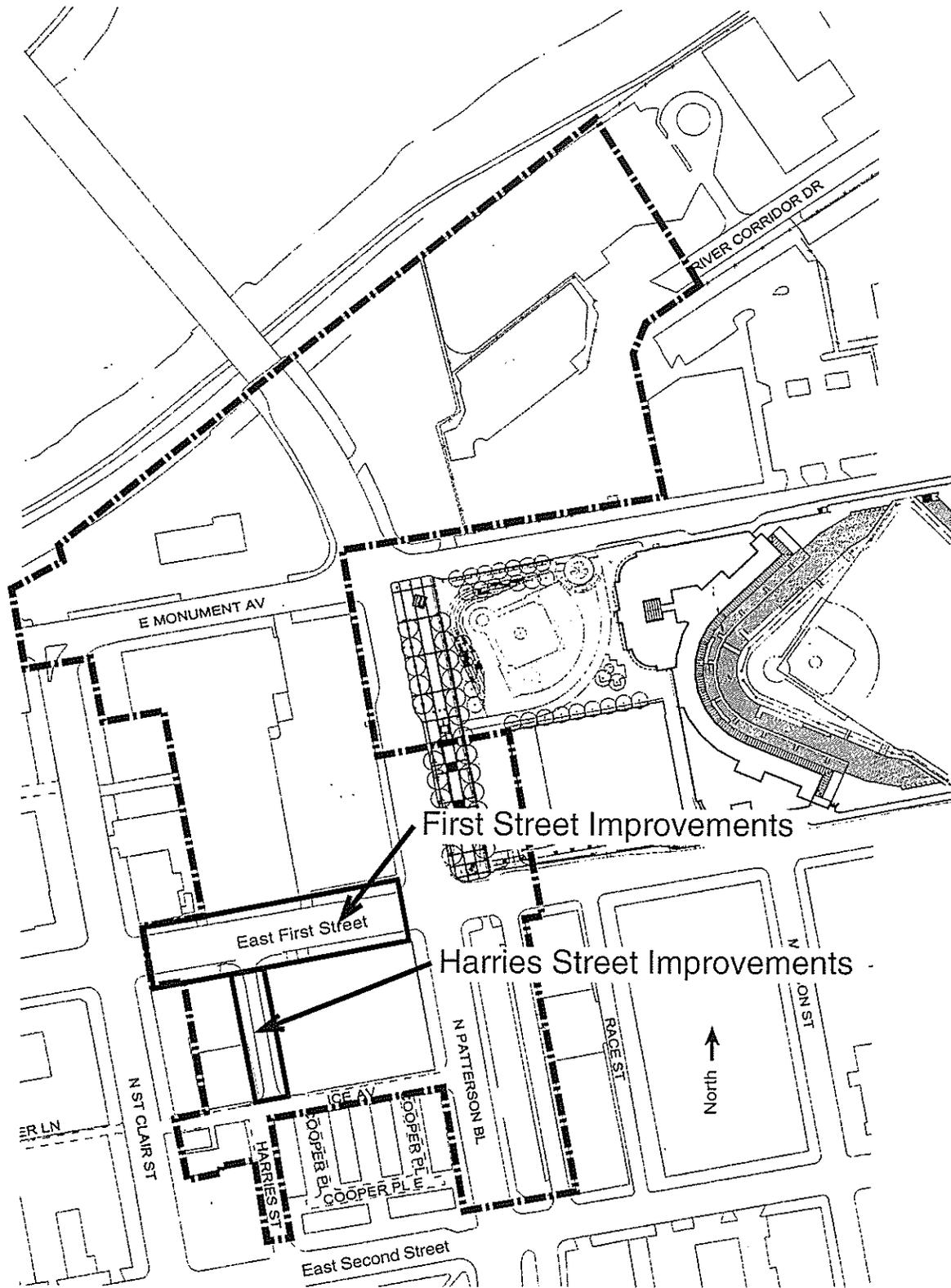
Webster Station West Urban Renewal Plan

X. DISPOSITION REPORT

In order to achieve the objectives of the proposed land uses of the Webster Station West Urban Renewal Area, it will be necessary to assemble acquired properties of such size and configuration so as to be developable in accordance with the Plan and the redevelopment of which will prevent the recurrence of blight. The Webster Station West Urban Renewal Area is divided into 13 reuse parcels. The Disposition Plan Map (see Map 12) depicts the parcel arrangement of the parcels. Table 3 indicates the schedule of disposition parcels, their area in square feet and a disposition value.

Table 3

<u>Parcel</u>	<u>Area</u>	<u>Value</u>
1	44,000 s.f.	\$ 616,000
2	102,000 s.f.	\$1,428,000
3	71,743 s.f.	n/a
4	75,000 s.f.	\$1,050,000
5	8,150 s.f.	\$ 114,000
6	133,255 s.f.	\$1,865,570
7	44,000 s.f.	\$ 616,000
8	8,910 s.f.	\$ 124,740
9	7,065 s.f.	n/a
10,11	6,867 s.f.	\$ 96,000
12	17,969 s.f.	n/a



Project Improvements • Map 13

Webster Station West Urban Renewal Plan

XI. PROJECT IMPROVEMENTS

Pursuant to Section 2050 (b) of the Revised Code of General Ordinances authorizing the City to undertake certain activities in conjunction with the disposition of urban renewal land, the following improvements are proposed for the Webster Station West Urban Renewal Area (see Map 13):

1. First Street - First Street from Patterson Boulevard on the east to St. Clair Street on the west, will receive improved streets, curbs, sidewalks, consolidation of street poles, and street trees. The estimated cost of these improvements is \$452,000.

2. Extension Of Harries Street - Harries Street will be extended north from Ice Avenue to First Street. The Harries Street extension will be a new dedicated public right-of-way. The new Harries Street right-of-way extension will be 48 feet in width and run north and south between the north side of the Ice Avenue right-of-way and the south side of the First Street right-of-way. The estimated cost of these improvements is \$190,000.

3. Related Improvements - Other related improvements in the project area which may require public participation may include a parking structure with ground level lease space as well as additional other right-of-way and pedestrian amenity improvements as may be needed for specific development projects.

XII. COST ESTIMATES AND FINANCING REPORT

A budget has prepared for the Webster Station West Urban Renewal Plan and the following page is a memo from the Director of Finance indicating the City's ability to finance the activities of the Plan. The Budget was prepared by the Division of Real Estate, located in the Office of Economic Development.



MEMORANDUM

June 12, 2000

TO: Joseph P. Tuss, Director
Office of Economic Development

FROM: Cheryl Garrett, Director
Department of Finance

SUBJECT: Funding for the Webster Station West Urban Renewal Project

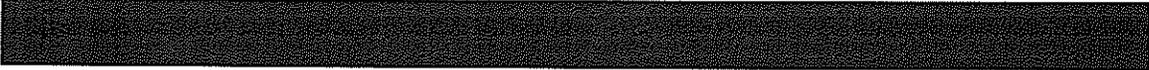
As part of the City's activities to implement the Webster Station West Urban Renewal Plan, expenditures of funds must be allocated to implement the Project. In addition, it is required that the general capability of the City to finance this project be identified.

At your request, I have reviewed the budgets your office has prepared for the two phases of the subject plan. The Project will be undertaken using one or a combination of several funding sources including issuance of general obligation bonds, the City of Dayton General Fund and/or other sources that may from time to time be identified by the City.

While the final sources for Project funding may be subject to change, it is my opinion that the City has the capacity to fund the plan as proposed at this time.

CG/asa

C: Mr. Gower



Webster Station West Urban Renewal Plan

Exhibit A
Structural Conditions Survey



Webster Station West Urban Renewal Plan

City of Dayton • Department of Planning and Community Development

Webster Station West URA

Structural and Mechanical Assessment

d: 04.26.2000

Oregon Group Architects, Inc.

DOWNTOWN DAYTON

WEBSTER

STATION



Oregon Group Architects, Inc.

360 S. Patterson Blvd.
Dayton, Ohio 45402
t: 937.228.1511
f: 937.228.9669
e: oregongroup@oregongroup.com

City of Dayton

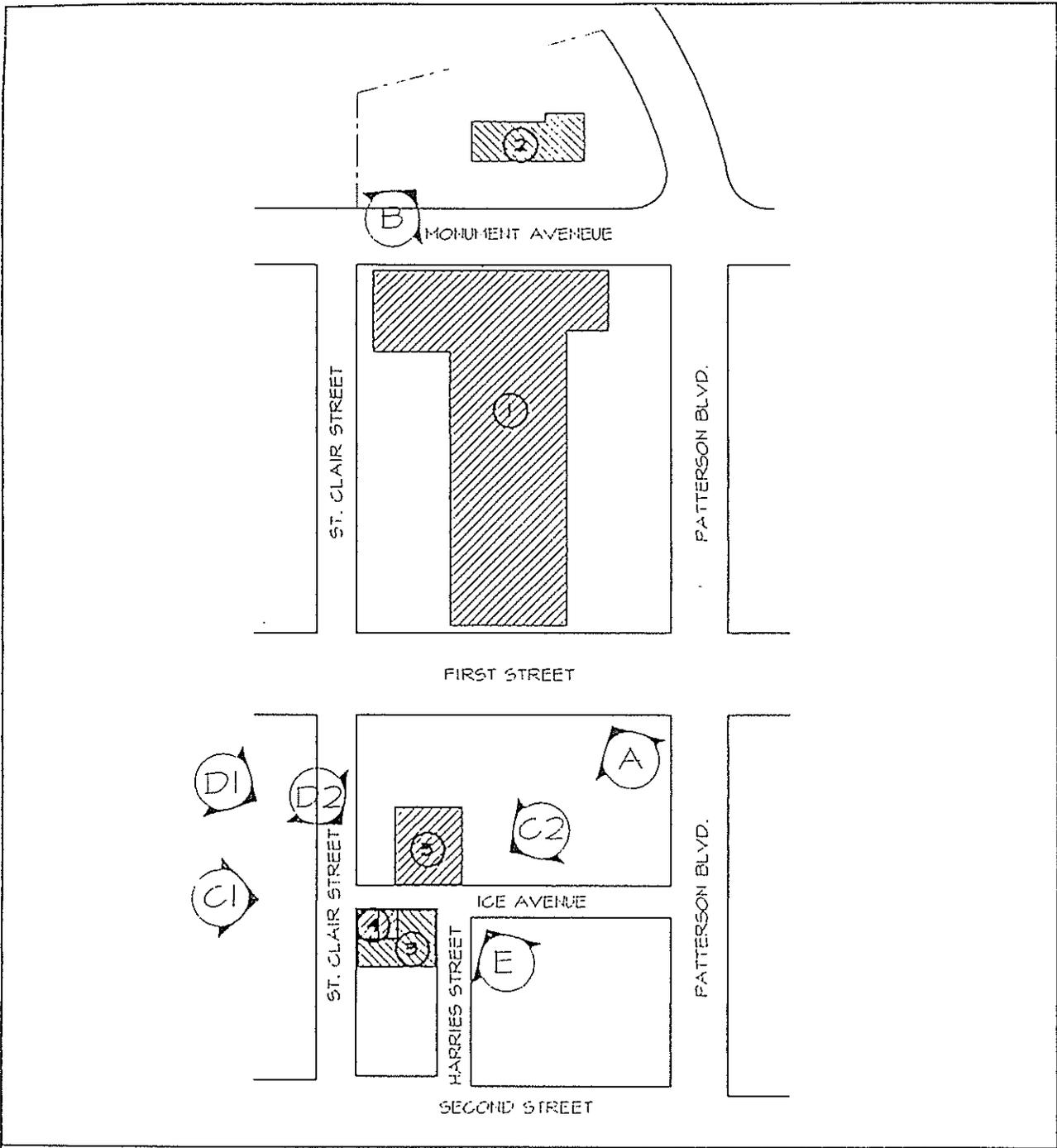
Department of Community Development
101 W. Third Street
Dayton, Ohio 45402
t: 937.333.3634



Webster Station West
Urban Renewal Area
Structural and Mechanical Assessment

The following survey was completed for the City of Dayton's Office of Economic Development for the purpose of determining the classification of the structures in the defined project area. The buildings were selected by the City of Dayton and are identified on the following attached Site Plan. Said buildings are weighed against the criteria defined by the City of Dayton for determination of structural substandardness, see attached "Exhibit A" Instruction and Survey Schedule. Buildings are classified as being either "Substandard" or "Not Substandard".

The five buildings identified in the project area are situated in Dayton's northeast downtown core. This area is also part of Dayton's Greater Webster Station Community Redevelopment District. Addresses and ownership of these buildings are identified as part of the Phase 1 Environmental Site Assessment and Report, which relies on Montgomery County records. Each building is reviewed as a separate entity; however, the single story infill structure between 144 N. St. Clair Street and 120 N. St. Clair Street is included in the assessment of 120 N. St. Clair Street because of the direct access between the two structures.

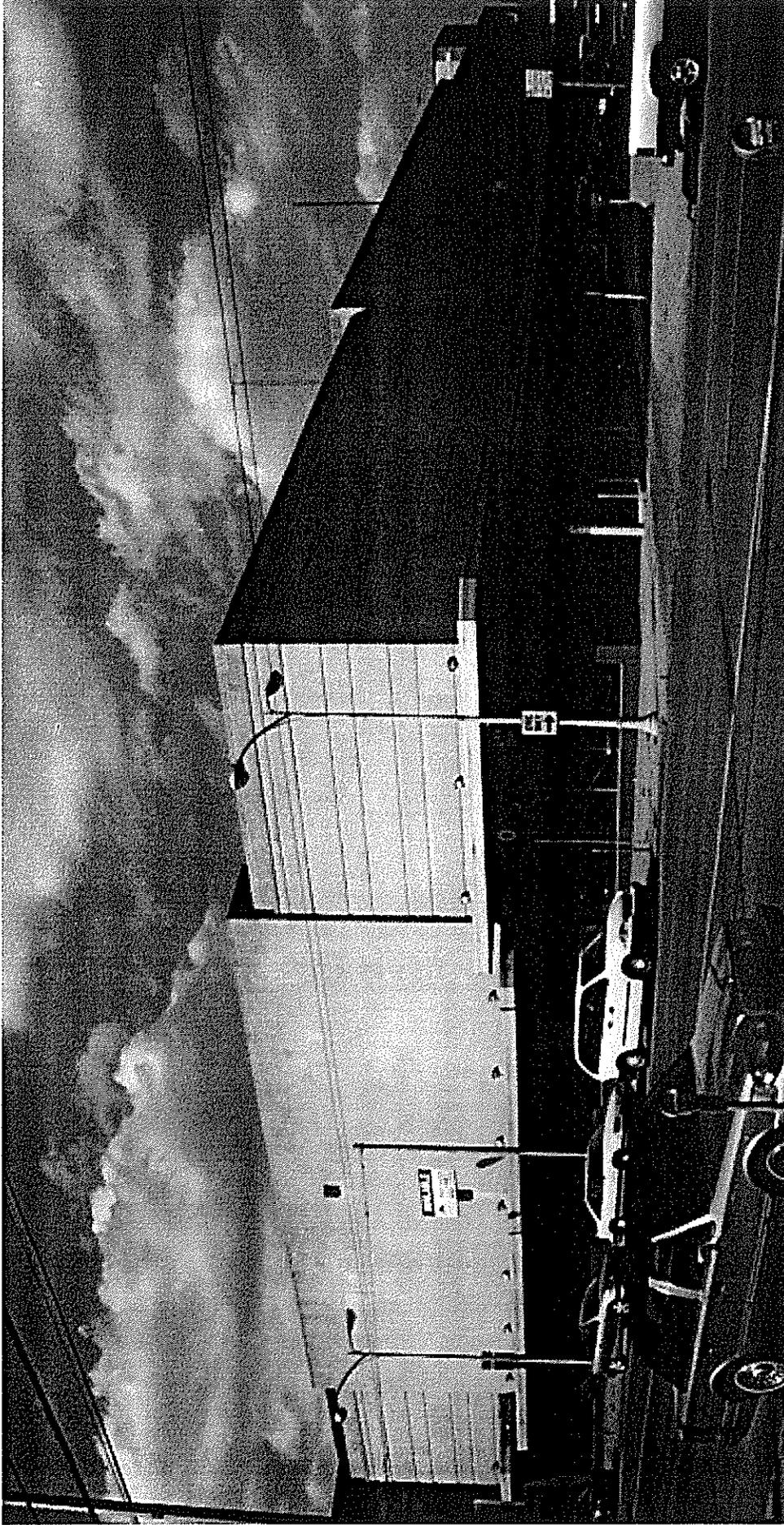


BUILDING NO.	BUILDING NAME	CLASSIFICATION
①	SEARS BUILDING	NOT SUBSTANDARD
②	SEARS AUTO CENTER	NOT SUBSTANDARD
③	SEITZ & GEORGE BLDGS.	SUBSTANDARD
④	ICE AVENUE RESIDENCE	SUBSTANDARD
⑤	ICE AVENUE WAREHOUSE	SUBSTANDARD
⊗	PHOTO NUMBER, SEE ATTACHED SHEETS	

**STRUCTURAL &
 MECHANICAL ASSESSMENT
 WEBSTER STATION WEST**
 URBAN RENOVATION AREA
 DAYTON, OHIO

NOT TO SCALE 

A-1	PROJECT NO. _____ DRAWING NO. _____ DATE _____ SCALE _____ CITY _____ STATE _____	WEBSTER STATION WEST URBAN RENOVATION AREA CITY OF DAYTON	 Oregon Group Architects, Inc. Architecture, Interiors, Fine Furnishings 2000 1/2 1st Street, Dayton, Ohio 45402 TEL: 513/253-1234 FAX: 513/253-1235	REVISIONS NO. _____ DATE _____ BY _____
	EXISTING SITE PLAN		PROJECT NO. _____ DRAWING NO. _____ DATE _____ SCALE _____ CITY _____ STATE _____	



SURVEY BUILDING #1 - PHOTO 'A'

Sears Building
Address: 241 East First Street

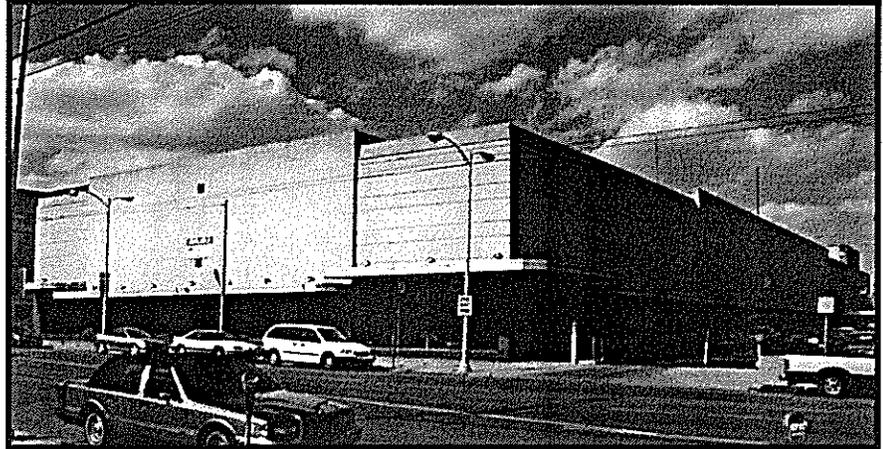
Survey Building #1:

Location:

Lot Numbers: 1, 2, 3, Pt. 4, 46,
47, 48
Address: 241 East First Street
Owner: Sanford Sandelman

Building Data:

67,365 Square Feet / Floor
Number of Floors: 2 w/ full
basement and partial
penthouse.
O.B.B.C. Construction Type: 1B



Survey Classification:

(See Exhibit A)

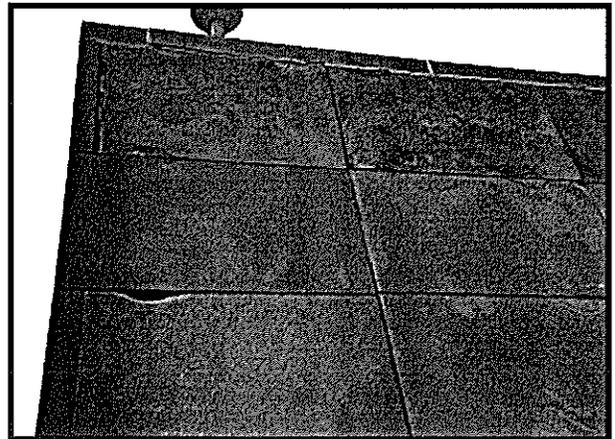
Not Substandard Structure.

Building Evaluation:

Architectural:

The building structure consists of a cast in place concrete frame with two way floor and roof slabs. All construction is of non-combustible materials and the primary structural framing members are over 18" in width and depth. This affords the members a high fire resistance rating and allows the building to be classified as non-combustible per the O.B.B.C. The structural framing system is laid out on a 25'-0" x 25'-0" grid with overall building dimensions of approximately 410' X 135'. The building has a full basement and two full above grade floors with a partial third floor penthouse at the north end of the structure. Two first floor single story appendages flank the north end.

The exterior is clad with limestone and marble veneers. While overall the veneers appear to be in good condition, stress cracking and spalling is apparent in areas and the veneer anchors should be checked for soundness. The roof is a protected membrane system, which consists of gravel ballast over rigid insulation over a roofing membrane. According to the building manger this roof was installed circa 1982. The roof is in need of maintenance as some of the insulation boards have come loose. The overall system appears to



be in fair condition.

The building has a fire sprinkler system throughout and five enclosed stairs provide ample fire rated means of egress.

Structural:

This cast in place reinforced concrete structure is in generally good condition. It has been well maintained over the years. Cracks were found in the brick wall of the penthouse as well as non-load bearing masonry walls. Cracks were also observed in the loading dock slab; however, none of these appear to be structurally significant.

Mechanical:

The building heating plant consists of (2) gas-fired steam boilers. Steam is distributed to radiant heaters in some perimeter rooms, and to unit heaters in entry vestibules. A steam-to-hot water convertor is located in the boiler room. Hot water is distributed from this unit to the air handling systems. The boilers are approximately 2 years old and in good condition. The convertor is aging, but reportedly is functional. Condensate return equipment is, likewise, aging but functional. There are (4) air-handling systems, which distribute air throughout the building. Hot water reheat coils located in the duct system provide zoned temperature control. The central equipment is original to the building, dating to the late 1940's. A water-cooled centrifugal chiller provides cooling to the air handling system. The chiller is cooled by well water from a well head in the basement; well water is reportedly discharged to the Great Miami River. The chiller is well beyond its life expectancy, and utilizes CFC refrigerant R-11, which is no longer manufactured and is strictly regulated due to environmental concerns.

Plumbing piping appears to be in fair condition. Fixtures are still in place, although in poor condition due largely to age and lack of use. The domestic water service enters the basement mechanical area. The water service is in good condition, including newer meter and backflow preventer. A newer gas service serves the boiler plant. The central domestic hot water system no longer functions. Individual electric water heaters are found in a few locations.

Electrical:

This building has been very well maintained since it was originally built in the 40's. Further, there have been few alterations to this original installation. The majority of lighting throughout the retail spaces and storage is incandescent. The wiring in this building is cotton covered conductors installed in rigid pipe. This wiring (branch circuits and feeders) has dried out and hardened to the point that once disturbed, it will not be reliable for reuse. In many areas, the conductors will most likely not be able to be removed from the original conduits.

The building is supplied from an adjacent DP&L underground transformer vault at 208Y/120V-3PH, 4 wire. The main switchboard room was not accessible the day of the tour since it had over an inch of water covering the switchboard room floor. This service also supplies electrical power to the Automotive Service Building.

Environmental:

See attached Phase 1 Environmental Site Assessment and Report.

Summary of Building Deficiencies:

Architectural: The exterior limestone veneer shows signs of movement and stress cracks in areas. Roof maintenance items should be addressed.

Structural: Minor cracks are apparent exterior walls and areas of floor slab, but nothing appears to be structurally significant.

Ventilation: The central air handling systems that provide mechanical ventilation to the building are in poor condition due to their 50+ years of use. The fans are corroded, the coils are in poor condition and some housings and supports are also badly corroded. Conditions in these systems are not adequate for maintaining acceptable air quality levels, including inadequate filtration, standing water within unit, as well as extent of corrosion and dirt build-up over many years.

Electrical: The electrical system as it exists in place is operable and suitable for limited use as a warehouse or similar space. All of the distribution equipment, switchboards, panelboards, motor starters and feeders are at the end of their useful life. Any planned reuse of this building for office or retail will require complete replacement of the lighting system, receptacles and all branch circuits. The building fire alarm system has been modified (pull stations removed) and is in need of repair before reuse of this space.



SURVEY BUILDING #2 - PHOTO 'B'

Sears Auto Center
Address: 225 E. Monument Avenue

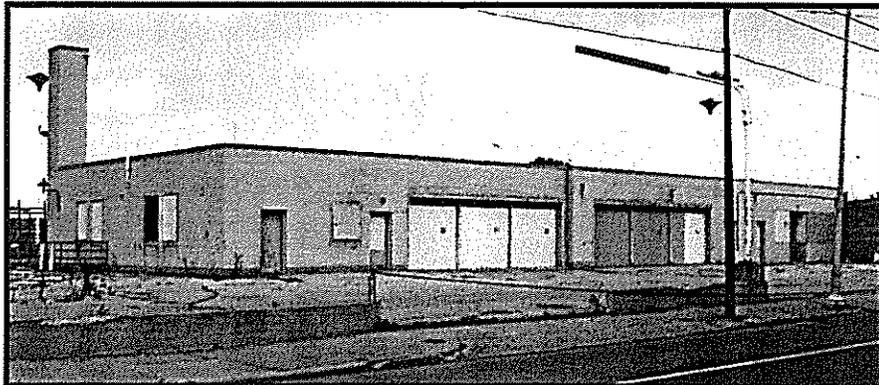
Survey Building #2:

Location:

Lot Numbers: 3069 & 3070
Address: 225 East Monument
Ave.
Owner: Sanford Sandelman

Building Data:

6,280 Square Feet / Floor
Number of Floors: 1 with
basement
O.B.B.C. Construction Type: 1B



Survey Classification:

(See Exhibit A)

Substandard Structure, See Exhibit "A", Section C.1.c

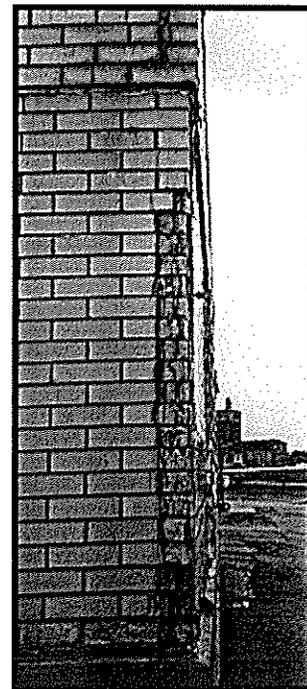
Building Evaluation:

Architectural:

This structure is the old Sears Auto Service building which was used to provide maintenance service to motor vehicles. The building was built in 1947 and is now vacant. See attached Phase 1 Environmental Site Assessment and Report for additional site history.

The building structure consists of a cast in place concrete frame and two way floor and roof slabs. Interior walls are constructed of concrete masonry units and clay tile. Therefore, all construction is of non-combustible materials and the primary structural framing members are all over 18" in width and depth. This affords the members a high fire resistance rating and allows the building to be classified as non-combustible per the O.B.B.C. The structural framing system is roughly in a 13' x 20' grid with the overall dimensions at approximately 130' x 45'. The building has a full basement and one story above grade. The first floor has an open pit to the basement that was used to access the cars during service. This pit is separated from the locker room and storage areas by concrete masonry walls and rated doors.

The exterior is clad in brick veneer with limestone copings and trim. Settlement cracks caused by deteriorated lintels and building settlement are visible on the exterior. Heavy spalling was also observed in the brick veneer. According to the building manager, the Auto Center roof was not replaced with Building #1. Therefore, the Auto Center roof must be a minimum of 30 years



old and is probably at the end of its useful life. Water was observed ponding on the roof, however, no serious water leaks were observed.

Two fire rated enclosed stairs are located at each end of the building but do not exit directly to the outside. Both exit into the service garage area that is a hazardous area. This is not allowed by the O.B.B.C.

The elevator machinery has not been serviced for many years and is inoperable.

Structural:

The overall condition of this cast in place reinforced concrete structure appears to be in fair condition. However, the elevated concrete floor slab above the service pit is heavily spalled at the underside. This has been patched with a compound over the years, which is also failing. The spalling is most likely due to road salt, acid and chemicals used during the servicing of vehicles. Exterior steel lintels have corroded and settlement cracks were observed in the adjacent exterior brick veneer. Settlement of the building appears to be occurring at the southwest corner of the building.



Mechanical:

The building is heated by steam radiant heaters and unit heaters. Steam is generated by a non-functional boiler. There is no mechanical ventilation system in the building.

Plumbing fixtures are in poor condition or have been removed. Piping system otherwise appears to be in fair condition.

Electrical:

The building is supplied at 208Y/120V from the main Sears Building across Monument Street. The age and condition of the electrical equipment and wiring is similar to that described for the Sears Building.

Environmental:

See attached Phase 1 Environmental Site Assessment and Report.

Summary of Building Deficiencies:

Architectural: The exterior brick veneer is cracked and spalling in many areas. The building has structural cracks at the southwest corner where settlement has occurred. The roof is greater than 30

years old and has reached the end of its useful life. Rainwater is ponding on the roof. The two means of egress do not meet the requirements of the code. The elevator is inoperable.

Structural: The underside of elevated slab in the service area is severely spalled due to exposure to chemicals. Its structural integrity has been compromised. Many of the exterior steel lintels are corroded and have settled.

Heating: The building is unheated due to the lack of a functional boiler.

Ventilation: This building does not have adequate ventilation, mechanical or natural, to meet current ventilation rates required by building codes.

Electrical: Any planned reuse of this building for other than warehouse or similar use will require complete replacement of the lighting system receptacles and all branch circuits and feeders that are disturbed in any manner. The building will require a new electric service if its operation is to be independent of the main Sears Building.



Survey Building #3 - PHOTO 'C1'



SURVEY BUILDING #3 - PHOTO 'C2'

Seitz & George Building
Address: 114 N. St. Clair Street

Survey Building #3:

Location:

Lot Numbers: 93 & 43
Address: 114 North St. Clair Street
Owner: Albert Seitz (Trustee)

Building Data:

4,300 Square Feet / Floor
Number of Floors: 4 with Basement
O.B.B.C. Construction Type: 3B



Survey Classification:

(See Exhibit A)

Not Substandard Structure

Building Evaluation:

Architectural:

This structure once housed the "476 Tire and Service Company". Originally built circa 1904 this building was enlarged to the northeast during the early part of the twentieth century. It is currently occupied by an office furniture merchant on the first and second floors.



The building consists of two adjoining brick structures which combined, form an 'L-shape'. Both have load bearing multiple wythe brick masonry exterior walls and wood floor and roof joists. The northeast structure has wood columns and beams. The south structure has steel beams and columns up to the fourth floor with wood columns and beams supporting the roof. The structural framing system for both structures is roughly in a 15' X 15' grid. The building has a full basement and four full above grade floors.

The exterior finish material is the outer most wythe of the load bearing brick masonry. The brick shows signs of movement as stress cracks are visible on all walls. Thrust forces may have caused some of these cracks as walls pushed out from loading of roof and floors. The exterior envelope is not weather tight, however, because of the multiple wythes there is no evidence of this on the interior. The roof was not accessible but was visible from a neighboring building. It appears to be aluminized asphalt based roofing material. This product is traditionally applied to older roofs to seal leaks and gain additional years from an existing older roof. Evidence of past severe roof leaking was apparent on the existing roof joists and wood deck. A minor leak in the northeast structure exists currently. Doors and windows are in fair to poor condition. The

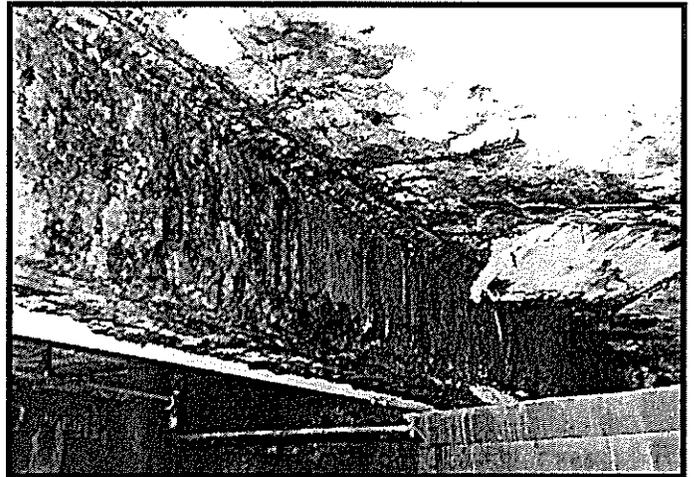
majority of windows are deteriorated to the point of not operating. Several windows in the northeast structure are shored-up from falling out of their openings.

The building has a fire sprinkler system throughout all floors including the basement. There are two sets of egress stairs in the building that give varying access to different floors. The basement, third and fourth floors have only one stair. Neither of the stair enclosures meets the O.B.B.C. requirement for fire resistance and the third and fourth floor stairs have no enclosures. Therefore, the majority of floors in the building do not meet means of egress requirements.

The elevator still has original mechanical equipment and is operational but in poor condition.

Structural:

Several structural deficiencies are evident in this building. Foremost, is the severely corroded steel beams and spalled concrete slab in the basement that supports the sidewalk at the entrance to the building. The web of the 16" deep beam spanning 21'-0" is completely rusted through at midspan. This is a dangerous structural condition and must be shored up as soon as possible to prevent a collapse of the sidewalk. The east exterior wall on the fourth floor is not connected to the roof diaphragm that provides lateral support. The north building has water damage to the roof joists and decking. A vertical crack exists in the east wall on the second floor. In several locations deteriorated or missing brick are directly under window lintels and floor joists creating unstable bearing points. Wood lintel beams in the north wall of the north structure are split and warped creating an unstable bearing point for the floor joists.



Mechanical:

The first and second floors of the building are heated by gas-fired furnaces (2 per floor) with ducted supply air distribution. These units include air-conditioning with outdoor condensing units. Equipment is residential grade, of fairly recent vintage. The basement is partially heated by a similar furnace (no A/C). The third and fourth floors have no heat. Some remnants of a previous steam radiation heating system remain, but are non-functional.

Plumbing piping appears to be primarily original. Domestic water service and natural gas service enter basement and are functional. Plumbing fixtures on the first floor are functional. Plumbing fixtures on second floor are abandoned and non-functioning. There are no fixtures on upper floors, or in the basement.



Electrical:

The building is supplied at 208Y/120V-3PH from an underground electric service that enters the basement area. The electric service is functional but has been tapped and altered repeatedly over the life of the building. The lighting in the basement, third and fourth floors is minimal and consists of festooned incandescent lamps hung from open knob and tube wiring, incandescent lamps in porcelain sockets, and a few fluorescent strip lights. Only minimal receptacles (ungrounded) are provided on these floors. The first and second floors have a mix of pendent incandescent light fixtures used in furniture display areas and semi-concealed fluorescent lights in office sets with furniture displays. The majority of receptacles that are present are two wire. The sprinkler system piping was used at least at one point to establish a local electrical equipment ground.

Environmental:

See attached Phase 1 Environmental Site Assessment and Report.

Summary of Building Deficiencies:

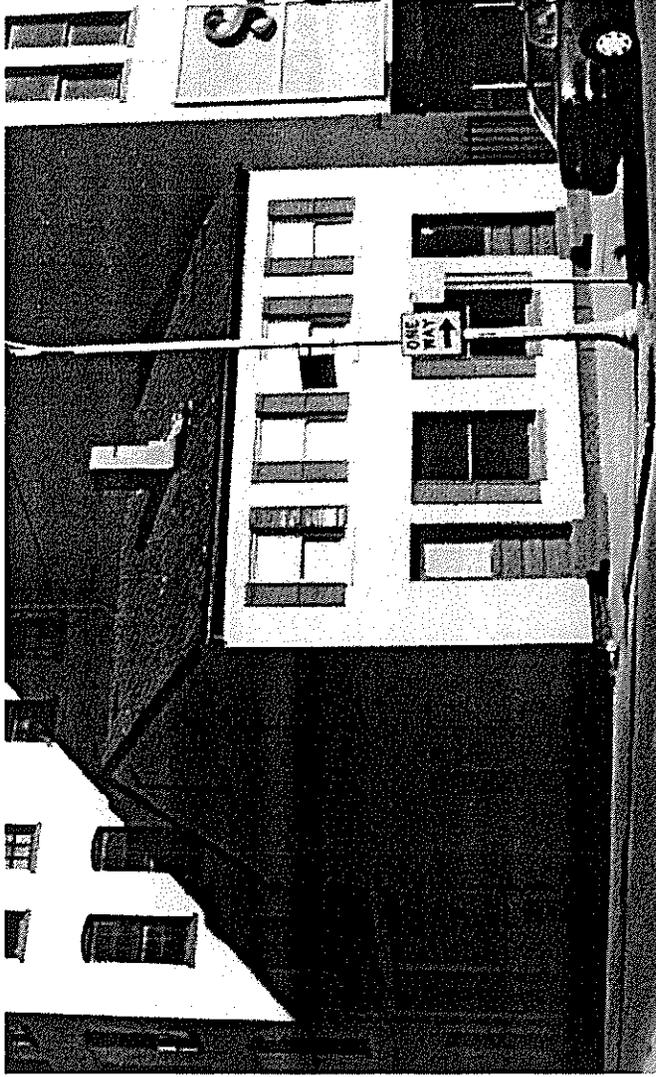
Architectural: The exterior envelope is not weathertight, especially the northeast structure. Roof joists and decking have signs of rot from water damage. The majority of windows are deteriorated and not operable. The basement, third and fourth floors have only one means of egress. No floors have egress stairs with the proper fire rated enclosure.

Structural: The basement contains a severely corroded steel beam and spalled concrete slab that supports the sidewalk at the building entrance. This is an eminently dangerous condition. The east exterior wall on the fourth floor is not connected to the roof diaphragm and therefore, has no lateral support. In some areas the floor joists and structural beams have deteriorated brick or wood bearing points.

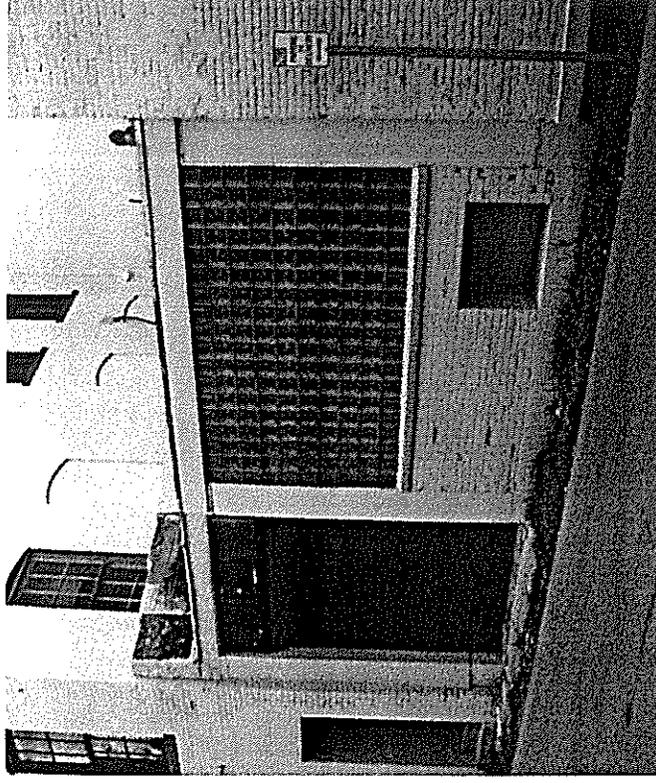
Plumbing: Plumbing fixtures are non-functional on the second floor. There are no fixtures on the third or fourth floors.

Heating: There is presently no functioning heating system on the third or fourth floor. The steam radiation equipment on these floors is inoperable, and there is no longer any boiler in the building.

Electrical: Most of the electrical wiring, lights and distribution equipment are beyond their useful life. Numerous code violations exist including open and unprotected wiring extensions for branch circuits and feeders. Basement distribution equipment is rusted to the point that covers won't close and electrical connections are suspect. Third and fourth floors do not have a functional lighting system. The building does not have a fire alarm system. The 200A electric service size is not adequate to support air conditioning throughout the building.



SURVEY BUILDING #4 - PHOTO 'D1'
(Residence)



SURVEY BUILDING #4 - PHOTO 'D2'
(Infill)

Ice Avenue Residence and Infill
Address: 120 N. St. Clair Street

Survey Building #4:

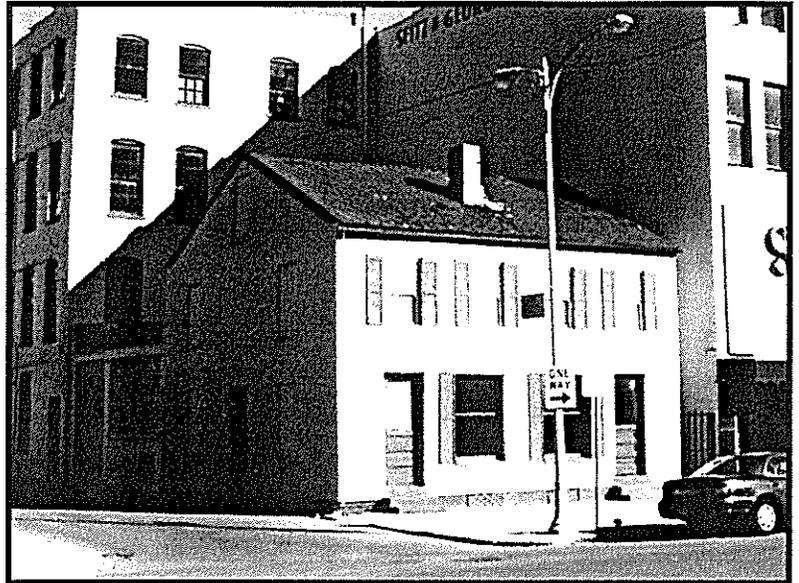
Location:

Lot Numbers: 44
Address: 120 North St. Clair Street
Owner:

Building Data:

Residence:
853 Square Feet / Floor
Number of Floors: 2 with Basement
O.B.B.C. Construction Type: 5B

Infill:
730 Square Feet / Floor
Number of Floors: 1
O.B.B.C. Construction Type: 5B



Survey Classification:

(See Exhibit A)

Substandard Structure, See Exhibit 'A' Section C.1.b.

Building Evaluation:

Architectural:

For the purpose of this study, this building includes the brick residential building and the infill structure between the residence and the 114 North St. Clair Street building. The two buildings are open to each other and function as one building.

The old residence is documented on an 1887 Sanborn Map and therefore, is over 100 years old. No building permit records were found prior to 1940. Originally built as a double the structure was converted to a duplex at some point. The building is currently vacant.

The infill structure was added at a later date and has been estimated at 50 years old.

The residence building structure consists of load bearing multiple wythe brick masonry exterior and interior walls and wood floor and roof joists. The buildings overall dimensions are approximately 30' X 30'. The building has a full basement and two full above grade floors.

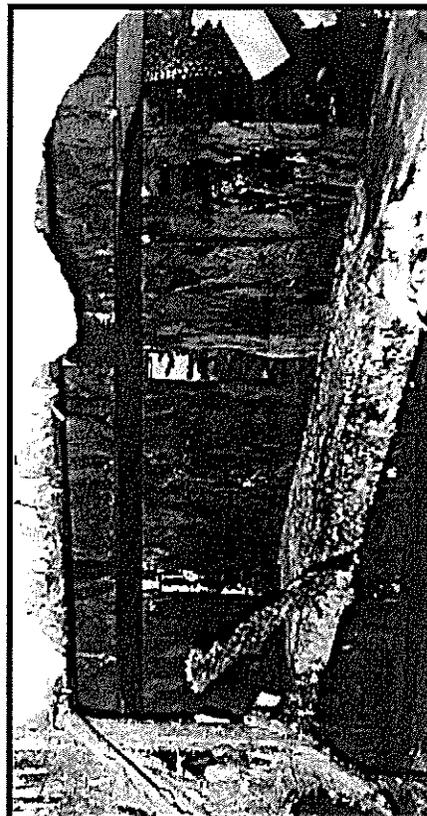
The infill building structure consists of steel bar joists spanning between the existing residence building and 114 North St, Clair Street building. The only exterior wall is the north wall and consists of glass block over load bearing brick masonry. The buildings overall dimensions are

approximately 23' X 33'. The building has one full above grade floor and a 6'-0" wide partial mezzanine.

The residence's exterior material is the outer most wythe of the load bearing brick masonry. The brick shows signs of significant movement as stress cracks are visible on all walls. The brick and stone foundation are deteriorated from being exposed to weather on both the interior and exterior. The roof joists and decking are rotten from exposure to water and weather over an extended period of time. The newer asphalt shingle roof is installed over deteriorated deck and joists. Consequently, it leaks in areas. Doors and windows are in poor condition. Several doors no longer operate and most windows are inoperable, missing glass and boarded shut.

The building has two sets of stairs from the second floor. One exterior stair runs along the south side of the building to St. Clair Street. The other stair is an interior enclosed stair that leads directly to an exterior door.

The infill buildings exterior material is considerably newer and shows less stress. Half of the north wall has been replaced with glass block in the past 10-20 years and is in good condition. The roof consists of steel joists, wood decking and built-up asphalt roofing. The roofing is in very poor condition with large holes. The wood decking below is rotten. The only door is an overhead door on the north façade that is in poor condition. No operable windows exist in this space. Means of egress is through the residence building.



Structural:

The residential two-story load bearing masonry structure has many structural deficiencies due to exposure to the weather. The brick walls and stone foundation walls are deteriorated creating unstable bearing conditions. The wood roof joists, deck and lintels are rotten from water damage. Wood floor joists have been cut and load bearing walls removed in areas creating dangling floor joists and an unstable floor structure.

The infill structure also has many structural deficiencies due to exposure to the weather. The wood roof decking is severely rotted and failing. As a result, the roof's steel bar joists are structurally unstable due to inadequate lateral support. This existing condition is not capable of safely supporting the drifted snow loads caused by the higher adjacent buildings.

Mechanical:

The building mechanical system is limited to non-functional, gas fired room heaters abandoned on the second floor. No heating units remain on the first floor.

A single restroom upstairs contains a water closet and lavatory, abandoned in place, and a heavily damaged tub. No functioning plumbing remains in the building.

Electrical:

The electrical service originally entered the building in the basement but has been removed. The majority of electrical lines and devices in the basement and first floor has been removed or are in the process of being removed. The second floor space had limited lighting fixtures and receptacles - all of which are not functional and are in need of total replacement.

Environmental:

See attached Phase 1 Environmental Site Assessment and Report.



Summary of Building Deficiencies:

Architectural: The residence shows signs of severe deterioration. Load bearing masonry walls exhibit signs of movement and stress cracks are visible on all walls. The brick and stone foundation are deteriorated from exposure to weather. Roof joists and decking are rotten from exposure to weather. The asphalt roof has been compromised due to the lack of structural integrity of the wood roof deck. Doors and windows are in poor condition.

The wood roof decking and built-up asphalt roof on the infill building is severely deteriorated. The existing overhead door is in poor condition.

Structural: The residence's load bearing brick masonry walls and stone foundation are deteriorated creating unstable bearing conditions. The wood roof joists, decking and lintels are rotten from water damage. Wood floor joists have been cut and are unsupported.

The infill structure wood roof decking is severely rotted and failing. As a result, the steel bar joists have no lateral support.

Plumbing: The remaining plumbing fixtures are not usable. No functioning plumbing is found in the building.

Heating: The building is unheated. The abandoned room heaters found on the second floor are beyond repair.

Ventilation: No mechanical ventilation is present within the building. Natural ventilation is inadequate due to condition of windows.

Electrical: Most of the building's electrical wiring, outlets, lights, etc. have been removed in the basement and first floor. Essentially, the facility has no usable lights or receptacles and the entire installation needs total replacement.



SURVEY BUILDING #5 - PHOTO 'E'

Ice Avenue Warehouse
Address: 124 N. St. Clair Street

Survey Building #5:

Location:

Lot Numbers: 51 & 52
Address: 124 N. St. Clair Street
(209-215 Ice Avenue)
Owner: Bill Rain & Jeanne Cliche

Building Data:

6,815 Square Feet / Floor
Number of Floors: 4 with Basement
O.B.B.C. Construction Type: 3B

Survey Classification: (See Exhibit A)



Substandard Structure, See Exhibit 'A' Section C-1.a.

Building Evaluation:

Architectural:

The warehouse is not indicated on the 1887 Sanborn Map but is later shown on the 1898 Sanborn Map.

The building structure consists of load bearing multiple wythe brick masonry exterior walls and wood floor and roof joists. The beams and columns are heavy timber with no visible steel plate connections. Roof columns and beams are an unusual configuration with stub columns supporting sloped roof rafters. The structural framing system is in a 15' X 15' grid with the overall dimensions at approximately 90' X 80'. The flooring system varies throughout the building, but has been compromised to the extent that the building cannot be classified as heavy timber construction (Type 4 per the O.B.B.C.). Wood planking comprises the majority of the flooring, however, this has been removed in areas and a finished wood flooring product substituted. Also in several areas a 2"-4" concrete topping has been poured over areas of flooring where it was deteriorated. This has added substantial dead load to a building that all ready exhibits settlement problems. The building has a full basement and four full above grade floors.

The exterior finish material is the outer most wythe of the load bearing brick masonry. The brick shows signs of movement, as stress cracks are visible on all walls. Thrust forces have pushed the east wall out several inches,

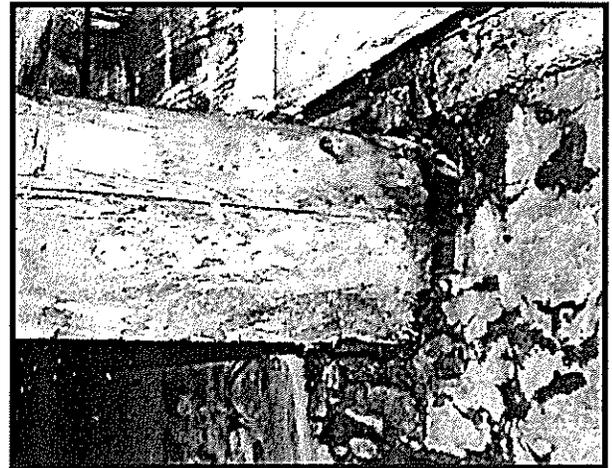


which has created vertical cracks at the exterior face. Doors are missing or are in poor condition. The majority of windows have been replaced with double hung wood windows. The floor joists and decking are rotted from years of exposure to water and weather. The rubber membrane roof is relatively new and in good condition. However, the flashing along the gutter edge and coping in the southeast corner is severely damaged allowing water to continue to leak into the building. The long term and continuing exposure to water and weather has caused extensive damage to the majority of building components.

The first and second floors are served by two sets of enclosed stairs. The third and fourth floors are served by one unenclosed stair. The stair enclosures are not continuous from floor to floor and are not fire rated; therefore, they do not meet the requirements for means of egress. The elevator is inoperable.

Structural:

Several heavy timber wood columns that support floor loads are out of plumb. Many of the heavy timber columns and beams have large checks continuous along the member. Two columns near the northeast corner of the building have settled approximately 8"-12". Additionally, two columns near the southeast corner of the building have settled 6"-8". Between these two areas in the basement a heavy timber beam has rotted at the bearing point on the east exterior wall. This beam is dangling and is a dangerous structural condition and should be shored up as soon as possible. Masonry at load bearing points of heavy timber beams and wood floor joists is cracked and deteriorated. Several floor joists have been cut at mid-span without header joists and are dangling without support.



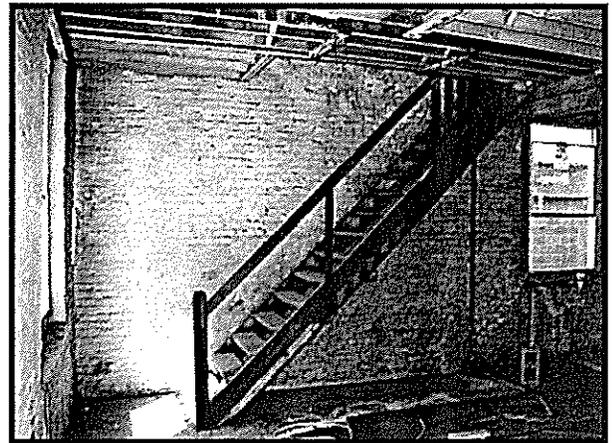
Mechanical:

The building boiler, located in the basement, is inoperable and is not repairable. Some remnants of steam radiation equipment and piping are found in portions of the building, but are not in a usable condition. A non-functioning gas furnace is abandoned on the first floor. There is no air-conditioning or mechanical ventilation system.

No functional plumbing remains in the building.

Electrical:

The building has single phase and three phase electrical service entrance equipment in the basement that consists of pull-out fuses. Lighting throughout the building consists of incandescent lights in porcelain sockets and taps to open knob and tube wiring on the ceiling. Several fluorescent strip lights have been installed on the first and second floors.



Environmental:

See attached Phase 1 Environmental Site Assessment and Report.

Summary of Building Deficiencies:

Architectural: In several areas a 2"-4" concrete topping has been poured over the existing floor system. This has added substantial dead load to areas with existing settlement problems. The exterior brick walls show signs of movement and stress cracks. The majority of doors are missing or in poor condition to the point of being inoperable. Deteriorated floor decking is rotted and has soft spots from years of exposure to the weather. Flashing, roof decking and wall coping in the southeast corner of the building have failed allowing water to leak into the building. The two means of egress stairs are not provided to all floors and do not meet code requirements. The elevator is inoperable.

Structural: Structural framing columns are out of plumb. Many of the structural framing columns and beams have large checks continuous along the member. Four columns in the building have settled enough to cause structural instability throughout all four floors. Near these areas in the basement a structural floor beam has rotted through completely and is dangling. Several floor joists have been cut at mid-span.

Plumbing: No functional plumbing remains in the building.

Heating: The building is essentially unheated. The abandoned boiler, steam piping and radiation equipment is beyond repair.

Ventilation: No mechanical ventilation system is present in the building. A single, abandoned vertical sheet metal duct, possibly a toilet exhaust, remains. This duct is not fire-dampened where it passes through floor levels. Natural ventilation is limited to cracks and openings around boarded up windows, and does not meet minimum code requirements.

Electrical: The electrical system appears to be the original installation and utilizes cotton covered conductors and some of the original knob and tube wiring. Where fluorescent lights have been installed they are wired with plastic extension cord wiring to the nearest 120-volt source. The service entrance equipment is unsafe and requires fuses to be removed/installed while the equipment is energized. The electrical system in this building is in total need of replacement. The heat detector fire alarm system is not functional.

Structural and Mechanical Assessment

Summary

The following summary and table is the result of the structural and mechanical survey of buildings in the Webster Station West Urban Renewal Area defined by the City of Dayton. A detailed description of deficiencies can be found in the Building Assessment Section of this report. Individual building assessment forms cover all structural and mechanical elements of said structures. Criteria for assessment of these structures were established by the City of Dayton and are included in this survey under the title of Exhibit 'A'. Using the above criteria, the architect rated each structure as "Not Substandard" or "Substandard". If a structure was found to be "Substandard", it was so designated using one of the three criteria defined in Exhibit 'A'.

Table 1 summarizes the structural condition of buildings in the Webster Station West Urban Renewal Area.

Table 1

<u>Building Address</u>	<u>Building Condition</u>	<u>Criteria</u>
241 East First Street	Not Substandard	
225 E. Monument Avenue	Substandard	C.1.c
114 N. St. Clair Street	Not Substandard	
120 N. St. Clair Street	Substandard	C.1.b
124 N. St. Clair Street	Substandard	C.1.a

EXHIBIT A
INSTRUCTION AND SURVEY SCHEDULE

For a structural and mechanical survey of structures in the Webster Station Urban Renewal Area, Dayton, Ohio.

I. Instruction

- A. These instructions are attached to this contract in order to explain and assist the contractor in understanding the City's objectives for this structure survey.
- B. One of the purposes of the survey results is to determine the classification of the structures in the project area according to its structural condition - structural substandardness, structural deficiencies short of substandardness capable of rehabilitation, or its structural soundness. The City of Dayton has defined certain criteria for the determination of structural substandardness. The City definition of structural substandardness is: "Buildings classified as structurally substandard to a degree requiring clearance must contain defects in structural elements and/or a combination of deficiencies in essential utilities and facilities, light and ventilation, fire protection [including adequate egress], layout and condition of interior partitions, or similar factors, which defects and/or deficiencies are of sufficient total significance to justify clearance." This definition forms the framework for the survey schedule.
- C. The measure of structural substandardness of a building shall be determined from the following criteria:
1. Structural substandardness - the general structural conditions and the structural condition of the components are deteriorated, damaged, out of alignment, not plumb, or faulty to such a degree that the only remedy is clearance.
 - a. A structure is substandard if any one of the following major components is faulty, poor, rotted, out of alignment, out of plumb, or crumbling to the degree defined above:
 - (1) Foundation and bearing walls, columns, beams and girders.
 - (2) Floors and stairs, if designed as integral support systems.
 - b. A structure is substandard if either the roof or fire resistance* is faulty, or rotted, or otherwise deteriorated to the degree defined above and when combined with the similar rating of the complete component system or unit of any three [3] of the following:
 - (1) Plumbing
 - (2) Heating
 - (3) Electrical
 - (4) Elevators
 - (5) Light and ventilation
 - (6) Fire safety [ingress and egress]
 - (7) Floors, stairs, and non-bearing walls
 - (8) Window and door units

* Fire resistance - concerned with protection of structural components from fire, e.g., a steel beam should be protected by a concrete cover or building fire will cause expansion, twisting, and warping, thereby endangering the entire structure.

- c. A structure is substandard if six [6] of the following complete systems or units are faulty, poor, rotted or otherwise deteriorated to the degree defined above:
 - (1) Plumbing
 - (2) Heating
 - (3) Electrical
 - (4) Elevators
 - (5) Lighting and ventilation
 - (6) Fire safety [ingress and egress]
 - (7) Floors, stairs and non bearing walls
 - (8) Window and door units

II. Definition of Criteria

The buildings surveyed in the project area were classified according to the criteria set forth in Exhibit A under paragraphs C.1, a, b, and c. The criteria under each subheading is explained in the following text.

Criteria C.1a

The structural substandardness of a building was determined by considering the condition of the structural supporting member. The structural supporting members are the foundation, bearing walls, columns, beams and girders, and the floor and/or stairs if the floors and stairs were designed as integral support systems, such as reinforced concrete floor systems. If any one of the above mentioned supporting members were found to be in such a condition as to doubt its structural integrity the building was classified structurally substandard to such a degree that the only remedy would be clearance.

In the case of foundations and bearing walls of masonry construction, reference to deterioration, or poor condition, is exemplified by powdering of the masonry units or powdering of the mortar used as the binder of the various types of masonry units. When these conditions existed in masonry foundation or bearing walls it was considered sufficient evidence of failing structural strength in these units. Where foundation and bearing walls were constructed of reinforced concrete, reference to deterioration or poor condition is exemplified by spalling of the concrete cover of the reinforcing rods. The spalling of the concrete is further evidence of concrete that has been weakened because of excessive loading and spalling because of deflections introduced by the loads or concrete that has weakened due to introduction of moisture and subsequent chemical actions on the concrete and between the concrete and the iron reinforcing rods. When found in a structural component this condition was conclusive evidence of serious weakening of the total reinforced concrete design strength.

Columns and beams and girders regardless of the material of construction were examined for signs of any excessive stresses imposed upon the structural components, and also they were examined to determine if there were sufficient bearing areas for the various beams and columns. In the case of wooden members any signs of warping or twisting or large longitudinal cracks, or splintering in any of the wood fibers, or evidence of rotting of any of the wood members was sufficient evidence to classify these members as failing. Columns, beams and girders of other materials such as cast iron or steel were checked for signs of deflection and/or rusting of connecting members.

The floors were examined for signs of over stressing and the floor joists were examined in the same manner as beams and girders to see if there was any splitting, rotting, warping or twisting of the floor joists. The floor surface material was also checked to see if there were any evidences of warping or splitting or separation of the floor surface from the underlying joists. If any of the floor joists were found defective then the structure would be considered substandard. If stairs, because of design, were considered as part of the total building support system, they were examined with the objective of determining whether twisting or warping of wooden members or rotting of wooden members or in the case of reinforced concrete construction or steel whether they were of sufficient structural integrity to continue sharing their design load or if they were capable of sharing their design load. In most cases the

stairs were not related to the floor support system and the materials of construction in the stair were examined to determine what condition the materials were in and appropriate comments were made in the report.

Criteria C.1b

Secondly, the next major survey consideration of structural substandardness was directed toward other elements of the building other than the integrity of the structural components themselves.

The roof was considered more in its connection with the fire resistance of the building rather than as a structural component because usually roof loadings are rather light as compared to floor loadings. As indicated, the major consideration for the roof was as a fire retardant since collapse of a roof in event of fire can offer serious consequences in controlling any kind of fire in the building. The roof was inspected for several indicators; fire stopping of attic spaces or open spaces between the roof proper and the building use area was one important consideration. The supporting members of the roof were inspected for signs of warping or splitting or rotting. The surface treatment of the roof itself was also inspected.

If the roof were found deficient in any of the above mentioned conditions and when combined with deficiencies in three additional components such as plumbing, heating, electrical, etc., then the building was considered as structurally substandard to a degree requiring clearance.

The next most important consideration under this category was the fire resistance of the structural members. The term "fire resistance" as it occurs in this paragraph is taken as being related to the Ohio Basic Building Code of the City of Dayton where Types of Construction are broken down into four headings depending upon the fire resistance ratings, in hours, of their structural elements such as the walls, partitions, shafts and columns, floors and roofs.

The construction types in turn are related to size and occupancy, i.e., a building of particular size and occupancy has definite requirements as to type of construction that may be used. In the report submitted in connection with this project where a building's fire resistance has been deemed inadequate it means that the building's structural elements, as outlined above, do not have adequate fire resistance ratings in hours and thus would be classified as a type of construction under which a building of that particular size and/or occupancy would not be permitted. Where it has been determined that the fire resistance, as defined above, is inadequate or non-existent and when this condition is combined again with three other of the following components such as plumbing, heating, electrical, etc., it was determined that this building was structurally substandard to such a degree that the only remedy was clearance.

Substandardness of the roof element or the fire resistance element was considered as contributing heavily toward the determination of the substandardness of the building. Each of these factors were further combined, however, with other deficient systems which the city believes in the aggregate would constitute a substandard structure.

The component systems under this category were rated according to their comparison to the requirements as cited in the Ohio Basic Building Code both in numbers, type and condition of materials comprising these component systems.

Under these component systems the city has indicated a category of "Fire Safety, Ingress and Egress". A note of explanation is appropriate regarding the use of "fire resistance" and "fire safety, ingress/egress" as two separate items in the classification of the buildings involved in this survey. Both of these items are treated as separate items in the Ohio Basic Building Code for the City of Dayton.

The meaning of the term "fire resistance" as it applies to this survey is explained under paragraph b., and it is possible for a building to be either adequate or inadequate as to fire resistance and still have means of egress that comply with all code requirements; of course it also follows that the opposite case could prevail.

Stairways which would come under consideration as means of egress are classed by the Ohio Basic Building Code as being "Draft-stop" or "Enclosed" with each type having definite physical requirements while stairs in general have additional requirements as to capacity or size, location in the building, and fire resistance in hours of the structural elements involved in the stair.

It is this combination of requirements established by code against which the existing buildings in this survey were judged as to adequacy or their "fire safety, ingress and egress".

Criteria C.1c

The third category of structural substandardness was based on any combination of six of the components described in Exhibit A such as plumbing, heating, electrical, etc.-, being deficient in design for the type of building or deficient in the materials of construction of the components, e.g. they could be rusted or rotted or not adequately installed. When it was determined that any six of these component systems were in such a condition as to doubt their usefulness or adequacy plus the fact that when combined in the aggregate they constituted a rather formidable and costly rehabilitation effort, it was considered these were structurally substandard to such a degree warranting clearance.



Webster Station West Urban Renewal Plan

Exhibit B
Detailed Parking Lot Survey

WEBSTER STATION WEST URBAN RENEWAL AREA PARKING LOT CONDITION SURVEY

June 12, 2000

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T: 937-333-3634**

**Haley Dusa Engineering and Surveying Group
270 Regency Ridge Drive, Suite 203
Dayton, Ohio 45459
T: 937-439-4300**



Haley-Dusa Engineering & Surveying Group, LLC

INTRODUCTION

The City of Dayton Office of Economic Development requested Haley-Dusa Engineering & Surveying Group to assess the condition of the existing parking lots located in a section of Downtown Dayton referred to as the Webster Station West Urban Renewal Area. In a May 12, 2000 meeting between the two parties, the scope of the condition assessment was defined. It was determined that based on physical separation or different ownership, there were eleven parking lots to assess.

The "condition of parking lots" data contained within this section is based on a detailed survey of the eleven parking lots that are located in the Webster Station West Urban Renewal Area. The detailed survey included: researching the public records to establish ownership and existing property/right-of-way lines; having a survey crew perform a topographic survey of each lot; developing an existing base-map of each lot in CAD which showed topographic features, property lines and contours; walking the site and noting the condition of the existing topography; and providing photos for support.

To assess the condition of each lot, the detailed survey data was compared to the City of Dayton Zoning Code. The zoning code defines the requirements that all parking lots must adhere to within the City of Dayton limits; and encompasses such issues as public safety, City of Dayton Engineering standards, aesthetics and proper usage. Some Zoning Districts may demand more stringent requirements than others, but there is a base set of requirements that all parking lots must follow. The base set of requirements in the zoning code is under "Off-Street Parking and Loading" Section 150.344 to 150.357 and in particular Section 150.350 "General Standards and Requirements" and Section 150.351 "Design and Maintenance". There are two zoning districts in this particular renewal area, I-3 Industrial District and B-4 Central Business District. There are no additional requirements for the I-3 area, but the B-4 area has additional requirements under Section 150.200 (G) Downtown Parking Lots. Copies of these sections are provided with this Parking Lot Condition Survey report.

Using these requirements as a guide, each parking lot condition was evaluated. If the parking lot conditions met all the zoning requirements then it was considered a standard lot. If the parking lot condition failed to meet the zoning requirements due to a minor violation, which if left uncorrected would not reduce public safety (i.e. parking stall sizes or landscaping patterns), then it was considered a non-conforming lot. If, however, the parking lot condition failed to meet the zoning requirements due to a major violation, which if left uncorrected would reduce public safety (i.e. no concrete curbing to control drainage within the limits of the lot or enough landscaping to prevent environmental problems), then it was considered a sub-standard lot.

This parking lot condition survey report assesses each of the eleven lots separately. The results of how each complies with the City of Dayton Zoning Code for parking lots is shown together in a table format giving a general assessment of all the parking lots in the Webster Station West Urban Renewal Area. To better explain the results on an individual basis, a narrative of the lot evaluation and deficiencies along with a picture and topography map is provided for each lot. The results show that ten of the eleven lots have at least one major zoning violation making them sub-standard; and the remaining lot has only minor violations making it non-conforming.



DAYTON URBAN RENEWAL PARKING LOT SURVEY

Parking Lot 1:
East of Patterson Blvd. between First St. & Second St.

Parking Lot 2:
West of Patterson Blvd. between First St. & Ice Ave.

Parking Lot 3:
South of First St. directly West of Parking Lot 2

Parking Lot 4:
South of First St. directly West of Parking Lot 3

Parking Lot 5:
South of First St. directly West of Parking Lot 4

Parking Lot 6:
West of Patterson Blvd. between Monument Ave. & First St.

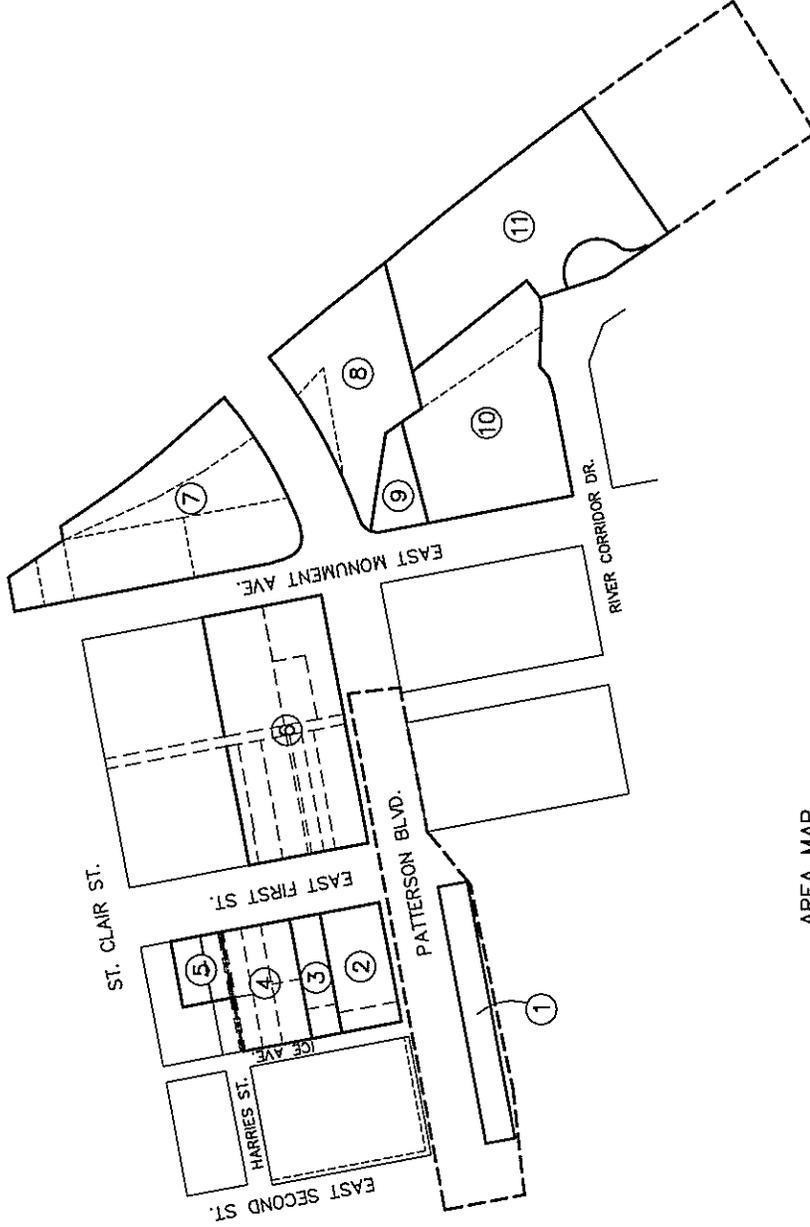
Parking Lot 7:
NW corner of Patterson Blvd. and Monument Ave.

Parking Lot 8:
East of Patterson Blvd. between Monument Ave. & The Great Miami River

Parking Lot 9:
North of Monument Ave. directly East of Parking Lot 8

Parking Lot 10:
North of Monument Ave. directly East of Parking Lots 8 & 9

Parking Lot 11:
Directly North of Parking Lot 10 directly East of Parking Lot 8



AREA MAP

**WEBSTER STATION WEST
URBAN RENEWAL AREA
PARKING LOT CONDITION SURVEY**

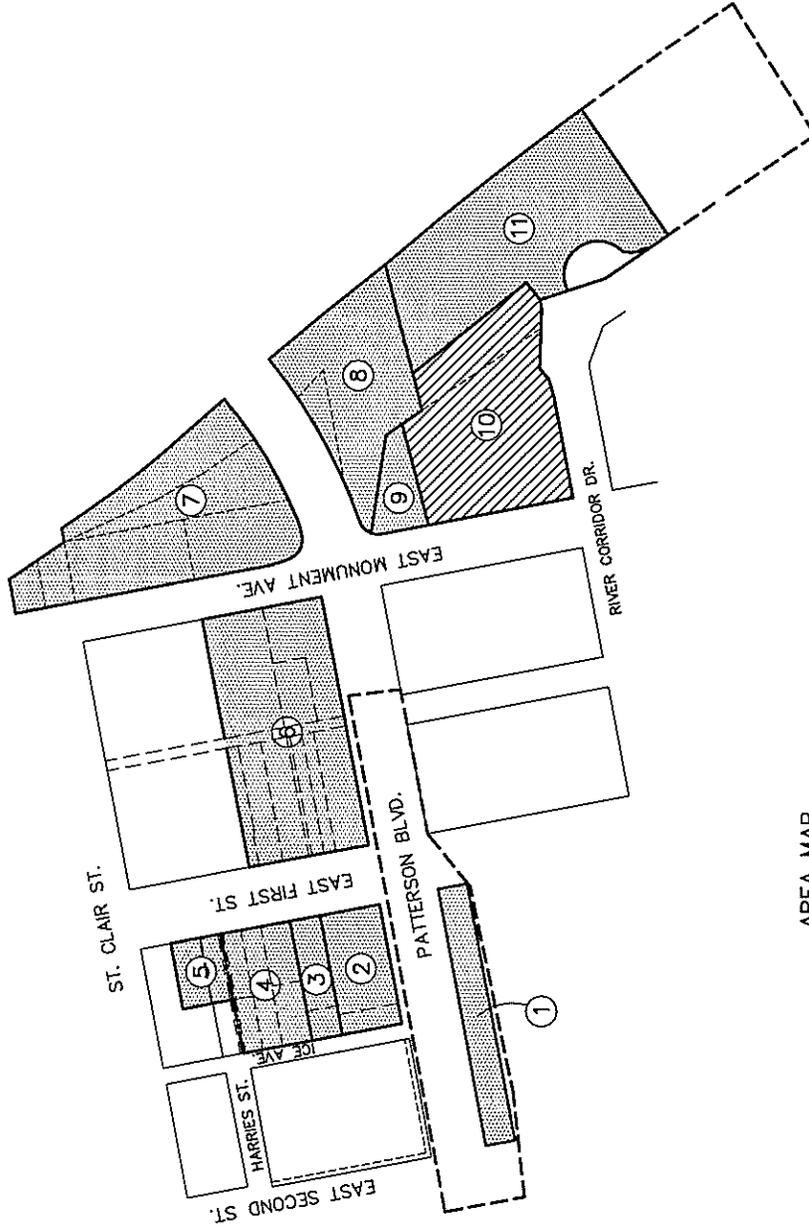
		Haley-Dusa Engineering & Surveying Group, LLC 270 Regency Ridge Drive, Suite 203 Dayton, Ohio 45459 Phone: (937) 439-4300 Fax: (937) 439-2005	
Scale: 1"=200'	Drawn: SBU	Checked: TED	
Date: 6/5/00		Job No. 50284	





DAYTON URBAN RENEWAL PARKING LOT SURVEY

- Parking Lot 1: East of Patterson Blvd. between First St. & Second St.
- Parking Lot 2: West of Patterson Blvd. between First St. & Ice Ave.
- Parking Lot 3: South of First St. directly West of Parking Lot 2
- Parking Lot 4: South of First St. directly West of Parking Lot 3
- Parking Lot 5: South of First St. directly West of Parking Lot 4
- Parking Lot 6: West of Patterson Blvd. between Monument Ave. & First St.
- Parking Lot 7: NW corner of Patterson Blvd. and Monument Ave.
- Parking Lot 8: East of Patterson Blvd. between Monument Ave. & The Great Miami River
- Parking Lot 9: North of Monument Ave. directly East of Parking Lot 8
- Parking Lot 10: North of Monument Ave. directly East of Parking Lots 8 & 9
- Parking Lot 11: Directly North of Parking Lot 10 directly East of Parking Lot 8



AREA MAP

-  SUBSTANDARD
-  NON CONFORMING



**WEBSTER STATION WEST
URBAN RENEWAL AREA
PARKING LOT CONDITION SURVEY**



Haley-Dusa
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Dayton, OH 45424
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Scale: 1"=200'	Drawn: SBU	Checked: TED
Date: 5/5/00	Job No. 50284	



Parking Lot 1

Location: East of Patterson Blvd, between First Street and Second Street

Owner: (Public) City of Dayton

Zoning District: B-4 Central Business District

Lot Evaluation: (Substandard) This lot is an asphalt lot with approximately 49 marked parking spaces. There are two drive entrances off of Lower Patterson and the parking is angled to force a north to south traffic flow. The maximum pavement slope is approximately 5%, which is below the acceptable maximum value of 7%. There is positive drainage to existing catch basins on both interior curb lines.

Lot Deficiencies: As noted in the table, there are several areas which are insufficient to the City of Dayton Zoning Regulations: (1) The size of parking lot spaces as marked are too small for angular parking; (2) The asphalt surface is in fair condition with some minor cracking which needs sealing and some areas which needs full depth patching; (3) This lot does not meet the landscape requirements of a 6' wide landscape strip around all street sides of the lot. The landscape strip is to include a combination of hardy canopy trees, shrubbery, and ground cover.



Parking Lot 2

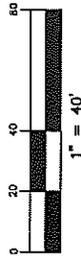
Location: West of Patterson Blvd, between First Street and Ice Ave.

Owner: (Private) Parking Management, Inc.

Zoning District: B-4 Central Business District

Lot Evaluation: (Substandard) This lot is an asphalt lot with approximately 75 marked parking spaces. There are three drive entrances: one off First Street, one off Patterson Blvd, and one off Ice Ave.. The maximum pavement slope is approximately 2.5%, which is below the acceptable maximum value of 7%. The asphalt surface is in good condition.

Lot Deficiencies: As noted in the table, there are several areas which are insufficient to the City of Dayton Zoning Regulations: (1) The size of parking lot spaces as marked are too small for perpendicular parking; (2) The pavement slope provides positive drainage, but without a curb system the majority of the drainage leaves the site uncontrolled. There is a catch basin in the southeast corner of the lot, but less than 20% of the surface drainage is directed to it; (3) This lot does not meet the landscape requirements of a 6' wide landscape strip bordered with a 6" concrete curb around all street sides of the lot. The landscape strip is to include a combination of hardy canopy trees, shrubbery, and ground cover.



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Scale: 1"=40' Drawn: SPW Checked: TED
Date: 6-5-00 Job No. 5-284

PARKING LOTS #2, #3, #4, & #5

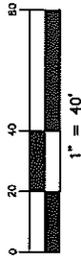
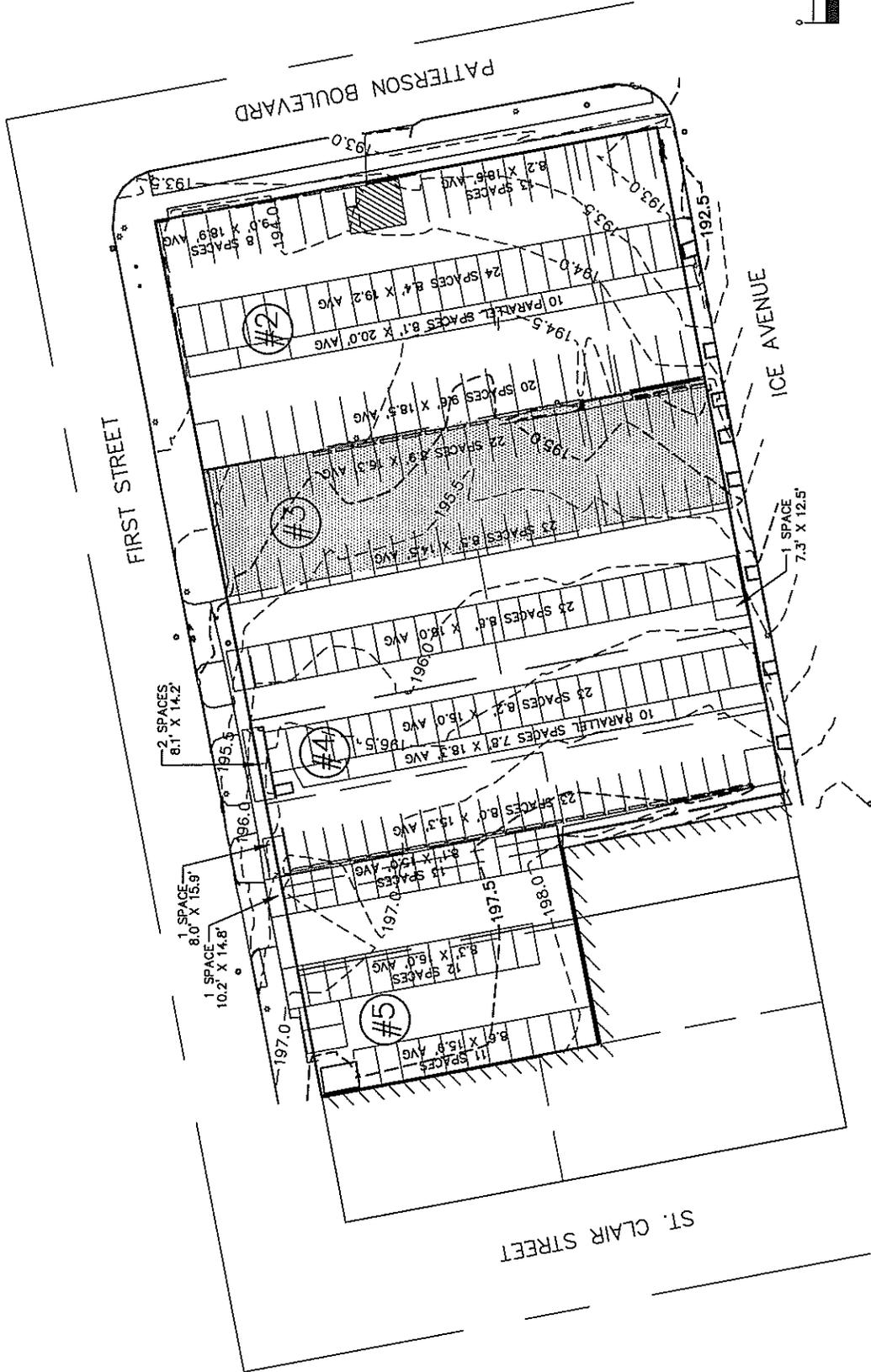


Parking Lot 3

Location: South of First Street directly West of Parking Lot 2
Owner: (Private) Parking Management, Inc.
Zoning District: B-4 Central Business District

Lot Evaluation: (Substandard) This lot is an asphalt lot with approximately 45 marked parking spaces. The maximum pavement slope is approximately 3%, which is below the acceptable maximum value of 7%. The asphalt surface is in good condition.

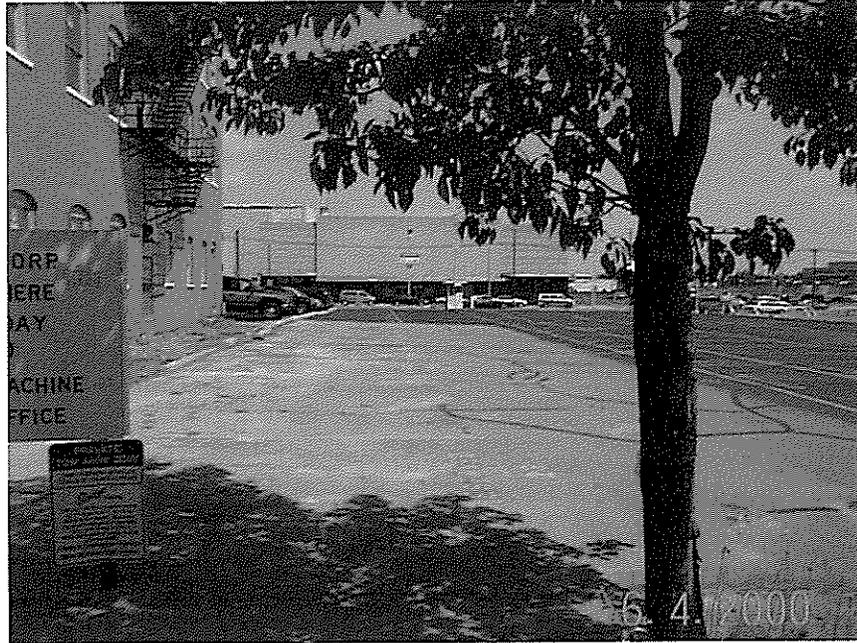
Lot Deficiencies: As noted in the table, there are several areas which are insufficient to the City of Dayton Zoning Regulations: (1) The size of parking lot spaces as marked are too small for perpendicular parking; (2) The parking spaces extend approximately 3' over the west property line and need to be repositioned back completely onto the property; (3) The pavement slope provides positive drainage, but without a curb system the majority of the drainage leaves the site uncontrolled. There is a catch basin in the southeast corner of the lot, but only about 50% of the surface drainage is directed to it, and the catch basin is in need of repair; (4) There are no legal points of ingress or egress on this lot; (5) This lot does not meet the landscape requirements of a 6' wide landscape strip bordered with a 6" concrete curb around all sides of the lot. The landscape strip is to include a combination of hardy canopy trees, shrubbery, and ground cover.



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Scale: 1"=40'
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 Checked: TED
 Date: 6-5-00
 Job No. S-284

PARKING LOTS #2, #3, #4, & #5



Parking Lot 4

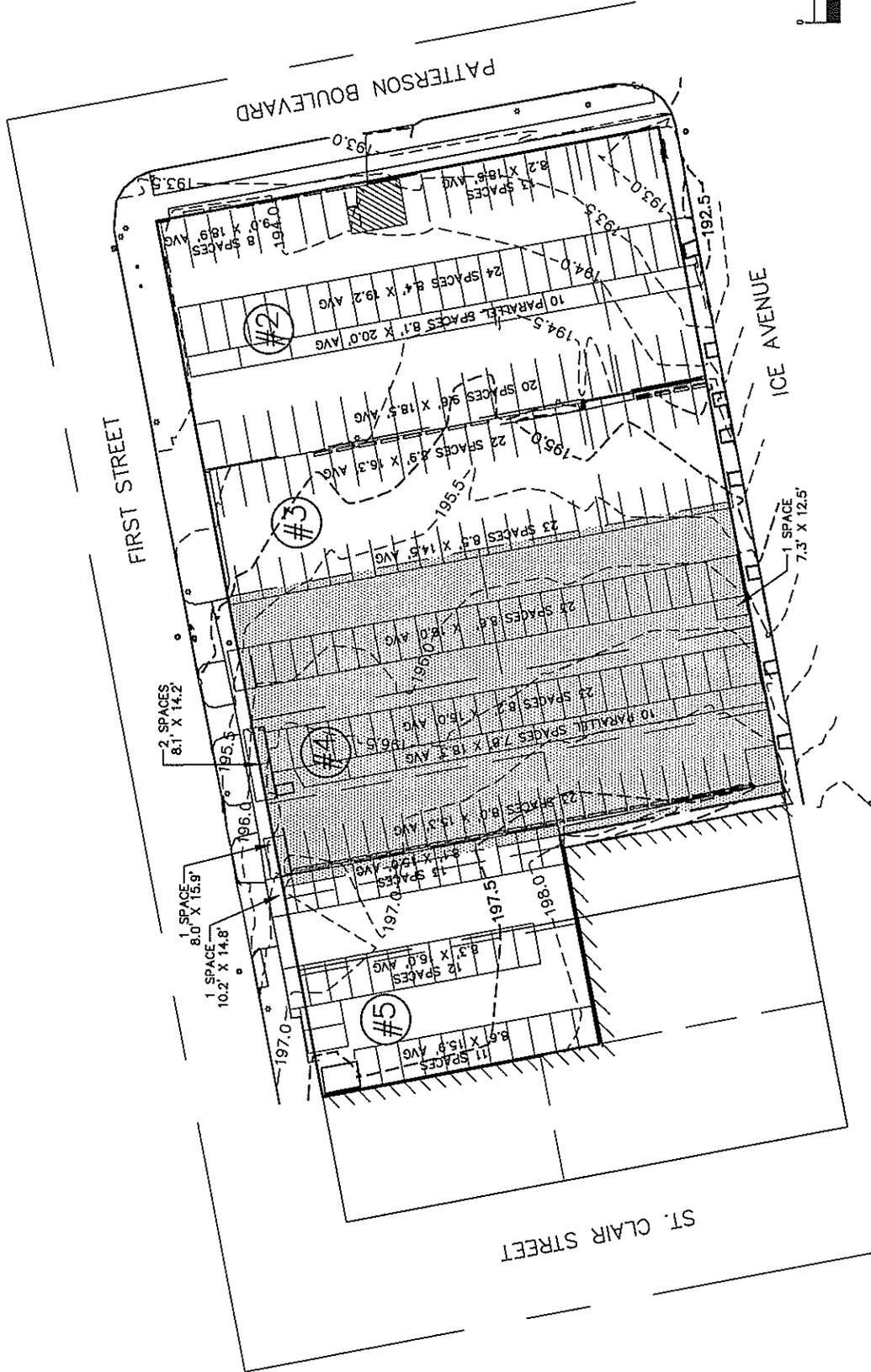
Location: South of First Street directly West of Parking Lot 3

Owner: (Private) Margaret Ann Nies

Zoning District: B-4 Central Business District

Lot Evaluation: (Substandard) This lot is an asphalt lot with approximately 79 marked parking spaces. There are three drive entrances along First Street and two along Ice Ave. The maximum pavement slope is approximately 2.5%, which is below the acceptable maximum value of 7%. The asphalt surface is in good condition.

Lot Deficiencies: As noted in the table, there are several areas which are insufficient to the City of Dayton Zoning Regulations: (1) The size of parking lot spaces as marked are too small for perpendicular parking; (2) The pavement slope provides positive drainage, but without a curb system the majority of the drainage leaves the site uncontrolled. There is a catch basin in the northwest quadrant of the lot, but less than 20% of the surface drainage is directed to it; (3) The striped lots extend beyond the property limits and into the First Street right-of-way providing illegal parking areas; (4) This lot does not meet the landscape requirements of a 6' wide landscape strip bordered with a 6" concrete curb around all sides of the lot. The landscape strip is to include a combination of hardy canopy trees, shrubbery, and ground cover.



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Scale: 1"=40' Drawn: SJM Checked: TED
Date: 6-5-00 Job No. S-284

PARKING LOTS #2, #3, #4, & #5



Parking Lot 5

Location: South of First Street directly West of Parking Lot 4
Owner: (Private) James W. Hopkins
Zoning District: B-4 Central Business District

Lot Evaluation: (Substandard) This lot is an asphalt lot with approximately 36 marked parking spaces. There is one drive entrance along First Street. The maximum pavement slope is approximately 2.5%, which is below the acceptable maximum value of 7%. The asphalt surface is in good condition.

Lot Deficiencies: As noted in the table, there are several areas which are insufficient to the City of Dayton Zoning Regulations: (1) The size of parking lot spaces as marked are too small for perpendicular parking; (2) The pavement slope provides positive drainage, but without a curb system all of the drainage leaves the site uncontrolled; (3) The striped lots extend beyond the property limits to the east and into the First Street right-of-way providing illegal parking areas; (4) This lot does not meet the landscape requirements of a 6' wide landscape strip bordered with a 6" concrete curb around all open sides of the lot. The landscape strip is to include a combination of hardy canopy trees, shrubbery, and ground cover.



Parking Lot 6

Location: West of Patterson Blvd Between Monument Ave. and First Street
Owner: (Private) Sanford Sandelman
Zoning District: B-4 Central Business District

Lot Evaluation: (Substandard) This lot is an asphalt lot with approximately 154 marked parking spaces. There is one entrance drive along First Street and another along Patterson Blvd.. The entrance along Monument Ave. has been closed. The maximum pavement slope is approximately 5%, which is below the acceptable maximum value of 7%. There is positive drainage to existing catch basins throughout the lot and the small wall running around the perimeter acts as a curb system to help control the drainage.

Lot Deficiencies: As noted in the table, there are several areas which are insufficient to the City of Dayton Zoning Regulations: (1) The size of parking lot spaces as marked are too small for perpendicular parking in various locations on the lot; (2) The asphalt surface is in poor condition throughout, requiring full depth patching in several locations and general resurfacing; (3) The striping for one of the parking stalls is within the drive entrance along Patterson Blvd; (4) This lot does not meet the landscape requirements of a 6' wide landscape strip bordered with a 6" concrete curb around all open sides of the lot. The landscape strip is to include a combination of hardy canopy trees, shrubbery, and ground cover; (5) The concrete wall running around the perimeter of the lot is not allowed; (6) The lot is being used incorrectly by parking trailers on site.

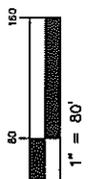
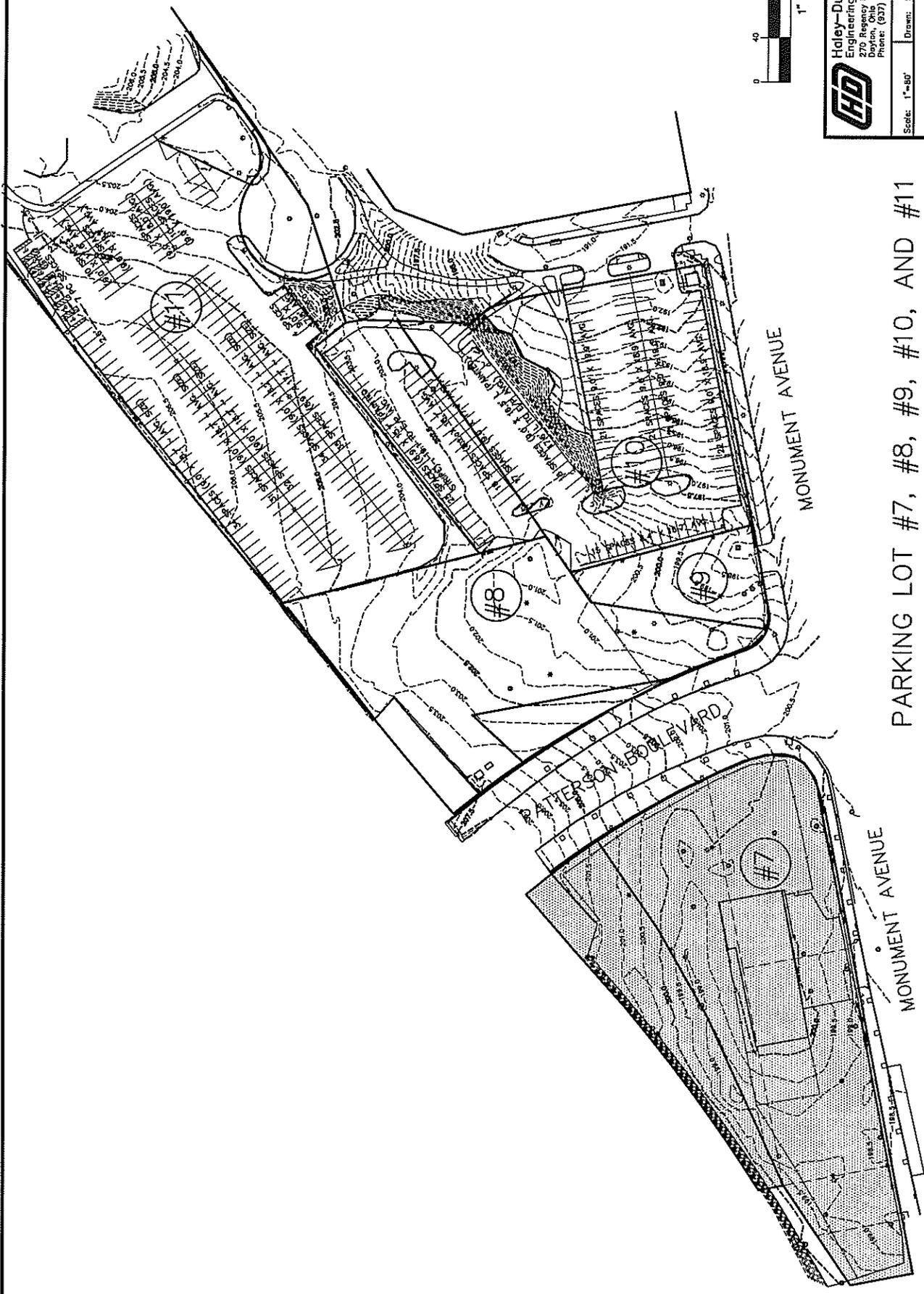


Parking Lot 7

**Location: NW corner of Patterson Blvd and Monument Ave.
Owner: (Private) Sanford Sandelman
Zoning District: B-4 Central Business District**

Lot Evaluation: (Substandard) This lot is an asphalt lot, currently being used as a staging area for nearby construction. There is an entrance drive under construction along Monument Ave.. The maximum pavement slope is approximately 3.5%, which is below the acceptable maximum value of 7%. There is positive drainage to existing catch basins throughout the lot and the small wall running around the perimeter acts as a curb system to help control the drainage.

Lot Deficiencies: As noted in the table, there are several areas, which are insufficient to the City of Dayton Zoning Regulations: (1) There is too much construction debris on site to determine the parking space size and number, or to determine the condition of the asphalt surface. The site needs to be cleared. Full depth patching will be required in several locations and general resurfacing and re-striping; (2) This lot does not meet the landscape requirements of a 6' wide landscape strip bordered with a 6" concrete curb around all open sides of the lot. The landscape strip is to include a combination of hardy canopy trees, shrubbery, and ground cover; (3) The concrete wall running around the perimeter of the lot is not allowed; (4) Although it may be a temporary situation, the lot is not being used correctly per the zoning regulations by parking construction equipment on the site instead of motor vehicles.



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Scale: 1"=80' Drawn: SBU Checked: TED
 Date: 6-5-00 Job No. 5-294

PARKING LOT #7, #8, #9, #10, AND #11



Parking Lot 8

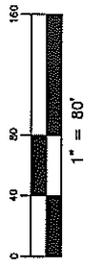
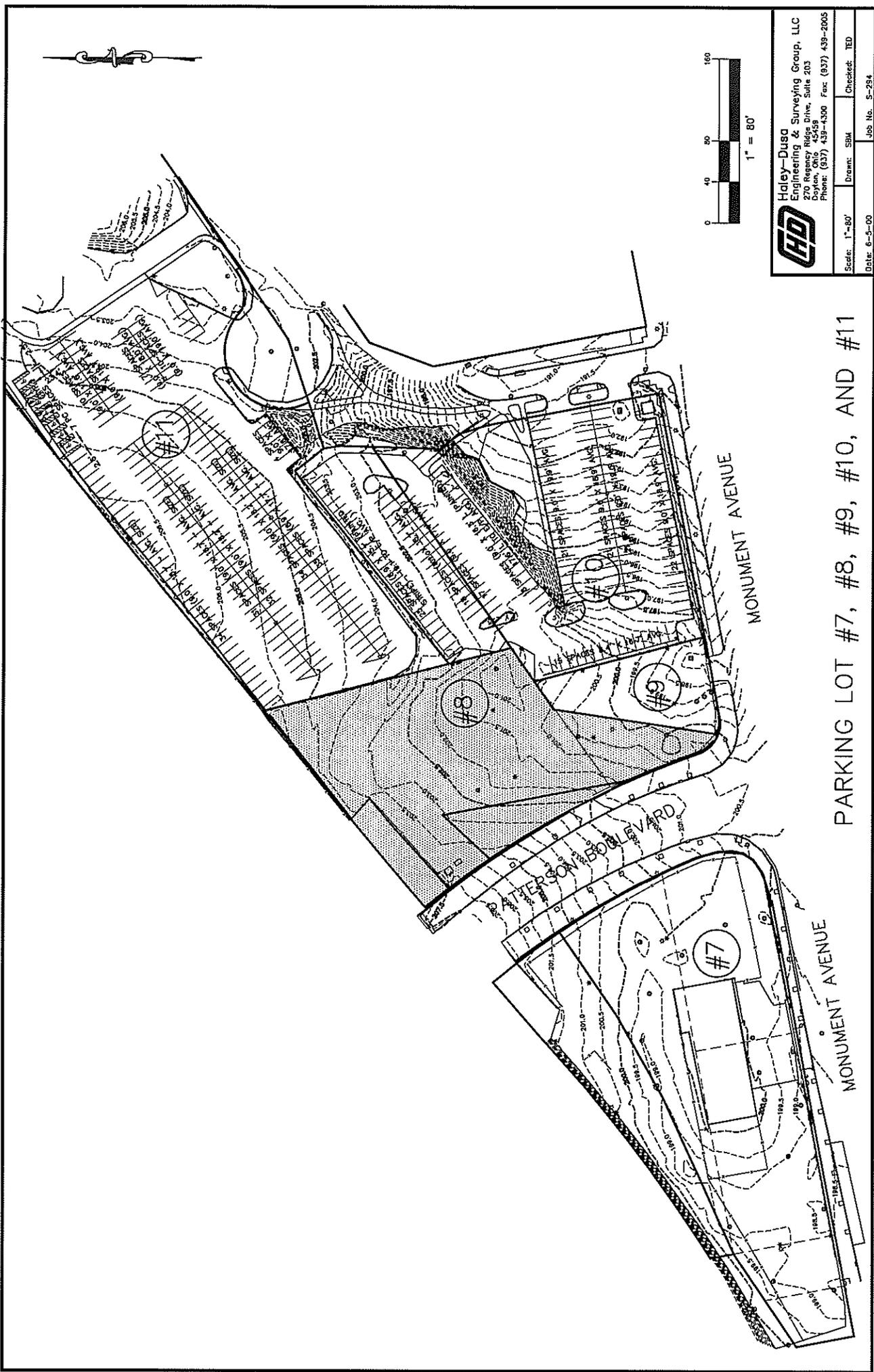
**Location: East of Patterson Blvd between Monument Ave.
and the Great Miami River**

Owner: (Private) Sanford Sandelman

Zoning District: I-3 Industrial District

Lot Evaluation: (Substandard) This lot is an asphalt lot, currently being used as a staging area for nearby construction. There is an entrance drive off of Patterson Blvd.. The maximum pavement slope is approximately 6.5%, which is below the acceptable maximum value of 7%. There is positive drainage to existing catch basins on site.

Lot Deficiencies: As noted in the table, there are several areas, which are insufficient to the City of Dayton Zoning Regulations: (1) The site needs to be cleared. Full depth patching will be required in several locations, the cracks will need to be cleaned and sealed, and general resurfacing and re-striping; (2) This lot does not meet the landscape requirements of a 4' wide landscape strip bordered with a 6" concrete curb around all open sides of the lot. The landscape strip is to include a combination of hardy canopy trees, shrubbery, and ground cover; (3) Although it may be a temporary situation, the lot is not being used correctly per the zoning regulations by parking construction equipment on the site instead of motor vehicles.



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Scale: 1"=80'	Draught: SBM	Checked: JED
Date: 6-5-00	Job No. 5-284	

PARKING LOT #7, #8, #9, #10, AND #11



**Haley-Dusa
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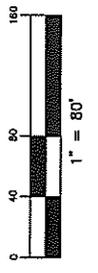
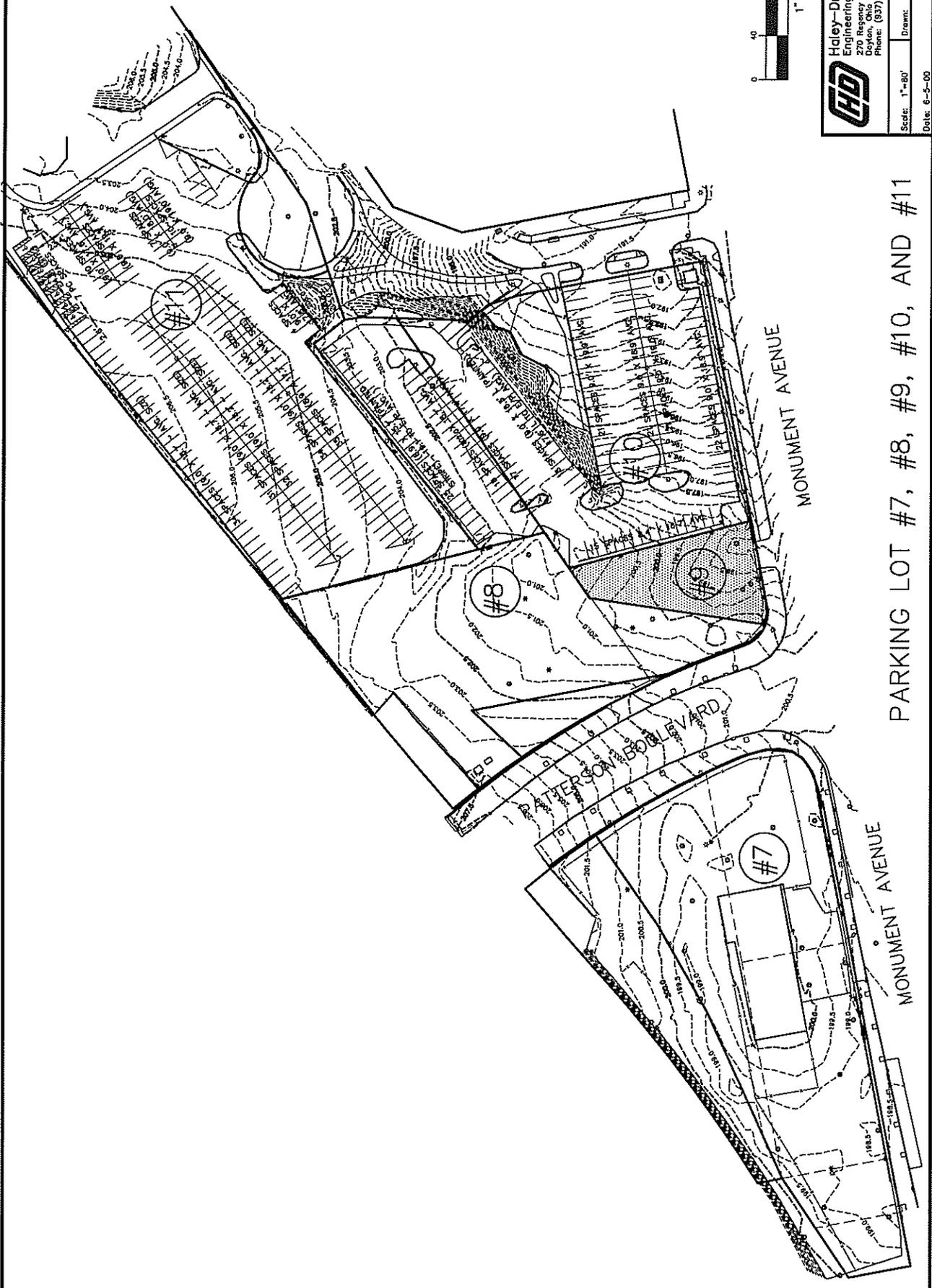


Parking Lot 9

**Location: North of Monument Ave. directly East of Parking Lot 8
Owner: (Private) Sears, Roebuck Co.
Zoning District: I-3 Industrial District**

Lot Evaluation: (Substandard) This lot is an asphalt lot, currently being used as a staging area for nearby construction. There is an entrance drive off of Monument Ave.. There is positive drainage to existing catch basins on site.

Lot Deficiencies: As noted in the table, there are several areas, which are insufficient to the City of Dayton Zoning Regulations: (1) The site needs to be cleared. Full depth patching will be required in several locations, the cracks will need to be cleaned and sealed, and general resurfacing and re-striping; (2) The pavement slope appears to exceed the acceptable maximum value of 7% in some locations; (3) This lot does not meet the landscape requirements of a 4' wide landscape strip bordered with a 6" concrete curb around all open sides of the lot. The landscape strip is to include a combination of hardy canopy trees, shrubbery, and ground cover; (4) Although it may be a temporary situation, the lot is not being used correctly per the zoning regulations by parking construction equipment on the site instead of motor vehicles.



Hayley-Dusa
 Engineering & Surveying Group, LLC
 270 Resquey Ridge Drive, Suite 203
 Atlanta, Georgia 30328
 Phone: (937) 439-4300 Fax: (937) 439-2005

Scale: 1"=80'
 Date: 6-5-09
 Drawn: SBM
 Checked: TED
 Job No. S-284

PARKING LOT #7, #8, #9, #10, AND #11



**Haley-Dusa
Engineering & Surveying Group, LLC**

270 Regency Ridge Dr.
Suite 203
Dayton, Ohio 45459
Phone: (937) 439-4300
Fax: (937) 439-2005

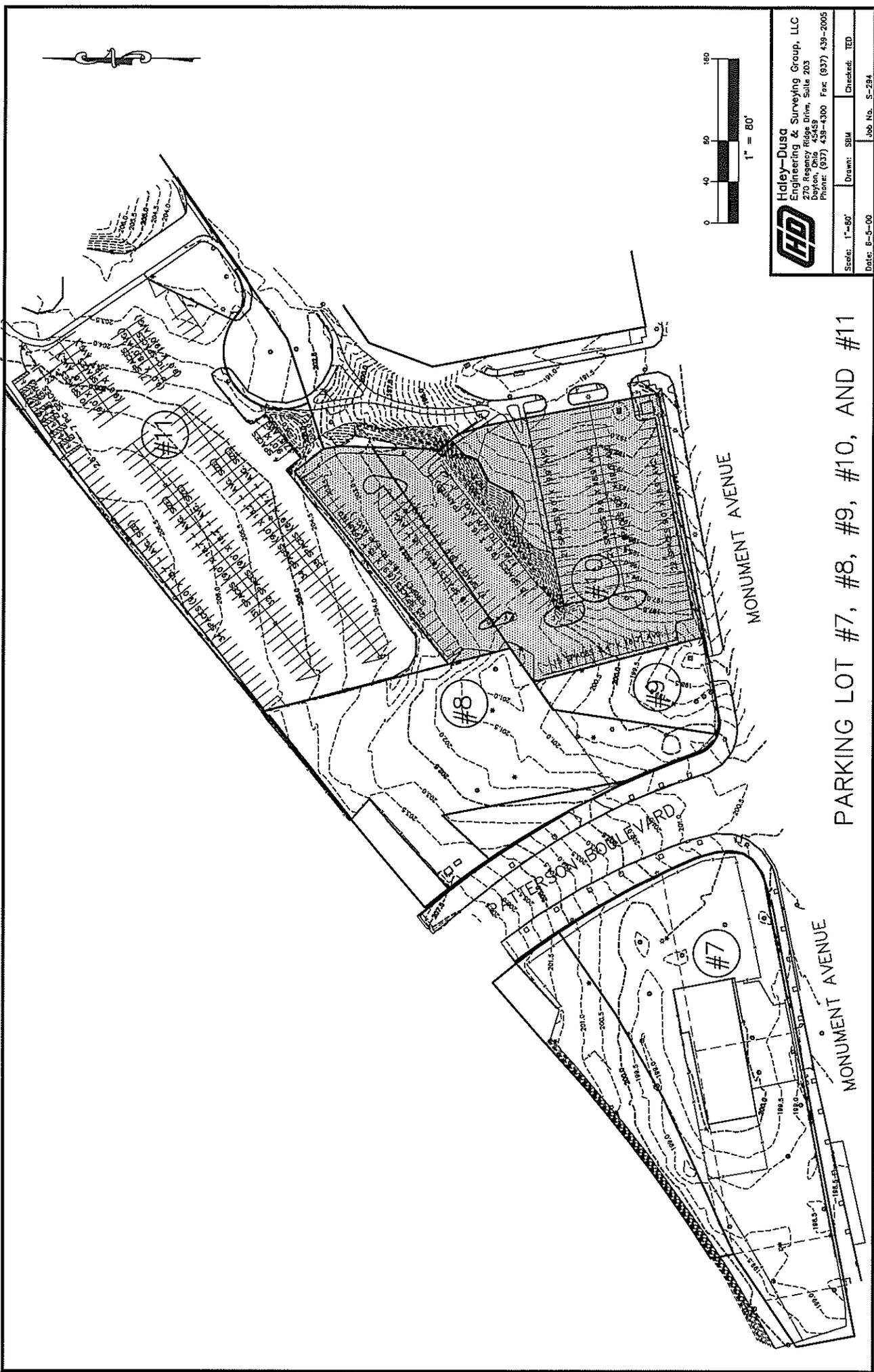


Parking Lot 10

Location: North of Monument Ave. directly East of Parking Lots 8 & 9
Owner: (Private) Dayton Office Properties, LLC
Zoning District: I-3 Industrial District

Lot Evaluation: (Non-conforming) This lot is an asphalt lot with approximately 178 marked parking spaces. There is one entrance drive along River Corridor Drive. There is positive drainage to existing catch basins throughout the lot and concrete curbs to help control the drainage. Adequate landscaping borders the parking lot throughout.

Lot Deficiencies: As noted in the table, there are a few areas which are insufficient to the City of Dayton Zoning Regulations: (1) The size of parking lot spaces as marked are too small for perpendicular parking in various locations on the lot; (2) The pavement slope is approximately 10% in the lower parking area, which exceeds the acceptable maximum value of 7%.



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 279 Regency Ridge Drive, Suite 203
 Phone: (937) 439-4300 Fax: (937) 439-2005

Scale: 1" = 80' Drawn: SJM Checked: TED
 Date: 6-5-00 Job No. S-284

PARKING LOT #7, #8, #9, #10, AND #11

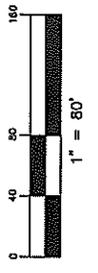
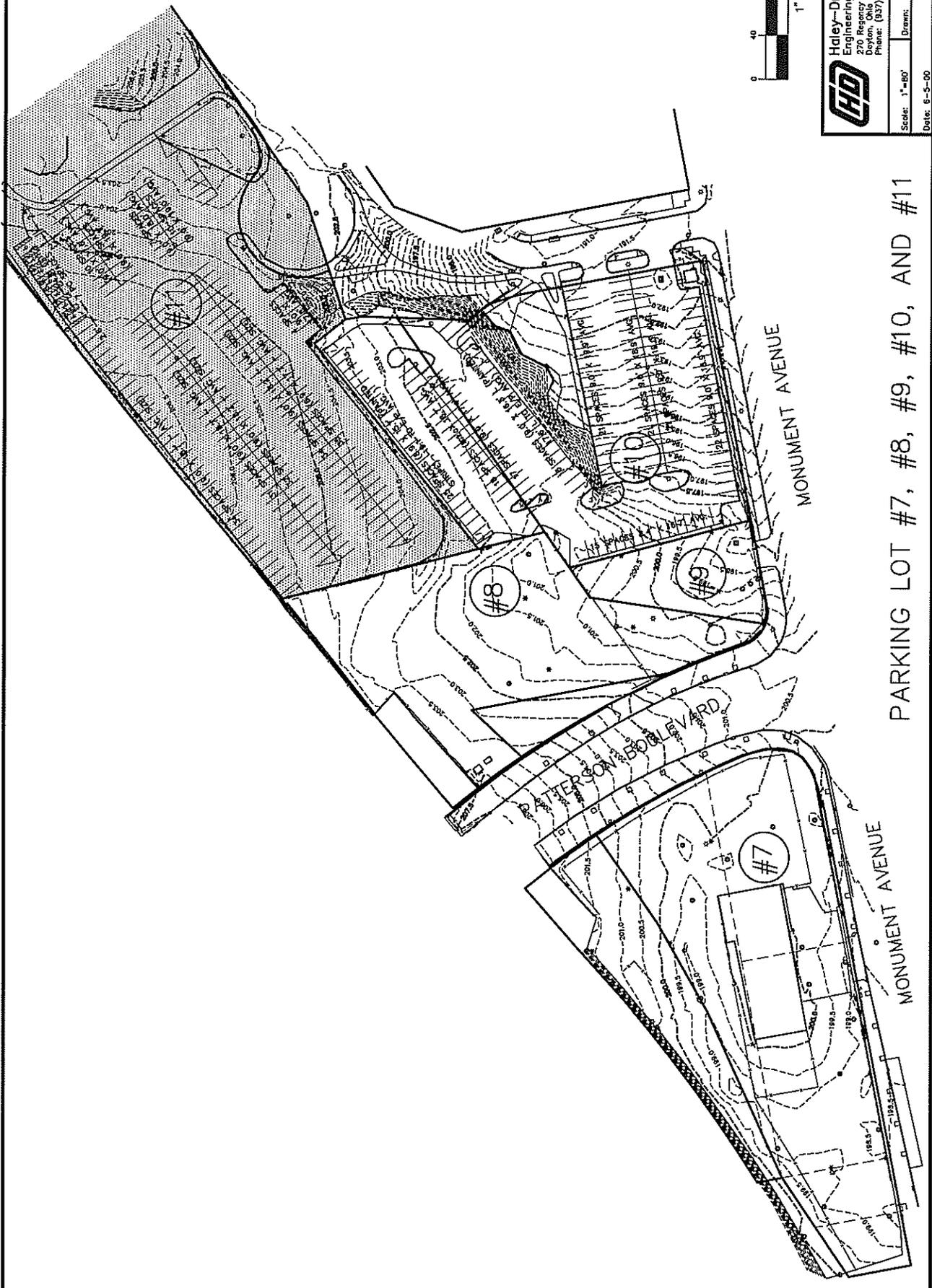


Parking Lot 11

Location: Directly North of Parking Lot 10 & directly East of Parking Lot 8
Owner: (Private) Board of Education, Dayton City School District
Zoning District: I-3 Industrial District

Lot Evaluation: (Substandard) This lot is an asphalt lot with approximately 223 marked parking spaces. There is one entrance drive along River Corridor Drive. The maximum pavement slope is approximately 5%, which is below the acceptable maximum value of 7%. There is positive drainage to existing catch basins throughout the lot and concrete curbs to help control the drainage. Adequate landscaping borders the parking lot throughout.

Lot Deficiencies: As noted in the table, there are a few areas which are insufficient to the City of Dayton Zoning Regulations: (1) The size of parking lot spaces as marked are too small for perpendicular parking in various locations on the lot; (2) The asphalt surface is in fair condition with some minor cracking which needs sealing; (3) This lot does not meet the requirement for landscape islands. The landscape islands shall have a minimum width of not less than 5 feet, be constructed of poured-in-place concrete curbing, and contain hardy deciduous canopy trees 2-1/2 inches in caliper.



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Scale: 1"=80'
 Date: 6-5-00
 Drawn: SBU
 Checked: JED
 Job No. S-284

PARKING LOT #7, #8, #9, #10, AND #11

**REFERENCE
CITY OF DAYTON
ZONING CODE**

(G) Downtown parking lots.

(1) All surface parking lots which are open to the sky in the B-4 District shall conform to the following requirements.

(a) Landscaping shall be required along all sides immediately adjacent and parallel to streets, sidewalks, alleys, lawns, and adjoining surface parking lots. Landscaping shall include a combination of hardy canopy trees, shrubbery, and ground cover as follows:

1. A continuous row of shrubbery at least 12 inches in height shall extend the entire length of the landscaped strip, excluding driveways, alleys, sidewalks, and other pedestrian access points.

2. Canopy trees of at least 2 inch caliper shall be set apart not farther than 30 feet on center.

3. Any area within the landscaped strip not occupied by tree or shrubbery shall consist of ground cover.

4. Each landscaped strip shall be at least six feet in width and be completely surrounded by a poured-in-place or precast six inch high concrete curb.

(b) Solid fencing or walls shall be prohibited. Masonry walls are permitted when not more than 50% of the wall is opaque. Chain link and wooden fences are prohibited.

(c) All surface parking lots containing 25 or more parking spaces shall contain one landscaped island measuring at least 200 square feet for each 25 parking spaces or fraction thereof. Each landscaped island shall contain the following:

1. At least one hardy deciduous 2 inch minimum caliper canopy tree.

2. The area of the island not occupied by tree shall consist of ground cover and/or shrubbery.

3. The island shall be contained within a poured-in-place or precast six inch high concrete curb.

(d) Ingress and egress shall not obstruct bus loading zones.

(e) Vehicular curb cuts are prohibited onto Main Street between Monument Avenue and Sixth Street, and onto Third Street between Ludlow and Jefferson Streets.

(2) The above requirements shall not be used as substitutes for the parking lot design standards as enumerated in §§ 150.350 through 150.352, inclusive, of this chapter.

B-4 District shall comply with these requirements if a surface parking lot is provided.

(Ord. 22852, passed 2-7-68; amend. Ord. 23348 § 2323, passed 4-30-69; amend. Ord. 28951-94, passed 11-23-94)

§ 150.350 GENERAL STANDARDS AND REQUIREMENTS.

(A) Utilization. Accessory off-street parking facilities as listed in §§ 150.346 to 150.349, inclusive of this chapter shall be solely for the parking of motor vehicles in operating condition of patrons, occupants or employees of such uses.

(B) Size. Any off-street parking space shall be a minimum of 18 feet by 8-1/2 feet for angular parking, 18 feet by 9 feet for perpendicular parking, or 22 feet by 10 feet for parallel parking, exclusive of access drives or aisles, ramps, columns, office, or work areas. Such space shall have a vertical clearance of at least 7 feet. Access drives, aisles, and ramps shall be of usable size and in accordance with acceptable engineering standards which permit reasonable access to and from the parking spaces.

(C) Access. Each off-street parking area shall open directly upon an aisle or driveway (for which a driveway permit has been obtained) of such width and design to provide safe and efficient means of vehicular access to such parking space, and which, except for single and two-family residence, does not require a vehicle to back into a street or highway. Such aisle or driveway shall not be used for parking of other vehicles, except that the driveway of a single-family residence or a two-family residence may be counted as one parking space for each dwelling unit. Each such driveway shall comply with the standards set forth by the Director of the Department of Urban Development for the granting of a driveway permit pursuant to §§ 95.31 and 95.32.

(D) Required yards. Structures and buildings containing off-street parking shall be subject to the yard requirements applicable in the district in which located, except as provided in § 150.336 of this chapter. Off-street parking areas open to the sky may be located on any yard, except that:

(1) In any Residence, Office-Residence, or University District, off-street parking shall not be located in any required front yard, except that one of the required off-street parking spaces for single and two-family residences may be located in the required front yard in an established driveway pursuant to § 150.350(C), of this chapter. Parking shall not be permitted in established lawn areas of residential lots.

(2) In any Residence, Office-Residence, or University District, on a corner lot devoted to a residential use, the off-street parking shall not be located closer to the side lot line bounding a street than 1/2 the depth of the required front yard.

(E) Location. All parking spaces shall be located in the same zoning districts as the use served or in an adjacent zoning district in which the use served is either a permitted or conditional use; in addition, parking for any use located in a Business or Industrial District may be located in any adjacent B-2, B-3, B-4, or Industrial District. The parking shall also be under the same ownership or control and in accordance with the following:

(1) In Residence and Office-Residence Districts on the same lot as the building or use served or a contiguous parcel separated, if at all, by a street or alley.

(2) In University or Business Districts on the same lot as the building or use served or within 300 feet of the nearest point of the principal structure.

(3) In an Industrial District on the same lot as the building or use served, or within 1,000 feet of the nearest point of the principal structure.

(F) Time. The parking facilities required under this chapter shall be made available as soon after the time they become required as weather conditions permit, but in no case more than 9 months after the date for the certificate of occupancy. In the event that occupancy is obtained prior to completion of the parking facilities, a sufficient cash bond or escrow shall be deposited with the Zoning Administrator to guarantee completion of the work.

(G) Restricted parking lots. Restricted parking lots are those lots which do not meet the location standards of § 150.350(E). For lots located in Office-Residence, University, Business, and Industrial Districts, an application for a restricted parking lot requires a variance and shall be filed pursuant to §§ 150.445 to 150.452 inclusive of this chapter. For lots located in Residential Districts, a restricted parking lot is a conditional use and shall be filed pursuant to §§ 150.453 through 150.457 inclusive of this chapter. In addition to meeting the findings of §§ 150.449 and 150.457 Restricted Parking Lots may be developed through a Shared Parking Program as defined in § 150.03731, and must meet the criteria outlined in § 150.350(H). Restricted Parking Lots, in addition to meeting the required findings of § 150.449 for a variance and § 150.457 for a conditional use, shall comply with the following standards:

(1) The parcel of property to be used is located adjacent to an Office-Residential, University, Business, or Industrial District in which the use is located or is separated from that district by a distance of not more than 50 feet.

(2) The parking lot shall be used solely for the parking of passenger vehicles and shall not be used for repair work, vehicle servicing, loading of any kind, or the erection of advertising signs of any kind on the lot.

(3) The parking lot shall be closed between 11:00 p.m. and 7:00 a.m. unless otherwise modified by the Board of Zoning Appeals.

(4) (a) All restricted parking lots with 10 parking spaces or less shall provide front and side yards that conform to the requirements set forth by the underlying zoning district. The yards shall also contain a solid wall, fence, or dense living hedge of at least 42 inches in height and one hardy deciduous canopy tree of at least 2-1/2 inches caliper placed no farther apart than 30 feet on center in the required yard.

(b) All restricted parking lots with more than 10 parking spaces shall provide side yards abutting a residential district of at least five feet, plus two additional feet for every ten spaces or part thereof in excess of ten spaces. Front yards shall conform to the requirements of the underlying zoning district. The yard shall also contain a solid wall, fence or dense living hedge of at least 42 inches

in height or one hardy deciduous canopy tree of at least 2-1/2 inches caliper placed no farther apart than 30 feet on center in the required yard.

(c) Where the front and side yard requirements of the district in which the restricted parking lot is located are stricter than those specified in § 150.350(G)(4)(a) and (b), then the stricter yard requirements shall apply in addition to the screening and landscape requirements specified above.

(d) Restricted parking lots with more than 25 spaces shall provide a landscaped island of at least 40 square feet with a hardy deciduous canopy tree of at least 2-1/2 inches caliper for each 25 spaces or part thereof.

(5) The Board of Zoning Appeals shall impose such further restrictions as may be deemed necessary and appropriate in order to reduce the adverse effect of a restricted parking lot upon the preservation of the residential character and development of the Residence District in which the parking lot is proposed to be located.

(H) Shared Parking Program.

(1) Shared Parking Programs as defined in § 150.03731 may be established pursuant to §§ 150.453 through 150.460, inclusive, and applications for the shared parking program shall in addition to the requirements of § 150.454 include the following:

(a) A site plan drawn to scale which indicates the actual dimensions of the subject property(ies) according to the recorded description of such property(ies).

(b) The use and location of all structures to be included in the program.

(c) The location and number of all off-street parking spaces to be included in the plan.

(d) Hours of operation for all participating uses.

(2) Shared Parking Programs shall provide evidence of agreements to share and maintain the existing and proposed parking facilities, which must be on file with the Zoning Administrator prior to the filing of any applications to establish the use.

(3) The Board of Zoning Appeals shall schedule and hold such public hearings, pursuant to §§ 150.453 through 150.460 of this chapter, as may be necessary to make findings and arrive at specific conclusions with respect to the suitability of the proposed Shared Parking Program.

(4) The Board of Zoning Appeals shall schedule and hold such public hearings, pursuant to §§ 150.445 through 150.452 of this chapter, and may reduce to the extent necessary the aggregate total

number of parking spaces required to allow the participation of all such uses in the Shared Parking Program.

(5) The Board of Zoning Appeals shall schedule and hold such public hearings, pursuant to §§ 150.445 through 150.452 of this chapter, and may vary to the extent necessary and reasonable the requirements of § 150.350(E)(1) and (2) R.C.G.O. to allow the participation of all such uses in the Shared Parking Program. The Board of Zoning Appeals approval shall be in effect, coterminous with the agreements to share and maintain the existing and proposed parking facilities, which are on file with the Zoning Administrator.

(Ord. 22852, passed 2-7-68; amend. Ord. 23348 § 2324, passed 4-30-69; amend. Ord. 27184, passed 4-24-85; amend. Ord. 27692, passed 12-30-87; amend. Ord. 28872-94, passed 8-24-94)

§ 150.351 DESIGN AND MAINTENANCE.

(A) Design. Off-street parking space may be open to the sky, or enclosed in a building or structure, either above or below ground level. Off-street parking areas and ingress and egress, shall comply with such design standards relating to curb, driveway width, island width, barriers, and drainage as may be established from time to time by the Director of the Department of Urban Development. In no case shall off-street parking spaces or driveway providing access to off-street parking lots, for other than single or two-family residences, be designed so as to require motor vehicles to back into public streets in order to exit from the off-street parking space or off-street parking lot.

(B) Surfacing. All open off-street parking areas, including associated driveways, aisles and circulation areas shall be graded, and provided with a hard surface of bituminous or Portland cement concrete. This requirement shall not be applicable to required parking accessory to a single-family dwelling.

(C) Separation. All open off-street parking areas shall be separated from public street right-of-way or setback lines that have been established by this chapter by a wall, fence, or similar structure or by a strip of ground at least 4 feet in width, and a 6 inch high poured-in-place concrete curb shall be provided in the parking lot side of the 4 foot width, extending below grade not less than 18 inches.

(D) Screening. When any open off-street parking area containing more than 2 parking spaces (except parking accessory to a single-family residence) is adjacent to a lot in a Residence, Office-Residence or University District, or is separated only by a dedicated street or alley, an effective buffer or screen consisting of a solid wall, solid fence, or dense living hedge shall be provided at the lot line to protect the privacy of the adjoining residential uses. Such wall, fence, or hedge shall be not less than 6 feet in height, except as provided in §§ 150.29 and 150.30 of this chapter.

(E) Landscape Islands. Parking lots with 100 or more spaces shall provide a landscaped island a minimum of 40 square feet, for each

25 spaces or part thereof. The landscape island shall have a minimum width of not less than 5 feet, be constructed of poured-in-place concrete curbing consistent with city standards, and shall contain one hardy deciduous canopy tree 2-1/2 inches in caliper.

(F) Lighting. Any lighting used to illuminate off-street parking areas shall be equipped with suitable shielding or be so designed as to avoid casting direct light upon any other property located in a Residential District.

(G) Repair and service. No motor vehicle repair work or service of any kind, except emergency repairs, shall be permitted in or in association with any off-street parking area.

(H) Signs. The Zoning Administrator may require the installation of directional signs.

(I) Drainage. All open off-street parking areas shall be provided with adequate drainage facilities as approved by the City Engineer or his authorized deputy.

(J) Interior design. All parts of open off-street parking areas which are unusable, either for parking or for traffic, shall be paved or landscaped with plantings of grass, flowers, shrubs, or trees, which shall be continuously maintained.

(K) Marking. Designated parking spaces shall be marked on the surface of the parking area with paint or permanent marking materials and maintained in clearly visible condition.

(Ord. 22852, passed 2-7-68; Am. Ord. 23348 § 2325, passed 4-30-69; Am. Ord. 27467, passed 10-22-86; Am. Ord. 28054, passed 1-10-90; Am. Ord. 28872-94, passed 8-24-94)

§ 150.352 COMPUTATION.

(A) Number of spaces. When determination of the number of off-street parking spaces required by this chapter results in a requirement of a fractional space, the fraction of 1/2 or less may be disregarded and a fraction in excess of 1/2 shall be counted as one parking space.

(B) Floor area. For the purpose of determining off-street parking and off-street loading requirements "FLOOR AREA" shall be defined to be the sum of the gross horizontal floor areas of the building, buildings, or structure, as measured from interior of common wall to interior of common wall, which is devoted to a use requiring off-street parking or loading as provided in this chapter.

(C) Collective provisions. Off-street parking facilities for separate uses may be provided collectively and the total number of space so furnished may be reduced up to 15% of the spaces required for all such separate uses, and provided that all regulations covering the location of accessory parking spaces in relation to the use served as observed. A written agreement covering such collective use shall be filed with the Zoning Administrator.