

**November 3, 2025
Study Session
Study Session – 5:30 PM**

The City of Vandalia is committed to transparency and open meetings. A live broadcast of this meeting for viewing only is available via the Zoom app.

Join Zoom Meeting

<https://us02web.zoom.us/j/85288834157>

Meeting ID: 852 8883 4157

One tap mobile: 1-305-224-1968, 85288834157#

1. Presentations
 - A. Big Hoopla 2026 - Review Sponsorship Opportunities to Support Regional Event (Mr. Hoagland)
2. Monday, November 3, 2025
 - A. Items on this evening's Council Meeting agenda (Mayor Herbst)
 - B. Ordinance: 2026 Budget (Mr. Althouse)
 - C. Ordinance: Notes Public Works Facility (Mrs. Leiter)
3. Monday, November 17, 2025
 - A. Resolution: GSP Pay Plan for 2026 (Mrs. Hanf)
 - B. Resolution: PT Pay Plan for 2026 (Mrs. Hanf)
 - C. Resolution: Amendment to Contract with Pickrel, Shaeffer & Eberling Co. LPA (PSE) for Legal Services (Mr. Althouse)
 - D. Ordinance: Riverdale Section One – Final PUD Plan (Mr. Cron)
4. Discussion
 - A. Dayton Chamber - Support request for Dayton Airport Service expansion (Mr. Althouse)

B. Legislative Calendar (Mayor Herbst)

5. Executive Session - To discuss with the City Attorney pending or imminent litigation.

These icons illustrate which strategic goals Council Actions align to



Opportunity

Be known regionally as a top-tier suburb through top-tier City services.



Safe & Secure

Invest in traditional public safety and community outreach to meet needs.



Infrastructure

Protect infrastructure by investing in roads, utilities & parks.



Vibrant

Use amenities & growth mindset to create a warm & welcome environment.



Fiscal Sustainability

Seize quality-of-life opportunities while maintaining fiscal practices.



Trust and Confidence

Transparent government to empower stakeholder engagement.



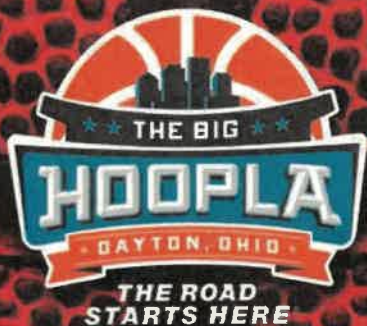
Sharpen the Saw

Refining practices and leverage technology to improve customer service.

DEPARTMENTAL CORRESPONDENCE

TO: Mayor Herbst & City Councilmembers
FROM: Kurt E. Althouse, City Manager
DATE: October 28, 2025

The City of Vandalia is invited to consider being a sponsor for the 2026 Big Hoopla community program that is held in conjunction with the NCAA First Four Basketball playoffs hosted at the University of Dayton Arena. The 2026 event is scheduled for March 15-18. The Big Hoopla is designed to provide active-duty servicemen and their families unmatched visibility, recognition, and show our appreciation for the United States Air Force and Wright-Patterson Air Force Base. Sponsorships help support tickets for military personnel and their families as well as underprivileged students in our community who may not otherwise have the opportunity to ever attend an NCAA Tournament game. Local governments, businesses, and corporations are asked to support the program through sponsorships. Mr. Jeff Hoagland will make a brief presentation on the 2026 Big Hoopla program and sponsorship opportunities during the November 3rd Study Session.



2026

SPONSORSHIP PACKET

THE BIG HOOPLA

THE EPICENTER OF COLLEGE BASKETBALL



THE ROAD
STARTS HERE®



MOST PASSIONATE
COLLEGE HOOPS FANS



HOME OF THE
NCAA FIRST FOUR®



MOST SUPPORTIVE
MILITARY COMMUNITY

#TheRoadStartsHere®

2026 SPONSORSHIP OPPORTUNITIES

ALL HOOPLA SPONSOR PACKAGES INCLUDE THE FOLLOWING:

Recognition at Hoopla Central | Listing included on website postings | Social Media shout out
Organization representative invite to Hoopla Awards | Paid media recognition in the Dayton Business Journal

Tickets listed under each sponsor package are **PER NIGHT**. Ticket package allotments subject to NCAA Availability. Additional tickets may be added to any package pending availability from NCAA.

TITLE SPONSOR

Wright B Flyer Package - \$100,000
Only 1 Available

Lower Arena Tickets	28
Upper Arena Tickets	50
Hoopla Ticket Program* Donation	30
Hoopla Central Passes	38

PLUS Full Page Ad and logo placement on The Big Hoopla ad in the NCAA First Four Program, logo on table cards at The Big Hoopla Reception & Hoopla Central, MVP banners & digital sponsor banner at all Hoopla Events, and on daytonhoopla.com

PREMIER SPONSOR

Kitty Hawk Package - \$75,000
Only 2 Available

Lower Arena Tickets	22
Upper Arena Tickets	32
Hoopla Ticket Program* Donation	28
Hoopla Central Passes	30

PLUS Half Page Ad and logo placement on The Big Hoopla ad in the NCAA First Four Program, logo on table cards at The Big Hoopla Reception & Hoopla Central, MVP banners & digital sponsor banner at all Hoopla Events, and on daytonhoopla.com

PLATINUM SPONSOR

Air & Space Intelligence Package - \$50,000
Only 4 Available

Lower Arena Tickets	18
Upper Arena Tickets	26
Hoopla Ticket Program* Donation	26
Hoopla Central Passes	18

PLUS Quarter Page Ad and logo placement on The Big Hoopla ad in the NCAA First Four Program, logo on table cards at The Big Hoopla Reception & Hoopla Central, MVP banners & digital sponsor banner at all Hoopla Events, and on daytonhoopla.com

GOLD SPONSOR

Blue & Gold Star Package - \$25,000

Lower Arena Tickets	10
Upper Arena Level Tickets	14
Hoopla Ticket Program* Donation	20
Hoopla Central Passes	8

PLUS Quarter Page Ad and logo placement on The Big Hoopla ad in the NCAA First Four Program, logo on table cards at The Big Hoopla Reception & Hoopla Central, MVP banners & digital sponsor banner at all Hoopla Events, and on daytonhoopla.com

SILVER SPONSOR

Parachute Package - \$10,000

Lower Arena Tickets	6
Upper Arena Tickets	10
Hoopla Ticket Program* Donation	12
Hoopla Central Passes	6

PLUS Logo on table cards at The Big Hoopla Reception & Hoopla Central, MVP banners & digital sponsor banner at all Hoopla Events, and on daytonhoopla.com

BRONZE SPONSOR

Sky Spy Package - \$5,000

Lower Arena Tickets	4
Upper Arena Tickets	8
Hoopla Ticket Program* Donation	8
Hoopla Central Passes	4

PLUS Logo on digital sponsor banner at all Hoopla Events and on daytonhoopla.com

Community Hoopla Ticket Program

\$2,500

24 Tickets donated on behalf of Sponsor to Wright-Patt Airmen & students from the Dayton Region.



*Community Hoopla Ticket Program donates tickets on behalf of each sponsor to Wright-Patt Airmen and students from across the Dayton Region to First Four games and other community events. Each \$1,000 toward the Ticket Program provides 12.5 total tickets.

With the current allotment of tickets from the NCAA, you must commit to your sponsorship by **December 1, 2025** to guarantee all ticket distributions.

To secure your sponsorship, go to <https://bighp.la/sponsor>
Sponsorship payment must be received within 30 days of commitment.

Hoopla

INDIVIDUAL TICKETS & PASSES

HOOPLA TICKET PROGRAM

Military tickets give active-duty servicemen and their families unmatched visibility, recognition, and appreciation for the United States Air Force and Wright-Patterson Air Force Base. A student ticket provides a one-of-a-kind experience for an underprivileged student from the Dayton region to attend an NCAA Tournament game; in many cases, the student's first college basketball game. We use these tickets to demonstrate our appreciation to the military heroes serving our country and underserved youth in our region, while supporting our Dayton communities.



Each **\$1,000** raised for the Hoopla Ticket Program provides **12.5** tickets to Wright-Patt Airmen and students.



HOOPLA CENTRAL PASSES

The venue for Hoopla Central at Carillon Park has proven successful. Guests enjoy some of Dayton's rich heritage in aviation, business development and Ohio borne patents while connecting with over 350 community partners. They increase their brand awareness. They enjoy delicious and creative food stations. All because The Big Hoopla NCAA First Four basketball games continue to be showcased by Dayton's collaborative spirit and affinity for our military heroes.

\$100 each per night - with sponsorship commitment



With the current allotment of tickets from the NCAA, you must commit to your sponsorship by **December 1, 2025** to guarantee all ticket distributions.

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Sponsorship payment must be received within 30 days of commitment.



IMPORTANT 2026 DATES

SUNDAY

MARCH 15

- 4-Miler
- STEM Challenge
- Selection Sunday

MONDAY

MARCH 16

- Open Practices
- Tip-Off Reception

TUESDAY

MARCH 17

- Hoopla Central
- Open Practices
- Day 1 Games

WEDNESDAY

MARCH 18

- Hoopla Central
- Day 2 Games

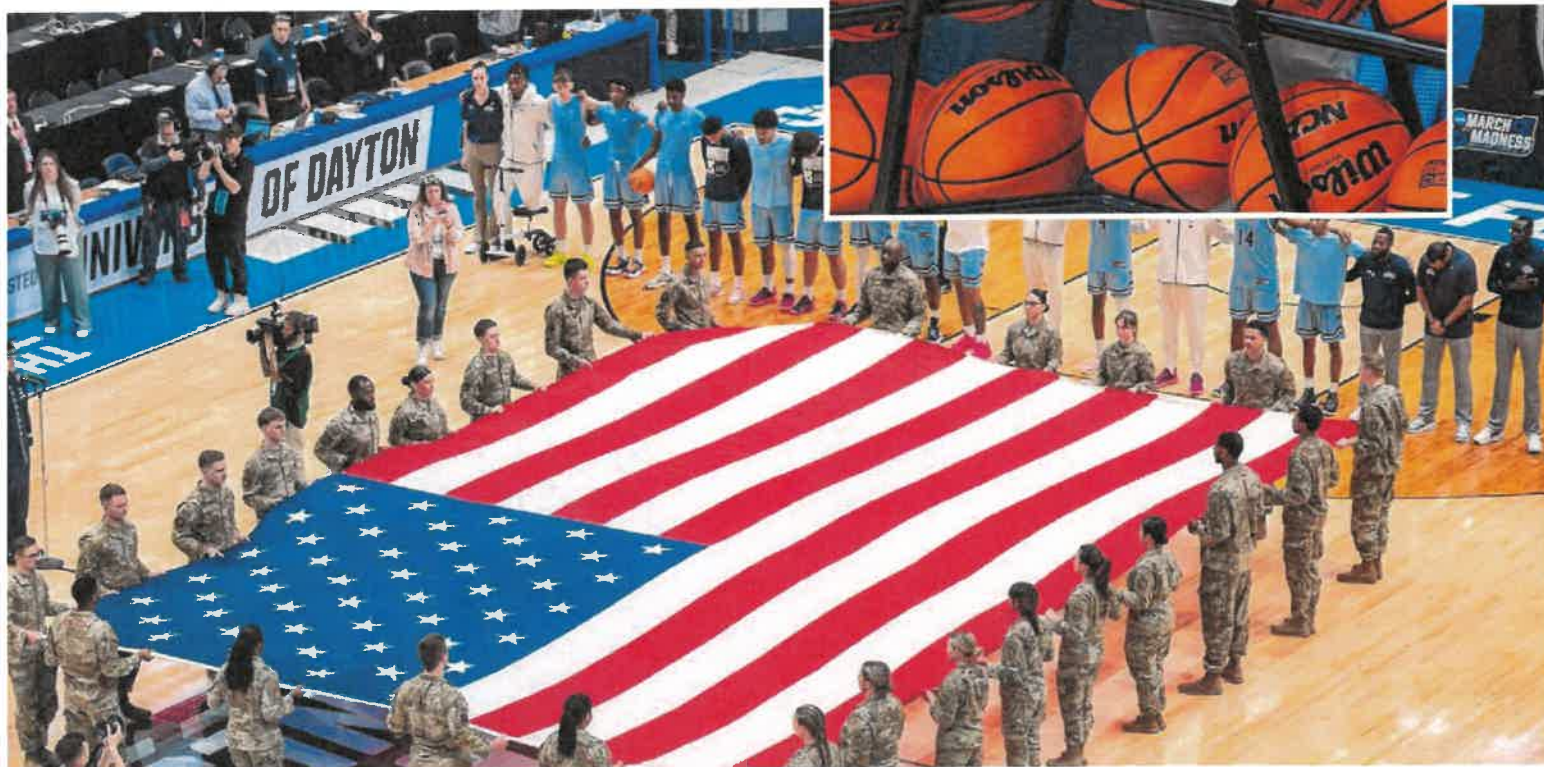
2026 NCAA FIRST FOUR

All Session Ticket Prices per the NCAA

Lower Arena Tickets	\$210
#300 Level Tickets	\$140
#400 Level Tickets	\$80



Individual Tickets can be purchased
at daytonhoopla.com



With the current allotment of tickets from the NCAA, you must commit to your sponsorship
by **December 1, 2025** to guarantee all ticket distributions.

To secure your sponsorship, go to <https://bighp.la/sponsor>
Sponsorship payment must be received within 30 days of commitment.

Hoopla

Memo



To: Kurt Althouse, City Manager

From: Bridgette Leiter, Director of Finance

Date: October 29, 2025

Re: 2026 Proposed Budget

The 2026 Proposed Budget is complete, and legislation has been prepared for Council consideration. There were three changes applied to the proposed budget after the second budget workshop, and they are as follows:

- Removal of 2030 Capital request in the Capital Improvement Fund – Art Park Solar Pathway lighting (\$310,000).
- Reduction of street resurfacing costs 2026-2030 in the Street Fund by a total of \$1,000,000.
- Increased costs for street resurfacing 2026-2030 in the Police-Fire-Street CIP Fund by a total of \$1,000,000.

Once the year 2025 has been closed and balanced in early 2026, the actual final revenue and expense amounts will be entered into the new budget software (Cleargov), and a 2025 Final – 2026 Budget Digital Book will be created, available and distributed in late February 2026 in both electronic and paper formats.

CITY OF VANDALIA
MONTGOMERY COUNTY, OHIO

ORDINANCE 25-27

AN ORDINANCE TO MAKE APPROPRIATIONS FOR CURRENT EXPENSES AND OTHER EXPENDITURES OF THE CITY OF VANDALIA, OHIO DURING THE CALENDAR YEAR ENDING DECEMBER 31, 2026, AND DECLARING AN EMERGENCY

WHEREAS, pursuant to law the City must annually pass an appropriation ordinance and budget for the next ensuing year, and

WHEREAS, the City Manager has presented to Council a proposed budget and related appropriations for calendar year 2026,

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF VANDALIA, MONTGOMERY COUNTY, OHIO THAT:

Section 1. The amounts stated in Exhibit A: Schedule of 2026 Annual Appropriations attached hereto and incorporated herein by reference, are hereby appropriated for the designated funds to provide for personal services and other expenses of the City of Vandalia during said fiscal year ending December 31, 2026.

Section 2. The Director of Finance for the City is authorized to draw warrants on the City Treasury for payments from any of the foregoing appropriations upon receiving proper certificates and vouchers, provided that no warrants shall be drawn or paid for salaries or wages except the person employed by authority of and in accordance with law or ordinance.

Section 3. The Director of Finance is authorized to make transfers from the General Fund as necessary.

Section 4. In the event that bids for contractual services and equipment exceed amounts estimated for budget purposes, the Director of Finance is hereby authorized to increase appropriations, in the amount exceeding original estimates, upon Council's approval of said bid.

Section 5. This Council finds and determines that all formal actions of this Council and any of its committees concerning and relating to the passage of this Ordinance were taken at an open meeting of this Council or any of its committees, and that all deliberations of this Council and any of its committees that resulted in those formal actions were in meetings open to the public, all in compliance with the law, including Section 121.22 of the Ohio Revised Code.

Section 6. This legislation is declared to be an emergency measure necessary for the immediate preservation of the public peace, property, health, welfare and safety of the City, and for the further reasons that it is important for the City to timely have its budget in place prior to the new budget year, wherefore, this Ordinance shall be in full force and effect immediately upon its passage.

Passed this 1st day of December 2025.

APPROVED:

Richard Herbst, Mayor

ATTEST:

Kurt E. Althouse, Clerk of Council

DepartmentGeneral Fund

2026

Council	Personnel	210,215
	Other Expenditures	143,650
Total Council		353,865
Cultural Arts	Personnel	0
	Other Expenditures	54,300
Total Cultural Arts		54,300
City Manager	Personnel	920,068
	Other Expenditures	1,060,250
Total City Manager		1,980,318
Emerg Operations	Other Expenditures	1,000
Information Technology	Personnel	355,265
	Other Expenditures	251,339
Total Information Technology		606,604
Economic Development	Other Expenditures	2,472,500
Legal	Personnel	196,685
	Other Expenditures	36,220
Total Legal		232,905
Non-Dept	Other Expenditures	148,742
	Transfers	7,683,609
Total Non-Dept		7,832,351
Finance	Personnel	309,776
	Other Expenditures	244,606
Total Finance		554,382
Tax	Personnel	454,995
	Other Expenditures	591,250
Total Tax		1,046,245
Court	Personnel	1,852,667
	Other Expenditures	185,600
Total Court		2,038,267
Police Administration	Personnel	847,689
	Other Expenditures	88,691
Total Police - Administration		936,380
Police - Operations	Personnel	4,159,937
	Other Expenditures	407,651
Total - Police - Operations		4,567,588
Police - Crime Prevention	Other Expenditures	4,710
Police - Support Services	Personnel	1,107,324
	Other Expenditures	199,310
Total - Police - Support Services		1,306,634

Department

Fire	Personnel	3,725,290
	Other Expenditures	725,009
Total Fire		<u>4,450,299</u>
Engineering Services	Personnel	600,115
	Other Expenditures	262,600
Total Engineering Services		<u>862,715</u>
Public Works	Personnel	288,961
	Other Expenditures	16,710
Total Public Works		<u>305,671</u>
Refuse	Other Expenditures	<u>1,582,700</u>
Street Lighting	Other Expenditures	<u>187,000</u>
Vehicle Maintenance	Personnel	134,588
	Other Expenditures	58,550
Total Vehicle Maintenance		<u>193,138</u>
Health Services	Other Expenditures	<u>500</u>
P&R - Administration	Personnel	226,138
	Other Expenditures	86,700
Total P&R - Administration		<u>312,838</u>
P&R - Park Maintenance	Personnel	980,607
	Other Expenditures	198,200
Total P&R - Park Maintenance		<u>1,178,807</u>
P&R - Recreation	Personnel	268,296
	Other Expenditures	113,850
Total P&R - Recreation		<u>382,146</u>
P&R - Baseball	Personnel	15,750
	Other Expenditures	38,240
Total - P&R - Baseball		<u>53,990</u>
P&R - Soccer	Personnel	9,848
	Other Expenditures	19,040
Total - P&R - Soccer		<u>28,888</u>
P&R - Recreation Center	Personnel	1,098,048
	Other Expenditures	790,658
Total - P&R - Recreation Center		<u>1,888,706</u>
P&R - Cassel Hills Pool	Personnel	0
	Other Expenditures	184,200
Total - P&R - Cassel Hills Pool		<u>184,200</u>
P&R - Senior Center	Personnel	99,709
	Other Expenditures	37,950
Total - P&R - Senior Center		<u>137,659</u>
P&R - Building Maintenance	Personnel	496,100
	Other Expenditures	259,250
Total - P&R - Building Maintenance		<u>755,350</u>

Department

Grand Total	Personnel	18,358,071
General Fund	Other Expenditures	10,450,976
	Capital	0
	Transfers	7,683,609
		<u>36,492,656</u>
Street Fund	Personnel	619,965
	Other Expenditures	1,586,800
Total Street		<u>2,206,765</u>
State Highway Fund	Other Expenditures	148,400
Permissive Motor Vehicle License Fund	Other Expenditures	58,500
Law Enforcement Fund	Other Expenditures	5,400
Drug Law Enforcement Fund	Other Expenditures	250
OMVI E&E Fund	Other Expenditures	2,000
OMVI Indigent Fund	Other Expenditures	50,000
Comp Legal Research Fund	Personnel	53,903
	Other Expenditures	105,500
Total Comp Legal		<u>159,403</u>
Indigent Drivers Fund	Other Expenditures	20,000
Police CPT Fund	Other Expenditures	0
American Rescue Plan Act	Personnel	0
	Other Expenditures	0
		<u>0</u>
FEMA Special Revenue Fund		0
Stormwater Fund	Personnel	361,127
	Other Expenditures	280,837
Total Stormwater		<u>641,964</u>
OneOhio Opioid Settlement Fund		0
Job Creation and Revitalization Fund		1,000,000
Infrastructure Fund		198,195
Court Projects Special Revenue Fund	Personnel	156,926
Employee Retirement Reserve Fund	Personnel	502,206
Crisis Intervention Training Fund		94,000

Department**Capital Improvement Fund**

Council	Other Expenditures	0
Cultural Arts	Other Expenditures	0
City Manager	Other Expenditures	80,000
Emerg Operations	Other Expenditures	0
Information Technology	Other Expenditures	248,000
Economic Development	Other Expenditures	0
Legal	Other Expenditures	0
Finance	Other Expenditures	0
Tax	Other Expenditures	0
Court	Other Expenditures	0
Engineering Services	Other Expenditures	35,000
Public Works	Other Expenditures	0
Vehicle Maintenance	Other Expenditures	0
P&R - Administration	Other Expenditures	7,200
P&R - Park Maintenance	Other Expenditures	393,500
P&R - Recreation	Other Expenditures	0
P&R - Baseball	Other Expenditures	10,000
P&R - Soccer	Other Expenditures	0
P&R - Recreation Center	Other Expenditures	444,000
P&R - Cassel Hills Pool	Other Expenditures	70,000
P&R - Senior Center	Other Expenditures	125,000
P&R - Building Maintenance	Other Expenditures	147,500

Total Capital Improvement Fund

1,560,200

Department**Police-Fire-Street-CIP Fund**

Police - Administration	Other Expenditures	0
Police - Operations	Personnel	298,687
	Other Expenditures	424,000
		722,687
Police - Support Services	Other Expenditures	0
Fire	Personnel	269,111
	Other Expenditures	555,440
		824,551
Public Works	Other Expenditures	9,762,816
Total Police-Fire-Street-CIP Fund	Personnel	567,798
	Other Expenditures	10,742,256
		11,310,054
TIF Capital Projects Fund	Other Expenditures	37,875
Stonequarry Crossings TIF Fund	Other Expenditures	15,500
Facilities Improvement Reserve Fund	Other Expenditures	805,200
Fire Equipment Fund	Other Expenditures	0
OPWC Fund	Other Expenditures	0
CDBG Fund	Other Expenditures	50,000
G.O. Debt Service Fund	Other Expenditures	2,332,000
Golf Fund		
Operations	Personnel	171,555
	Other Expenditures	174,484
Total Operations		346,039
Food Service	Personnel	134,529
	Other Expenditures	76,793
Total Food Service		211,322
Course Maintenance	Personnel	330,250
	Other Expenditures	415,235
Total Course Maintenance		745,485
Building Maintenance	Personnel	0
	Other Expenditures	54,150
Total Building Maintenance		54,150
Total Golf Fund	Personnel	636,334
	Other Expenditures	720,662
		1,356,996
Water Fund	Personnel	1,031,100
	Other Expenditures	4,932,177
Total Water		5,963,277

Department

Sewer Fund

Total Sewer

Personnel	1,021,960
Other Expenditures	3,393,046
	<u>4,415,006</u>

Hospital Care Trust Fund

Other Expenditures	3,000,000
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72,582,773

Memo



To: Kurt Althouse, City Manager

From: Bridgette Leiter, Director of Finance

Date: October 29, 2025

Re: Capital Facilities Notes, Series 2025 (Public Works Facility)

In preparation for the upcoming Public Works Facility project, the City will be securing funds by the issuance and sale of notes in the maximum principal amount of \$18,000,000 in anticipation of the issuance of bonds at a later date. The interest rate on the note shall not exceed 6.00% and will mature on December 1, 2026.

Issuing a one-year renewal note will provide flexibility to monitor the interest rate and allow for the opportunity to pay down additional funds received through grant funding or planned budgeting at maturity in 2026 and assist in the decision-making process to either continue with the issuance of renewal notes or switch to bonds.

The difference in financing between notes and bonds is with notes the interest rate varies each year, and issuance costs are assessed with each annual borrowing; bonds include a fixed interest rate and issuance costs, albeit higher, but are only assessed at the initial borrowing.

CITY OF VANDALIA
MONTGOMERY COUNTY, OHIO

ORDINANCE NO. 25-28

AN ORDINANCE PROVIDING FOR THE ISSUANCE AND SALE OF NOTES IN THE MAXIMUM PRINCIPAL AMOUNT OF \$18,000,000 IN ANTICIPATION OF THE ISSUANCE OF BONDS, FOR THE PURPOSE OF PAYING THE COSTS OF IMPROVING THE CITY'S FACILITIES BY CONSTRUCTING, FURNISHING AND EQUIPPING A PUBLIC WORKS COMPLEX, INCLUDING RELATED SITE IMPROVEMENTS, TOGETHER WITH ALL NECESSARY AND RELATED APPURTENANCES THERETO, AND DECLARING AN EMERGENCY.

WHEREAS, this City Council has requested that the Director of Finance, as fiscal officer of this City, certify the estimated life or period of usefulness of the Improvement described in Section 1, the estimated maximum maturity of the Bonds described in Section 1 and the maximum maturity of the Notes described in Section 3 to be issued in anticipation of the Bonds; and

WHEREAS, the Director of Finance has certified to this City Council that the estimated life or period of usefulness of the Improvement described in Section 1 is at least five (5) years, the estimated maximum maturity of the Bonds described in Section 1 is at least twenty (20) years, and the maximum maturity of the Notes described in Section 3, to be issued in anticipation of the Bonds, is two hundred forty (240) months;

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF VANDALIA, MONTGOMERY COUNTY, OHIO, THAT:

Section 1. It is necessary to issue bonds of this City in the maximum principal amount of \$18,000,000 (the "*Bonds*") for the purpose of paying the costs of improving the City's facilities by constructing, furnishing and equipping a public works complex, including related site improvements, together with all necessary and related appurtenances thereto (the "*Improvement*").

Section 2. The Bonds shall be dated approximately December 1, 2026, shall bear interest at the now estimated rate of 6.00% per year, payable semiannually until the principal amount is paid, and are estimated to mature in twenty (20) annual principal installments on December 1 of each year and in such amounts that the total principal and interest payments on the Bonds, in any fiscal year in which principal is payable, shall be substantially equal. The first principal payment of the Bonds is estimated to be December 1, 2027.

Section 3. It is necessary to issue and this City Council determines that notes in the maximum principal amount of \$18,000,000 (the "*Notes*") shall be issued in anticipation of the issuance of the Bonds for the purpose described in Section 1 and to pay the costs of the Improvement and any financing costs. The principal amount of Notes to be issued (not to exceed the stated maximum principal amount) shall be determined by the Director of Finance in the certificate awarding the Notes in accordance with Section 6 of this Ordinance (the "*Certificate of Award*") as the amount which is necessary to pay the costs of the Improvement and any financing costs. The Notes shall be dated the date of issuance and shall mature not more than one year following the date of issuance, *provided* that the Director of Finance shall establish the maturity date in the Certificate of Award. The Notes shall bear interest at a rate or rates not to exceed 6.00% per year (computed on the basis of a 360-day year consisting of twelve 30-day months), payable at maturity and until the principal amount is paid or payment is provided for. The rate or rates of interest on the Notes shall be determined by the Director of Finance in the Certificate of Award in accordance with Section 6 of this Ordinance.

Section 4. The debt charges on the Notes shall be payable in lawful money of the United States of America or in Federal Reserve funds of the United States of America as determined by the Director of Finance in the Certificate of Award, and shall be payable, without deduction for services of the City's paying agent, at the office of a bank or trust company designated by the Director of Finance in the Certificate of Award after determining that the payment at that bank or trust company will not endanger the funds or securities of the City and that proper procedures and safeguards are available for that purpose or at the office of the Director of Finance if agreed to by the Director of Finance and the original purchaser (the "Paying Agent").

The City Manager and the Director of Finance shall sign and deliver, in the name and on behalf of the City, the Note Registrar Agreement between the City and the Paying Agent, in substantially the form as is now on file with the Clerk of Council. The Note Registrar Agreement is approved, together with any changes or amendments that are not inconsistent with this Ordinance and not substantially adverse to the City and that are approved by the City Manager and the Director of Finance on behalf of the City, all of which shall be conclusively evidenced by the signing of the Note Registrar Agreement or amendments thereto. The Director of Finance shall provide for the payment of the services rendered and for reimbursement of expenses incurred pursuant to the Note Registrar Agreement, except to the extent paid or reimbursed by the original purchaser and/or the Paying Agent in accordance with the Certificate of Award, from the proceeds of the Notes to the extent available and then from other money lawfully available and appropriated or to be appropriated for that purpose.

Section 5. The Notes shall be signed by the City Manager and the Director of Finance, in the name of the City and in their official capacities; *provided* that one of those signatures may be a facsimile. The Notes shall be issued in minimum denominations of \$100,000 (and may be issued in denominations in such amounts in excess thereof as requested by the original purchaser and approved by the Director of Finance) and with numbers as requested by the original purchaser and approved by the Director of Finance. The entire principal amount may be represented by a single note and may be issued as fully registered securities (for which the Director of Finance will serve as note registrar) and in book entry or other uncertificated form in accordance with Section 9.96 and Chapter 133 of the Ohio Revised Code if it is determined by the Director of Finance that issuance of fully registered securities in that form will facilitate the sale and delivery of the Notes. The Notes shall not have coupons attached, shall be numbered as determined by the Director of Finance and shall express upon their faces the purpose, in summary terms, for which they are issued and that they are issued pursuant to this Ordinance. As used in this Section and this Ordinance:

"*Book entry form*" or "*book entry system*" means a form or system under which (a) the ownership of beneficial interests in the Notes and the principal of and interest on the Notes may be transferred only through a book entry, and (b) a single physical Note certificate in fully registered form is issued by the City and payable only to a Depository or its nominee as registered owner, with the certificate deposited with and "immobilized" in the custody of the Depository or its designated agent for that purpose. The book entry maintained by others than the City is the record that identifies the owners of beneficial interests in the Notes and that principal and interest.

"*Depository*" means any securities depository that is a clearing agency registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934, operating and maintaining, with its Participants or otherwise, a book entry system to record ownership of beneficial interests in the Notes or the principal of and interest on the Notes, and to effect transfers of the Notes, in book entry form, and includes and means initially The Depository Trust Company (a limited purpose trust company).

"*Participant*" means any participant contracting with a Depository under a book entry system and includes securities brokers and dealers, banks and trust companies and clearing corporations.

The Notes may be issued to a Depository for use in a book entry system and, if and as long as a book entry system is utilized, (a) the Notes may be issued in the form of a single Note made payable to the Depository or its nominee and immobilized in the custody of the Depository or its agent for that purpose; (b) the beneficial owners in book entry form shall have no right to receive the Notes in the form of physical

securities or certificates; (c) ownership of beneficial interests in book entry form shall be shown by book entry on the system maintained and operated by the Depository and its Participants, and transfers of the ownership of beneficial interests shall be made only by book entry by the Depository and its Participants; and (d) the Notes as such shall not be transferable or exchangeable, except for transfer to another Depository or to another nominee of a Depository, without further action by the City.

If any Depository determines not to continue to act as a Depository for the Notes for use in a book entry system, the Director of Finance may attempt to establish a securities depository/book entry relationship with another qualified Depository. If the Director of Finance does not or is unable to do so, the Director of Finance, after making provision for notification of the beneficial owners by the then Depository and any other arrangements deemed necessary, shall permit withdrawal of the Notes from the Depository, and shall cause the Notes in bearer or payable form to be signed by the officers authorized to sign the Notes and delivered to the assigns of the Depository or its nominee, all at the cost and expense (including any costs of printing), if the event is not the result of City action or inaction, of those persons requesting such issuance.

The Director of Finance is also hereby authorized and directed, to the extent necessary or required, to enter into any agreements determined necessary in connection with the book entry system for the Notes, after determining that the signing thereof will not endanger the funds or securities of the City.

Section 6. The Notes shall be sold at not less than par plus accrued interest (if any) at private sale by the Director of Finance in accordance with law and the provisions of this Ordinance and the Certificate of Award. The Director of Finance shall sign the Certificate of Award referred to in Section 3 fixing the interest rate or rates which the Notes shall bear and evidencing that sale to the original purchaser, cause the Notes to be prepared, and have the Notes signed and delivered, together with a true transcript of proceedings with reference to the issuance of the Notes if requested by the original purchaser, to the original purchaser upon payment of the purchase price.

The City Manager, the Director of Finance, the City Attorney, the Clerk of Council and other City officials, as appropriate, and any person serving in an interim or acting capacity for any such official, are each authorized and directed to sign any transcript certificates, financial statements and other documents and instruments and to take such actions as are necessary or appropriate to consummate the transactions contemplated by this Ordinance. Any actions heretofore taken by the City Manager, the Director of Finance, the City Attorney, the Clerk of Council or other City official, as appropriate, in doing any and all acts necessary in connection with the issuance and sale of the Notes are hereby ratified and confirmed. The Director of Finance is authorized, if it is determined to be in the best interest of the City, to combine the issue of Notes with one or more other note issues of the City into a consolidated note issue pursuant to Section 133.30(B) of the Ohio Revised Code.

To the extent that the Director of Finance determines that it would be in the best interest of the City and elects to utilize the Ohio Market Access Program (the "*Ohio Market Access Program*") which is administered by the Treasurer of the State of Ohio (the "*Treasurer*"), the City Manager and the Director of Finance are authorized to sign and deliver, in the name and on behalf of the City, the Standby Note Purchase Agreement (the "*Standby Note Purchase Agreement*") in substantially the form as presented to this City Council with such changes as are not materially adverse to the City and as may be approved by the officers of the City executing the Standby Note Purchase Agreement. The City acknowledges the agreement of the Treasurer in the Standby Note Purchase Agreement that, in the event the City is unable to repay the principal amount and accrued and unpaid interest of the Notes at their maturity, whether through its own funds or through the issuance of other obligations of the City, the Treasurer agrees to (a) purchase the Notes from the holders or beneficial owners thereof upon their presentation to the Treasurer for such purchase at a price of par plus accrued interest to maturity or (b) purchase renewal notes of the City in a principal amount not greater than the principal amount of the Notes plus interest due at maturity, with such renewal notes bearing interest at the Renewal Note Rate (as defined in the Standby Note Purchase Agreement), maturing not more than one year after the date of their issuance, and being prepayable at any time with 30 days' notice, provided that in connection with the Treasurer's purchase of such renewal notes the City shall deliver to the Treasurer an unqualified opinion of nationally recognized

bond counsel that (i) such renewal notes are the legal, valid and binding general obligations of the City, and the principal of and interest on such renewal notes, unless paid from other sources, are to be paid from the proceeds of the levy of ad valorem taxes, within the ten-mill limitation imposed by law, on all property subject to ad valorem taxes levied by the City and (ii) interest on the renewal notes is excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code, as amended, to the same extent that interest on the Notes is so excluded.

The officers signing the Notes are authorized to take all actions that may in their judgment reasonably be necessary to provide for the Standby Note Purchase Agreement, including but not limited to the inclusion of a notation on the form of the Notes providing notice to the holders or beneficial owners of the existence of the Standby Note Purchase Agreement and providing instructions to such holders or beneficial owners regarding the presentation of the Note for purchase by the Treasurer at stated maturity.

Section 7. The proceeds from the sale of the Notes received by the City (or withheld by the original purchaser or deposited with the Paying Agent, in each case on behalf of the City) shall be paid into the proper fund or funds, and those proceeds are appropriated and shall be used for the purpose for which the Notes are being issued. The Certificate of Award may authorize the original purchaser to (a) withhold certain proceeds from the sale of the Notes or (b) remit certain proceeds from the sale of the Notes to the Paying Agent, in each case to provide for the payment of certain financing costs on behalf of the City. If proceeds are remitted to the Paying Agent in accordance with this Section 7, the Paying Agent shall be authorized to create a fund in accordance with the Note Registrar Agreement and/or the Certificate of Award for that purpose. Any portion of those proceeds received by the City (after payment of those financing costs) representing premium or accrued interest shall be paid into the Bond Retirement Fund.

Section 8. The par value to be received from the sale of the Bonds or of any renewal notes and any excess funds resulting from the issuance of the Notes shall, to the extent necessary, be used to pay the debt charges on the Notes at maturity and are pledged for that purpose.

Section 9. During the year or years in which the Notes are outstanding, there shall be levied on all the taxable property in the City, in addition to all other taxes, the same tax that would have been levied if the Bonds had been issued without the prior issuance of the Notes. The tax shall be within the ten-mill limitation imposed by law, shall be and is ordered computed, certified, levied and extended upon the tax duplicate and collected by the same officers, in the same manner, and at the same time that taxes for general purposes for each of those years are certified, levied, extended and collected, and shall be placed before and in preference to all other items and for the full amount thereof. The proceeds of the tax levy shall be placed in the Bond Retirement Fund, which is irrevocably pledged for the payment of the debt charges on the Notes or the Bonds when and as the same fall due.

In each year to the extent receipts from the municipal income tax are available for the payment of the debt charges on the Notes or the Bonds and are appropriated for that purpose, the amount of the tax shall be reduced by the amount of such receipts so available and appropriated in compliance with the following covenant. To the extent necessary, the debt charges on the Notes or the Bonds shall be paid from municipal income taxes lawfully available therefor under the Constitution and laws of the State of Ohio and the Charter of the City; and the City hereby covenants, subject and pursuant to such authority, including particularly Section 133.05(B)(7) of the Ohio Revised Code, to appropriate annually from such municipal income taxes such amount as is necessary to meet such annual debt charges.

Nothing in the preceding paragraph in any way diminishes the irrevocable pledge of the full faith and credit and general property taxing power of the City to the prompt payment of the debt charges on the Notes or the Bonds.

Section 10. The City covenants that it will use, and will restrict the use and investment of, the proceeds of the Notes in such manner and to such extent as may be necessary so that (a) the Notes will not (i) constitute private activity bonds or arbitrage bonds under Sections 141 or 148 of the Internal Revenue Code of 1986, as amended (the "Code") or (ii) be treated other than as bonds the interest on which is

excluded from gross income under Section 103 of the Code, and (b) the interest on the Notes will not be an item of tax preference under Section 57 of the Code.

The City further covenants that (a) it will take or cause to be taken such actions that may be required of it for the interest on the Notes to be and remain excluded from gross income for federal income tax purposes, (b) it will not take or authorize to be taken any actions that would adversely affect that exclusion, and (c) it, or persons acting for it, will, among other acts of compliance, (i) apply the proceeds of the Notes to the governmental purpose of the borrowing, (ii) restrict the yield on investment property, (iii) make timely and adequate payments to the federal government, (iv) maintain books and records and make calculations and reports and (v) refrain from certain uses of those proceeds, and, as applicable, of property financed with such proceeds, all in such manner and to the extent necessary to assure such exclusion of that interest under the Code.

The Director of Finance or any other officer of the City having responsibility for issuance of the Notes is hereby authorized (a) to make or effect any election, selection, designation, choice, consent, approval, or waiver on behalf of the City with respect to the Notes as the City is permitted to or required to make or give under the federal income tax laws, including, without limitation thereto, any of the elections available under Section 148 of the Code, for the purpose of assuring, enhancing or protecting favorable tax treatment or status of the Notes or interest thereon or assisting compliance with requirements for that purpose, reducing the burden or expense of such compliance, reducing the rebate amount or payments or penalties with respect to the Notes, or making payments of special amounts in lieu of making computations to determine, or paying, excess earnings as rebate, or obviating those amounts or payments with respect to the Notes, which action shall be in writing and signed by the officer, (b) to take any and all other actions, make or obtain calculations, make payments, and make or give reports, covenants and certifications of and on behalf of the City, as may be appropriate to assure the exclusion of interest from gross income and the intended tax status of the Notes, and (c) to give one or more appropriate certificates of the City, for inclusion in the transcript of proceedings for the Notes, setting forth the reasonable expectations of the City regarding the amount and use of all the proceeds of the Notes, the facts, circumstances and estimates on which they are based, and other facts and circumstances relevant to the tax treatment of the interest on and the tax status of the Notes. The Director of Finance or any other officer of the City having responsibility for issuance of the Notes is specifically authorized to designate the Notes as "qualified tax-exempt obligations" if such designation is applicable and desirable, and to make any related necessary representations and covenants.

Section 11. The Director of Finance is authorized to request a rating for the Notes from Moody's Ratings or S&P Global Ratings, or both, as the Director of Finance determines is in the best interest of the City. The expenditure of the amounts necessary to secure any such ratings as well as to pay the other financing costs (as defined in Section 133.01 of the Ohio Revised Code) in connection with the Notes is hereby authorized and approved and the amounts necessary to pay those costs are hereby appropriated from the proceeds of the Notes, if available, and otherwise from available moneys in the General Fund.

Section 12. The legal services of the law firm of Squire Patton Boggs (US) LLP, as bond counsel, are hereby retained. Those legal services shall be in the nature of legal advice and recommendations as to the documents and the proceedings in connection with the authorization, sale and issuance of the Notes and securities issued in renewal of the Notes and rendering at delivery related legal opinions, all as set forth in the form of engagement letter from that firm which is now on file in the office of the Clerk of Council. In providing those legal services, as an independent contractor and in an attorney-client relationship, that firm shall not exercise any administrative discretion on behalf of this City in the formulation of public policy, expenditure of public funds, enforcement of laws, rules and regulations of the State of Ohio, any county or municipal corporation or of this City, or the execution of public trusts. For those legal services, that firm shall be paid just and reasonable compensation and shall be reimbursed for actual out-of-pocket expenses incurred in providing those legal services. To the extent they are not paid or reimbursed pursuant to the Certificate of Award and/or the Note Registrar Agreement, the Director of Finance is authorized and directed to make appropriate certification as to the availability of funds for those fees and any reimbursement and to issue an appropriate order for their timely payment as written statements are submitted by that firm. The amounts necessary to pay those fees and any reimbursement are hereby appropriated from the proceeds of the Notes, if available, and otherwise from available moneys in the General Fund.

Section 13. The services of Bradley Payne, LLC, as municipal advisor, are hereby retained. The municipal advisory services shall be in the nature of financial advice and recommendations in connection with the issuance and sale of the Notes. In rendering those municipal advisory services, as an independent contractor, that firm shall not exercise any administrative discretion on behalf of the City in the formulation of public policy, expenditure of public funds, enforcement of laws, rules and regulations of the State of Ohio, the City or any other political subdivision, or the execution of public trusts. That firm shall be paid just and reasonable compensation for those municipal advisory services and shall be reimbursed for the actual out-of-pocket expenses it incurs in rendering those municipal advisory services. To the extent they are not paid or reimbursed pursuant to the Certificate of Award and/or the Note Registrar Agreement, the Director of Finance is authorized and directed to make appropriate certification as to the availability of funds for those fees and any reimbursement and to issue an appropriate order for their timely payment as written statements are submitted by that firm. The amounts necessary to pay those fees and any reimbursement are hereby appropriated from the proceeds of the Notes, if available, and otherwise from available moneys in the General Fund.

Section 14. The Director of Finance is directed to promptly deliver or cause to be delivered a certified copy of this Ordinance to the County Auditor of Montgomery County, Ohio.

Section 15. This City Council determines that all acts and conditions necessary to be done or performed by the City or to have been met precedent to and in the issuing of the Notes in order to make them legal, valid and binding general obligations of the City have been performed and have been met, or will at the time of delivery of the Notes have been performed and have been met, in regular and due form as required by law; that the full faith and credit and general property taxing power (as described in Section 9) of the City are pledged for the timely payment of the debt charges on the Notes; and that no statutory or constitutional limitation of indebtedness or taxation will have been exceeded in the issuance of the Notes.

Section 16. This City Council finds and determines that all formal actions of this City Council and any of its committees concerning and relating to the passage of this Ordinance were taken in an open meeting of this City Council or any of its committees, and that all deliberations of this City Council and of any of its committees that resulted in those formal actions were in meetings open to the public, all in compliance with the law, including Section 121.22 of the Ohio Revised Code.

Section 17. This Ordinance is declared to be an emergency measure necessary for the immediate preservation of the public peace, property, health, safety and welfare of the City, and for the further reason that this Ordinance is required to be immediately effective in order to issue and sell the Notes, which is necessary to enable the City to timely coordinate the sale of the Notes with the timely execution of one or more contracts relating to the Improvement; wherefore, this Ordinance shall be in full force and effect immediately upon its passage provided it receives the affirmative vote of five Council members; otherwise, it shall take effect and be in force at the earliest period allowed by law.

Passed this ____ day of _____, 2025.

APPROVED:

Richard Herbst, Mayor

ATTEST:

Kurt Althouse
Clerk of Council



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October 27, 2025

VIA E-MAIL

Kurt Althouse
City Manager
City of Vandalia, Ohio
333 James E. Bohanan Memorial Drive
Vandalia, Ohio 45377

**Re: City of Vandalia, Ohio
(Not to Exceed) \$18,000,000 Capital Facilities Notes, Series 2025**

Dear Kurt:

We are pleased that the City of Vandalia, Ohio (the "*City*") has requested Squire Patton Boggs (US) LLP (the "*Firm*") to serve as the City's bond counsel in connection with the issuance of the referenced unvoted, general obligation bond anticipation notes (the "*Notes*").

The Firm's services will include those customarily provided by bond counsel in connection with issues such as the Notes, including the rendering of our legal opinion (the "*Bond Opinion*"), provided that the proceedings for the issuance of the Notes have been completed to our satisfaction. The Bond Opinion will address the legality, validity and binding effect of the Notes, the source of payment and security for the Notes, the excludability of interest on the Notes from gross income for federal income tax purposes, and certain other tax aspects of the Notes under federal law and under the laws of the State of Ohio. The Firm will address the Bond Opinion to the City and to the original purchaser and will deliver it on the date that the City delivers the Notes to the original purchaser in exchange for their purchase price. For those legal services, the Firm shall be paid just and reasonable compensation in an amount not expected to exceed \$30,000, and shall be reimbursed for the actual out-of-pocket expenses it incurs in rendering those legal services.

As the City's bond counsel, the Firm represents the City. The City is the Firm's client, and an attorney-client relationship will exist between the Firm and the City. We assume that all other parties to the transaction will retain such counsel as they deem necessary and appropriate to represent their interests in this transaction. We further assume that all other parties understand that, in this transaction, we represent only the City, that we are not counsel to any other party,

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Squire Patton Boggs (US) LLP is part of the international legal practice Squire Patton Boggs, which operates worldwide through a number of separate legal entities.

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Kurt Althouse
October 27, 2025
Page 2

and that we are not acting as an intermediary among the parties. Our representation of the City will not, however, affect our responsibility to render an objective Bond Opinion.

The City's proposed issuance of the Notes will involve an original purchaser and perhaps other parties. The Firm conducts a national practice in the area of public finance that involves the representation of issuers, underwriters and other parties in the issuance of governmental debt obligations. In addition, the Firm conducts a national and international corporate law practice that includes the representation of financial institutions and other businesses in transactions, litigation and other matters. As a result of the extent and diversity of that practice, the Firm may currently represent or may have represented the original purchaser of the Notes or other parties involved in the issuance of the Notes in matters unrelated to the City or its issuance of the Notes. The Firm may also commence such representations during the time it is serving the City as bond counsel for the Notes. Considering the lack of relationship that such other matters have to the City or to its issuance of the Notes, the Firm does not expect any such other representations to conflict with its fulfillment of its professional obligations to the City as bond counsel for the Notes. We request that the City, by signing and returning a copy of this letter, acknowledge and consent to the Firm's serving the City as bond counsel for the issuance of the Notes though the Firm serves, may have served or may serve other parties to that issuance in other, unrelated matters.

The Firm appreciates the opportunity to represent the City in this transaction. Please signify that the City desires for the Firm to proceed with this engagement as described in this letter by signing a copy of this letter and returning it to us. Please retain the original for the City's files.

Very truly yours,

Christopher J. Franzmann

Christopher J. Franzmann

CJF/pf

Engagement Letter Accepted:

CITY OF VANDALIA, OHIO

By: _____

Printed: Kurt Althouse

Title: City Manager

Dated: _____

FISCAL OFFICER'S CERTIFICATE

To the City Council of the City of Vandalia, Ohio:

As fiscal officer of the City of Vandalia, Ohio, I certify in connection with your proposed issue of notes in the maximum principal amount of \$18,000,000 (the "*Notes*"), to be issued in anticipation of the issuance of bonds (the "*Bonds*") for the purpose of paying the costs of improving the City's facilities by constructing, furnishing and equipping a public works complex, including related site improvements, together with all necessary and related appurtenances thereto (the "*Improvement*"), that:

1. The estimated life or period of usefulness of the Improvement is at least five (5) years.

2. The estimated maximum maturity of the Bonds, calculated in accordance with Section 133.20 of the Revised Code, is at least twenty (20) years, being my estimate of the life or period of usefulness of the Improvement. If and to the extent a portion of the proceeds of the Bonds may be determined to be allocated to a class or classes having a maximum maturity of less than twenty (20) years but in excess of five years, then the maximum maturity of the Bonds would still be at least twenty (20) years by reason of a sufficient portion of the proceeds of the Bonds allocated to a class or classes having a maximum maturity or an estimated period of usefulness in excess of twenty (20) years. If notes in anticipation of the Bonds are outstanding later than the last day of December of the fifth year following the year of issuance of the original issue of notes, the period in excess of those five years shall be deducted from that maximum maturity of the Bonds.

3. The maximum maturity of the Notes is two hundred forty (240) months.

Dated: October __, 2025

Director of Finance
City of Vandalia, Ohio

STANDBY NOTE
PURCHASE AGREEMENT

Dated as of December __, 2025

among

TREASURER OF THE STATE OF OHIO
“Treasurer”

CITY OF VANDALIA, OHIO
“Issuer”

and

U.S. BANK TRUST COMPANY, NATIONAL ASSOCIATION
“Paying Agent”

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STANDBY NOTE PURCHASE AGREEMENT

THIS STANDBY NOTE PURCHASE AGREEMENT, entered into as of December __, 2025, by and among the TREASURER OF THE STATE OF OHIO acting not individually but in his/her official capacity as an officer of the State (the "Treasurer"), the CITY OF VANDALIA, OHIO (the "Issuer") and U.S. BANK TRUST COMPANY, NATIONAL ASSOCIATION (the "Paying Agent");

WITNESSETH THAT:

WHEREAS, the Treasurer has accepted the Issuer into the Ohio Market Access Program (the "Program") to provide further assurance to the Issuer and the holder of those certain \$_____ Capital Facilities Notes, Series 2025, of the Issuer dated December __, 2025 (the "Notes"), that principal of and interest on the Notes will be fully paid at maturity; and

WHEREAS, to participate in the Program, the Issuer has requested that the Treasurer, under authority of Ohio Revised Code (ORC) Section 135.143(G), enter into this Agreement providing for (a) the purchase of the Notes for which the Issuer has failed, by the Renewal Date, to cause adequate funds for the payment at maturity of all principal and interest due thereon at maturity, to be deposited with the Paying Agent (the "Unpaid Notes") or (b) the purchase of renewal notes of the Issuer, the proceeds of which will be applied to cause adequate funds for the payment at maturity of all principal and interest due thereon at maturity of the Notes, to be deposited with the Paying Agent for payment to the holder (the "Renewal Notes"); and

WHEREAS, the Issuer has represented to the Treasurer that the Notes are in form and substance satisfactory to the Treasurer and include provision for the required Renewal Note Rate or After Maturity Rate, as defined herein; and

WHEREAS, the Treasurer is authorized under ORC Section 135.143(G) to enter into this agreement with the Issuer to purchase such Notes for investment of interim funds of the State of Ohio; and

WHEREAS, the Paying Agent is made a party hereto at the direction of the Issuer in order to ensure adequate funds for the payment at maturity of all principal and interest due thereon at maturity to be deposited with holder, and if necessary, to provide for the orderly transfer and registration of Unpaid Notes to the Treasurer; and

WHEREAS, the parties wish to express herein the terms and conditions under which the Treasurer will purchase Unpaid Notes or Renewal Notes; and

NOW, THEREFORE, in consideration of the premises and the mutual covenants contained herein, the parties agree as follows:

ARTICLE I.
CERTAIN DEFINED TERMS

SECTION 1.01 Definitions. As used in this Agreement the following terms shall have the following meanings:

“After Maturity Rate” means, with respect to any Unpaid Note, the rate per annum set forth in the Note Legislation which, for purposes of this Agreement, is the one-year benchmark on the Municipal Market Data (MMD) AAA scale on the date the Note Legislation is authorized plus 400 basis points, or the highest rate as may then be permitted by law, whichever is lower.

“Agreement” means this Standby Note Purchase Agreement, as the same may be amended in writing, from time to time.

“Business Day” means any day other than a Saturday, a Sunday, or a day on which banks in Columbus, Ohio or New York, New York are required or authorized by law to remain closed.

“Closing Date” means the date of issuance and delivery of the Notes.

“Escrow Funds” means any funds required to be held in a segregated escrow fund in the name of the Treasurer with the Paying Agent pursuant to Section 2.02(a) of this Agreement.

“Governing Body” means the City Council of the Issuer.

“Gross Purchase Price” means with respect to any Note, 100% of the face amount of such Note, plus interest accrued to its Maturity Date.

“Issuer” means the Issuer as set forth in the recitals.

“Maturity Date” means December __, 2026.

“Net Purchase Price” means, with respect to any Unpaid Note, the Gross Purchase Price less any amounts paid to the Treasurer relating to such Unpaid Note.

“Note Funding Date” means five (5) Business Days prior to the Maturity Date.

“Note Legislation” means, with respect to the Issuer, Ordinance No. 25-__ passed on November __, 2025, by the Governing Body authorizing, among other things, the issuance of its Note and the execution and delivery of this Agreement.

“Notes” means the General Obligation Notes of the Issuer identified, and in the amounts set forth, in the preamble hereto.

“Notification Date” means thirty (30) days prior to the Maturity Date.

“Official Statement” means the official statement or other offering document, if any, authorized by the Issuer in connection with the offering of the Notes or Renewal Notes, as the case may be.

"Paying Agent" means the Paying Agent as set forth in the recitals.

"Paying Agent Agreement" means the agreement between the Issuer and the Paying Agent dated as of the date hereof.

"Potential Unpaid Note" means a Note for which the Issuer has not, by 1:00 p.m. Ohio time on the Note Funding Date (i) deposited sufficient funds in the appropriate account created with respect to the Note under the Paying Agent Agreement, to provide for the full payment of all amounts due on such Note on the Maturity Date or (ii) delivered to the Treasurer and Paying Agent a Renewal Certificate.

"Program" means the Ohio Market Access Program of the Treasurer.

"Program Materials" means the application to participate in the Program and related documents establishing the terms and conditions necessary to qualify for acceptance into the Program.

"Renewal Certificate" means a certificate stating that the Issuer has authorized renewal notes or bonds and has entered into a purchase agreement whereby such notes or bonds will be purchased and the proceeds thereof will be made available to retire the Notes at or prior to maturity.

"Renewal Date" means any date, mutually agreed to by the Issuer and the Treasurer, at least one (1) Business Day prior to the Maturity Date.

"Renewal Note" has the meaning set forth in the recitals.

"Renewal Note Legislation" means, with respect to the Issuer, the ordinance passed by the Governing Body authorizing, among other things, the issuance of the Renewal Note.

"Renewal Note Rate" means, with respect to any Renewal Note, the rate per annum set forth in the Note Legislation which, for purposes of this Agreement, is the one-year benchmark on the Municipal Market Data (MMD) AAA scale on the date the Note Legislation is authorized plus 400 basis points, or the highest rate as may then be permitted by law, whichever is lower.

"Tax-exempt" shall mean, with respect to an obligation, that interest thereon is excluded from gross income for federal income tax purposes, whether or not such interest is includable as an item of tax preference or otherwise includable directly or indirectly for purposes of calculating any other tax liability, including any alternative minimum tax or environmental tax.

"Treasurer" means the Treasurer of the State of Ohio.

"Unpaid Note" means a Note for which there are not sufficient funds on deposit, by 9:00 a.m. Ohio time on the Maturity Date, in the appropriate account created with respect to the Note under the Paying Agent Agreement, to provide for the full payment of all amounts due on such Note on the Maturity Date.

SECTION 1.02 Use of Phrases. "Herein," "hereby," "hereunder," "hereof," "hereinbefore," "hereinafter" and other equivalent words refer to this Agreement as an entirety and not solely to the particular portion thereof in which any such word is used. The definitions set forth in Section 1.01 hereof include both singular and plural. Whenever used herein, any pronoun shall be deemed to include both singular and plural and to cover all genders.

SECTION 1.03 Computation of Time Periods. In this Agreement, in the computation of a period of time from a specified date to a later specified date, the word "from" means "from and including" and the words "to" and "until" each means "to but excluding".

SECTION 1.04 Legend. A Note contemplated pursuant to this Agreement shall have the following legend included on its face:

"The holder of this Note hereby consents to the registration of this Note in the name of the Treasurer of the State of Ohio (the "Treasurer") upon the receipt from the Treasurer of the full payment of principal and interest due at maturity on such Note on or before the date of maturity, provided that, in the case of a note held in a book-entry system by a depository, the interest of the Treasurer shall be noted in accordance with the procedures established by the Depository. In the case of an unregistered Note, such registration in the name of the Treasurer shall be demonstrated by a notation on the face of this Note of such transfer of ownership."

ARTICLE II. PURCHASE OF RENEWAL OR UNPAID NOTES

SECTION 2.01 Obligation to Purchase Renewal Notes.

(a) On the Notification Date, the Paying Agent shall send written notice in compliance with Section 4.01 herein to the Treasurer and the Issuer in a form and substance substantially similar to Exhibit A hereof.

(b) Not later than 3:00 p.m. Ohio time on the Note Funding Date, the Paying Agent shall notify the Treasurer and the Issuer of the existence of a Potential Unpaid Note. Upon receiving such notice, the Issuer shall take all actions that may be necessary, including, but not limited to, the conditions in Section 3.04 hereof, to authorize, execute, and deliver or cause to be delivered Renewal Notes to the Treasurer on the Renewal Date.

(c) The Treasurer's obligation to purchase Renewal Notes, as set forth in this Agreement, is unconditional and irrevocable, provided that (i) such obligation shall be limited to an obligation to purchase the Renewal Notes by the liquidity fund of the state treasury as an investment of interim funds of the State pursuant to Revised Code Section 135.143(A)(12), (ii) the Renewal Notes have been validly authorized, executed and delivered pursuant to Section 3.03 hereof and (iii) the conditions in Section 3.04 have been satisfied. The Treasurer's obligation to purchase Renewal Notes does not constitute a general obligation of the State or a pledge of the full faith and credit or taxing power of the State or any political subdivision thereof.

SECTION 2.02 Obligation to Purchase Unpaid Notes.

(a) The Treasurer shall cause the Gross Purchase Price of any Potential Unpaid Note to be delivered to the Paying Agent by wire transfer not later than 11:00 a.m. Ohio time on the Renewal Date and the Paying Agent shall promptly confirm receipt of such funds by facsimile or electronic transmission to the Treasurer and shall hold the funds in a segregated escrow fund held in the name of the Treasurer (the "Escrow Funds").

(b) On the Maturity Date, if the Issuer has not deposited the Gross Purchase Price of the Notes with the Paying Agent by 9:00 a.m. Ohio time, the Paying Agent shall send written notice in compliance with Section 4.01 herein to the Treasurer and the Issuer in a form and substance substantially similar to Exhibit B hereof, and the Treasurer shall be obligated to purchase the Unpaid Note at the Gross Purchase Price thereof. The Paying Agent shall apply the Escrow Funds to purchase the Unpaid Notes, and upon such purchase, the Paying Agent shall register the Unpaid Note in the name of the Treasurer and, if required, make the appropriate notation on the face of the Unpaid Note pursuant to its terms and Section 1.04 hereto. If the Escrow Funds are not required under this Section 2.02(b), they shall be wired to the Treasurer's account within one (1) Business Day.

(c) The Treasurer's obligation to purchase Unpaid Notes, as set forth in this Agreement, is unconditional and irrevocable, provided that such obligation shall be limited to an obligation to purchase the Unpaid Notes by the liquidity fund of the state treasury as an investment of interim funds of the State pursuant to Revised Code Section 135.143(A)(12). The Treasurer's obligation to purchase Unpaid Notes does not constitute a general obligation of the State or a pledge of the full faith and credit or taxing power of the State or any political subdivision thereof.

SECTION 2.03 Required Actions Following Purchase of Unpaid Notes. Following purchase of the Unpaid Notes by the Treasurer pursuant to Section 2.02:

(a) The Unpaid Notes shall bear interest from and after the Maturity Date at the After Maturity Rate, until paid in full, as expressed on the face of the Note. The Issuer shall use its best efforts to make full and prompt payment of all amounts due on the Unpaid Notes. Payments made on Unpaid Notes by the Issuer shall be accounted for by the Treasurer until the Treasurer shall have received payment in an amount equal to the Net Purchase Price for the Unpaid Note plus interest on the entire principal balance thereof calculated at the After Maturity Rate, from the Maturity Date to the date of payment.

(b) Upon registration of the Unpaid Note in the name of the Treasurer, or if unregistered, upon satisfaction of the terms of Sections 1.04 and 2.02 herein and delivery of the Unpaid Note to the Treasurer at the address provided pursuant to Section 4.01 herein, the obligations of the Paying Agent under this Agreement shall be deemed satisfied in full.

SECTION 2.04 Remedies. The Treasurer shall have only such remedies as are specified in the Note and as are available under applicable law, including but not limited to Revised Code Section 321.35, for collection of unpaid amounts.

In the case of an Unpaid Note not held in a book-entry system in the custody of a depository, upon receipt of payment in full of all amounts due with respect to an Unpaid Note, the

Treasurer shall cancel the Unpaid Note, and return the Unpaid Note marked "Paid in Full," to the Issuer.

In the case of an Unpaid Note held in a book-entry system in the custody of a depository, the Treasurer's interest in such Note shall be terminated in accordance with the procedures established by the depository.

SECTION 2.05 Fees. The Treasurer shall receive, as compensation for the agreements and covenants entered into herein, a fee in the amount of [____ Thousand Hundred and 00/100 Dollars (\$____.00)] plus expenses incurred relating to the execution of this Agreement, to be paid from proceeds of the sale of the Notes. The fee shall be due and payable by the Issuer concurrently with the delivery of the Notes to the Paying Agent.

ARTICLE III. TERMS OF PURCHASE OF RENEWAL NOTES

In the event that the Treasurer purchases a Renewal Note of the Issuer pursuant to Section 2.01(b) hereof, the Treasurer and the Issuer agree as follows, in consideration of their mutual covenants and agreements:

SECTION 3.01 Terms of the Renewal Note. Upon the terms and conditions and upon the basis of the representations set forth herein, the Treasurer hereby agrees to purchase from the Issuer, and the Issuer hereby agrees to sell to the Treasurer, all (but not less than all) of the Renewal Notes at the Gross Purchase Price. The Renewal Note shall (a) bear interest (computed on the basis of a 365- or 366-day year, as applicable) at the Renewal Note Rate, payable at maturity, as set forth in a certificate of award, (b) be dated as of the Renewal Date, and, (c) unless alternate terms are authorized by written consent of the Treasurer, shall be in a principal amount not in excess of (i) the Gross Purchase Price of the Notes or (ii) 100% of the par amount of the Renewal Notes. The Renewal Notes shall mature not more than one year after the Renewal Date and shall be prepayable at any time with thirty (30) days written notice in compliance with Section 4.01 herein to the Treasurer at a price of par plus accrued interest to the date of prepayment.

SECTION 3.02 Issuer Representations and Warranties. The Issuer represents, warrants, covenants and agrees with the Treasurer that:

(a) The Issuer is and will be at the Closing Date, duly organized and existing under and by virtue of the Constitution and laws of the State of Ohio and has full power and authority thereunder and under the Renewal Note Legislation: (i) to issue, sell and deliver the Notes to their original purchaser; (ii) sell and deliver the Renewal Notes to the Treasurer as provided in Article III herein and (ii) to carry out and consummate all transactions contemplated by this Agreement and the Notes;

(b) When delivered to and paid for by the Treasurer on the Renewal Date in accordance with the provisions hereof, the Renewal Notes will have been duly authorized, executed, issued and delivered and will constitute legal, valid and binding general obligations of the Issuer payable from the proceeds of bonds in anticipation of which the Renewal Notes shall be issued and the levy of ad valorem property taxes;

(c) The execution and delivery of the Renewal Notes, and compliance with the provisions thereof, under the circumstances contemplated hereby and thereby, will not (i) violate the Constitution or laws of the State of Ohio, or any existing law, rule, regulation, order, writ, judgment, injunction, decree, or determination of any court, regulatory agency or other governmental unit by which the Issuer is bound, or (ii) conflict with, result in a breach of, or constitute a default under any existing resolution, indenture of trust or mortgage, loan or credit agreement, or any other existing agreement or instrument to which the Issuer is a party or by which the Issuer may be bound;

(d) No action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, public board or body, pending or threatened against the Issuer, which in any way questions the powers of the Issuer referred to in paragraph (a) above, or the validity of any proceedings taken by the Issuer in connection with the issuance of the Notes, or wherein an unfavorable decision, ruling or finding would materially adversely affect the transactions contemplated by, or the validity or enforceability of, this Agreement, the Notes, the Renewal Notes or the documents signed or to be signed by the Issuer in connection with the issuance of the Notes or the Renewal Notes;

(e) The Issuer has (i) duly authorized and approved the execution and delivery of, and the performance by the Issuer of the obligations contained in, the Notes, and (ii) prior to their issuance, the Issuer shall have duly authorized and approved the execution and delivery of, and the performance by the Issuer of the obligations contained in, the Renewal Notes; and

(f) All approvals, consents and orders of any governmental authority, board, agency or commission having jurisdiction which would constitute a condition precedent to the performance by the Issuer of its obligations hereunder and under the Notes have been obtained.

SECTION 3.03 Delivery of the Renewal Note. No later than 9:00 a.m. Ohio time on the Renewal Date, or such earlier time as the Issuer and the Treasurer shall mutually agree upon, (a) the Issuer will deliver or cause to be delivered to the Paying Agent for registration at such place as the Issuer and the Paying Agent may mutually agree upon, the Renewal Notes in definitive form, duly executed by the Issuer; and (b) the Treasurer will wire or cause to be delivered to the appropriate account of the Issuer, created with respect to the Note under the Paying Agent Agreement, the purchase price of the Renewal Notes, in immediately available funds, or such other funds or method of payment as may be mutually agreed upon by the Issuer, the Treasurer and the Paying Agent; provided that such purchase price shall be no more than the Gross Purchase Price of the Notes unless the Treasurer shall agree in writing otherwise.

SECTION 3.04 Conditions to Closing. The Treasurer has entered into this Agreement in reliance upon the Issuer's representations and agreements herein and the performance by the Issuer of its obligations hereunder, both as of the date hereof and as of the Renewal Date. The Treasurer's obligations hereunder are and shall be subject to the following further conditions (any or all of which may be waived by the Treasurer in its discretion):

(a) At the Renewal Date, the Issuer shall have duly passed and there shall be in full force and effect such legislation as, in the opinion of a nationally recognized bond counsel, shall be necessary in connection with the transactions contemplated hereby;

(b) The Treasurer shall have the right to cancel its obligation under Section 2.01(b) and Article III herein to purchase the Renewal Notes if any of the documents, certificates or opinions to be delivered to the Treasurer hereunder is not delivered on the Renewal Date, or if, between the date hereof and the Renewal Date, legislation shall have been enacted by the Congress of the United States to become effective on or prior to the Renewal Date, or a decision of a court of the United States shall be rendered, or a stop order, ruling, regulation or proposed regulation by or on behalf of the Securities and Exchange Commission or other agency having jurisdiction over the subject matter shall be issued or made, to the effect that the issuance, sale and delivery of the Renewal Notes, or any other obligations of any similar public body of the general character of the Issuer, is in violation of the Securities Act of 1933, as amended, or with the purpose or effect of otherwise prohibiting the issuance, sale or delivery of the Renewal Notes as contemplated hereby or of obligations of the general character of the Renewal Notes; and

(c) On the Renewal Date, the Treasurer shall receive the following documents:

(1) One executed or certified copy of the Renewal Note Legislation;

(2) A certificate, dated as of the Renewal Date, duly executed by the fiscal officer of the Governing Body to the effect that there are no pending, or to their knowledge, threatened legal proceedings which will materially adversely affect the transactions contemplated hereby or the validity or enforceability of the Renewal Notes;

(3) One original transcript of all proceedings relating to the authorization and issuance of the Renewal Notes;

(4) An opinion of nationally recognized bond counsel dated the Renewal Date stating that the Renewal Notes have been validly issued, interest is excluded from gross income for federal income tax purposes, and the Renewal Notes are exempted from registration under the 1933 Act, each to the same extent that interest on the Notes is so excluded; and

(5) Such additional legal opinions, certificates, proceedings, instruments, and other documents, as the Treasurer or its counsel may reasonably request to evidence compliance by the Issuer with legal requirements relating to the issuance of the Renewal Notes, the truth and accuracy, as of the Renewal Date, of all representations herein contained and the due performance or satisfaction by the Issuer at or prior to such date of all agreements then to be performed and all conditions then to be satisfied as contemplated hereunder.

If the Issuer shall be unable to satisfy the conditions to the Treasurer's obligations contained in this Article III, the Treasurer's obligations under Section 2.01 shall be terminated and the Treasurer's obligations under Section 2.02 shall be effected.

ARTICLE IV.
MISCELLANEOUS

SECTION 4.01 Notices. All notices, requests and other communications provided for hereunder shall be in electronic, telephonic or written form and shall be given to the party to whom sent, addressed to it, at its address, telephone, facsimile number or similar electronic means set forth below or such other address, telephone, facsimile number or similar electronic means as such party may hereafter specify for the purpose by notice to the other parties set forth below. Each such notice, request or communication shall be effective (i) if given by telephone, facsimile or similar electronic means, when such communication is transmitted to the address specified below and any appropriate answer back is received, (ii) if given by mail, three (3) Business Days after such communication is deposited in the mails with first-class postage prepaid, addressed as aforesaid, (iii) if given by any other means, when delivered at the address specified below:

- (a) if to the Treasurer:

Treasurer of State of Ohio
Rhodes Office Tower
30 East Broad Street, Ninth Floor
Columbus, Ohio 43215
Attention: Investment Department
Telephone No.: (614) 466-3511
Facsimile No.: (614) 466-2499
investments@tos.ohio.gov

- (b) if to the Issuer:

City of Vandalia, Ohio
333 James E. Bohanan Memorial Drive
Vandalia, Ohio 45377
Attention: Bridgette M. Leiter, Director of Finance
Telephone No.: (937) 898-5891
Facsimile No.: (937) 415-2360
bleiter@vandaliaohio.org

or (iv) in any of the foregoing cases, at such other address, telephone, facsimile number or similar electronic means as the addressee may hereafter specify for the purpose in a notice to the other party.

SECTION 4.02 Governing Law. This Agreement shall be construed and enforced in accordance with, and the rights of the parties shall be governed by, the laws of the State of Ohio.

SECTION 4.03 Paying Agent. The Paying Agent shall be entitled to the same protections in so acting under this Agreement as it has in acting as Paying Agent under the Paying Agent Agreement. The Paying Agent's obligations under this Agreement shall be deemed satisfied in full upon satisfaction of the conditions in Section 2.03(b) herein or upon the Note being retired.

SECTION 4.04 Counterparts. This Agreement may be executed simultaneously in two or more counterparts, each of which shall be deemed an original, and all of which together shall constitute one and the same instrument, and it shall not be necessary in making proof of this Agreement to produce or account for more than one such counterpart.

SECTION 4.05 Severability. Any provision of this Agreement that is prohibited, unenforceable or not authorized in any jurisdiction shall, as to such jurisdiction, be ineffective to the extent of such prohibition, unenforceability or non-authorization without invalidating the remaining provisions hereof or affecting the validity or enforceability or non-authorization of such provision in any other jurisdiction and the remaining portion of such provision and all other remaining provisions will be construed to render them enforceable to the fullest extent.

SECTION 4.06 Business Days. If any payment under this Agreement shall be specified to be made upon a day which is not a Business Day, it shall be made on the next succeeding day which is a Business Day and such extension of time shall in such case be included in computing interest, if any, in connection with such payment.

SECTION 4.07 Headings. Section headings in this Agreement are included herein for convenience of reference only and shall not constitute a part of this Agreement for any other purpose.

[Signature Page Immediately Follows]

[Signature Page to the Standby Note Purchase Agreement]

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed and delivered by their respective duly authorized officers as of the date hereof.

TREASURER OF STATE OF OHIO
"Treasurer"

By: _____
Name: _____
Title: _____

CITY OF VANDALIA, OHIO
"Issuer"

By: _____
Name: Kurt Althouse
Title: City Manager

By: _____
Name: Bridgette M. Leiter
Title: Director of Finance

U.S. BANK TRUST COMPANY, NATIONAL
ASSOCIATION
"Paying Agent"

By: _____
Name: _____
Title: _____

EXHIBIT A
Form of Notification Date Notice

[Notification Date]

City of Vandalia, Ohio
333 James E. Bohanan Memorial Drive
Vandalia, Ohio 45377
Attention: Bridgette M. Leiter, Director of Finance

Treasurer of State of Ohio
Rhodes Office Tower
30 East Broad Street, Ninth Floor
Columbus, Ohio 43215
Attention: Investment Department

Re: Treasurer of the State of Ohio Market Access Program

This notice is related to the Notes enrolled in the Ohio Market Access Program of the Treasurer of the State of Ohio (the "Treasurer"), each as defined in the Standby Note Purchase Agreement dated as of December __, 2025 (the "Agreement"), among the Treasurer of the State of Ohio (the "Treasurer"), the City of Vandalia, Ohio (the "Issuer"), and U.S. Bank Trust Company, National Association (the "Paying Agent").

Pursuant to the Agreement, the Issuer is required to satisfy the following requirements no later than December __, 2026:

- (1) Deposit with the Paying Agent sufficient funds for full payment of all amounts due on the Note on December __, 2026; or
- (2) Deliver to the Treasurer and Paying Agent a certificate stating that the Issuer has authorized renewal notes or bonds and has entered into a purchase agreement whereby such notes or bonds will be purchased and the proceeds thereof will be made available to retire the Notes at or prior to December __, 2026.

If there are any questions about satisfying the above referenced requirements, please contact the office of the Treasurer as soon as possible.

U.S. BANK TRUST COMPANY, NATIONAL
ASSOCIATION

By: _____

Name: _____

Title _____

EXHIBIT B
Form of Maturity Date Notice

December __, 2026

City of Vandalia, Ohio
333 James E. Bohanan Memorial Drive
Vandalia, Ohio 45377
Attention: Bridgette M. Leiter, Director of Finance

Treasurer of State of Ohio
Rhodes Office Tower
30 East Broad Street, Ninth Floor
Columbus, Ohio 43215
Attention: Investment Department

Re: Treasurer of the State of Ohio Market Access Program Notes

This notice is related to the Notes enrolled in the Ohio Market Access Program of the Treasurer of the State of Ohio (the "Treasurer"), each as defined in the Standby Note Purchase Agreement dated as of December __, 2025 (the "Agreement"), among the Treasurer of the State of Ohio (the "Treasurer"), the City of Vandalia, Ohio (the "Issuer"), and U.S. Bank Trust Company, National Association (the "Paying Agent").

The Issuer has failed to deposit with the Paying Agent sufficient funds for full payment of all amounts due on the Note on the date hereof.

Funds of the Treasurer have been applied to purchase the Note, the Note has been registered in the name of the Treasurer, and the Note will bear interest at the After Maturity Rate and will be payable to the Treasurer.

Please contact the office of the Treasurer immediately.

U.S. BANK TRUST COMPANY, NATIONAL
ASSOCIATION

By: _____

Name: _____

Title _____

NOTE REGISTRAR AGREEMENT

This NOTE REGISTRAR AGREEMENT (the “*Agreement*”) is made and entered into as of December __, 2025, and under the circumstances summarized in the following recitals, by and between the City of Vandalia, Ohio (the “*Issuer*”), a municipal corporation and political subdivision duly organized and validly existing under the Constitution and laws of the State of Ohio and its Charter and U.S. Bank Trust Company, National Association, in Columbus, Ohio (the “*Note Registrar*”), a national banking association duly organized and validly existing under the laws of the United States of America and authorized to exercise corporate trust powers under the laws of the State of Ohio, in connection with the issuance and servicing of \$ _____ Capital Facilities Notes, Series 2025, dated December __, 2025 (the “*Notes*”):

A. By Ordinance No. 25-____ passed by the City Council of the Issuer on November __, 2025 (the “*Note Ordinance*”), and the Certificate of Award dated December __, 2025 and signed by the Director of Finance pursuant to the Note Ordinance (the “*Certificate of Award*” and together with the Note Ordinance, the “*Note Legislation*”), a copy of which is attached hereto as **EXHIBIT A**, the Issuer has authorized the issuance and sale of the Notes.

B. By the Note Legislation and pursuant to Section 9.96 and Chapter 133 of the Ohio Revised Code, the Issuer has appointed the Note Registrar as its agent to act as note registrar, transfer agent and paying agent for and in connection with the Notes, [and to act as Paying Agent under that certain Standby Note Purchase Agreement (the “*SNPA*”) among the Issuer, the Treasurer of the State of Ohio (the “*Treasurer*”) and the Note Registrar,] and has authorized and directed the Note Registrar to keep all the books and records necessary for registration, exchange and transfer of the Notes (the “*Note Register*”).

C. The Issuer has determined that the Notes will be initially issued and issuable in book entry form, with one fully registered Note, registered in the name of Cede & Co., as nominee for The Depository Trust Company (“*DTC*”). The fully registered Note will be deposited with and retained in the custody of DTC or the Note Registrar as its agent pursuant to any custodial relationship between the Note Registrar and DTC with respect to the holding of the Note by the Note Registrar under the DTC-FAST system for use in a book entry system. The Issuer has executed, and DTC has accepted, a Blanket Issuer Letter of Representations to DTC (the “*DTC Letter*”) pertaining to the book entry system, a copy of which DTC Letter is included in the transcript of proceedings for the Notes.

D. Capitalized words and terms used herein and not otherwise defined shall have the meanings set forth in the Note Legislation.

NOW, THEREFORE, in consideration of the premises and the mutual agreements hereinafter contained, the Issuer and the Note Registrar agree as follows:

Section 1. In connection with the original issuance and delivery of the Notes:

(a) The Issuer will deliver to the Note Registrar no later than two (2) business days prior to the day set for delivery of the Notes to the Original Purchaser (the “*Closing*”) one (1) Note certificate, completed with number, principal amount, and denominations and listing Cede & Co., as nominee for DTC, as the registered owner, to be delivered at the Closing.

(b) The Note Registrar shall review the Note to be delivered at the Closing to confirm the number, principal amount, interest rate, denomination and other pertinent information and record the name and address of Cede & Co., as nominee for DTC, as registered owner of the Note, in the Note Register, all so as to permit delivery of that Note at the time and place of the Closing.

(c) At least two (2) business days prior to the Closing, the fully executed Note shall be delivered to DTC, or retained by the Note Registrar as DTC's agent pursuant to a custodial relationship between the Note Registrar and DTC with respect to the holding of the Note by the Note Registrar under the DTC-FAST system, against a safekeeping receipt provided by DTC. No further disposition or release will be made of the Note or interests in the Note until payment for the Note has been made by _____, in _____, (the "Original Purchaser") to the Issuer.

(d) Upon confirmation by the Issuer of its receipt of payment of the purchase price for the Notes, the Note Registrar, on behalf of the Issuer, will contact DTC and authorize the release and delivery of the Notes.

(e) [As requested by the Original Purchaser and in accordance with the Note Legislation, the Note Registrar shall establish a Cost of Issuance Fund and provide for the payment of certain costs of issuance of the Notes as described in the Certificate of Award and **EXHIBIT B**. Any balance remaining in the Cost of Issuance Fund after thirty (30) days from the date of this Agreement shall be forwarded to the Issuer and the Cost of Issuance Fund shall be closed. For this service, the Note Registrar shall be paid a fee of \$ _____ at Closing. These funds will be held uninvested.]

(f) [The Issuer acknowledges that if the Treasurer is required to purchase Unpaid Notes (as defined in and under the terms of the SNPA), the Note Registrar is required to cause a fully registered Note to be provided to the Treasurer. On the date hereof, the Issuer agrees to provide the Note Registrar with a Note to facilitate any such transfer. The Note Registrar agrees that it will maintain such Note in safekeeping.]

(g) The Issuer consents to the Note Registrar acting as agent for DTC pursuant to an existing custodial relationship between the Note Registrar and DTC with respect to the holding of the Notes by the Note Registrar under the DTC-FAST system.

Section 2. [Except as described in Section 1(f), [t][T]he Note Registrar does not hold in safekeeping any additional note forms, but will notify the Issuer of any need for additional note forms in sufficient time to permit an adequate supply to be available to provide for future transfers, as agreed upon by the Issuer and the Note Registrar.

Section 3. So long as any of the Notes remain outstanding, the Note Registrar will keep and maintain, at its designated corporate trust office, the Note Register, initially its Columbus, Ohio corporate trust office, on which it will maintain a current and accurate record of the names and addresses of the registered owners of the Notes (the "Owners"), and shall perform, without limitation, registration, exchange, transfer and paying agent functions and related mechanical, clerical and record or bookkeeping functions in connection with the Notes, all in accordance with this Agreement, the Note Legislation, Section 9.96 of the Ohio Revised Code, the DTC Letter and

any applicable requirements of Section 149(a) of the Internal Revenue Code of 1986, as amended, and regulations, proposed regulations and rulings under that Section 149(a).

As used in this Section:

“Book Entry Form” or “Book Entry System” means a form or system under which (a) the ownership of beneficial interests in the Notes and the principal of and interest on the Notes may be transferred only through a book entry, and (b) a single physical Note certificate in fully registered form is issued by the Issuer and payable only to a Depository or its nominee as registered owner, with the certificate deposited with and “immobilized” in the custody of the Depository or its designated agent for that purpose. The book entry maintained by others than the Issuer or the Note Registrar is the record that identifies the owners of beneficial interests in the Notes and that principal and interest.

“Depository” means any securities depository that is a clearing agency registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934, operating and maintaining, with its Participants or otherwise, a Book Entry System to record ownership of beneficial interests in the Notes or the principal of and interest on the Notes, and to effect transfers of the Notes, in Book Entry Form, and includes and means initially DTC.

“Participant” means any participant contracting with a Depository under a Book Entry System and includes securities brokers and dealers, banks and trust companies and clearing corporations.

The Notes shall be originally issued to a Depository for use in a Book Entry System and: (a) such Notes shall be registered in the name of the Depository or its nominee, as Owner, and deposited with and retained in the custody of the Depository or its agent; (b) there shall be a single, fully registered Note representing the entire Note issue; and (c) such Notes shall not be transferable or exchangeable, except for transfer to another Depository or another nominee of a Depository, without further action by the Issuer as set forth in the Note Legislation. The owners of book entry interests in the Notes shall not, except as provided in the Note Legislation, have any right to receive Notes in the form of physical securities or certificates. The Issuer and the Note Registrar shall have no duties, obligations or responsibilities in connection with transfers or sales of book entry interests.

The Issuer and the Note Registrar will recognize and treat the Depository as the owner of the Notes for all purposes, including payment of debt charges and other notices and enforcement of remedies. Crediting of debt charge payments and transmittal of notices and other communications by the Depository to Participants, by Participants to indirect Participants, and by Participants and indirect Participants to the book entry interest owners, will be handled under arrangements among them.

Neither the Issuer nor the Note Registrar shall have any responsibility or liability for any aspects of the records relating to, or payments made on account of, book entry interest ownership, or for maintaining, supervising or reviewing any records relating to such ownership; or for the distribution by the Depository, Participants or others to the book entry interest owners of

(a) payments of debt charges paid on the Notes, or (b) notices sent to the Depository as the registered owner, or that they will do so on a timely basis.

If any Depository determines not to continue to act as a Depository for the Notes for use in a Book Entry System, the Issuer may attempt to have established a securities depository/Book Entry System relationship with another qualified Depository pursuant to the Note Legislation. If the Issuer does not or is unable to do so, the Issuer, after the Note Registrar, at the direction of the Issuer, has made provision for notification of the owners of book entry interests in the Notes by appropriate notice to the then Depository, shall permit withdrawal of the Notes from the Depository or its agent, and shall deliver Note certificates in fully registered form to the assignees of the Depository or its nominee. If the event is not the result of Issuer action or inaction, such withdrawal and delivery shall be at the cost and expense (including costs of printing, or otherwise preparing, and delivering such replacement Notes), of those persons requesting that delivery. Such replacement Notes shall be in Authorized Denominations.

The Issuer and the Note Registrar hereby covenant and agree to perform any and all of their respective duties and obligations arising out of the representations made by the Issuer in the DTC Letter.

Section 4. In accordance with the Note Legislation and except as provided with respect to Notes in Book Entry Form as provided in Section 3 hereof, the Note Registrar shall:

(a) Exchange or transfer Notes upon presentation and surrender at the designated corporate trust office of the Note Registrar, together with a request for exchange or an assignment signed by the Owner or by a person legally empowered to do so, in a form satisfactory to the Note Registrar, and shall complete and deliver new Notes to the Owner or the new Owner of the transferred Notes or its agent in an authorized denomination or denominations equal in the aggregate to the unmatured principal amount of the Notes surrendered. The new Notes will bear interest at the same rate and mature on the same date as the surrendered Notes.

(b) Record the exchange or transfer of any Note on the Note Register.

(c) If manual signatures on behalf of the Issuer are required, undertake the above actions only after the new Notes are signed by the authorized officers of the Issuer.

(d) Complete the transfer or exchange and delivery of the new Notes, in accordance with the standards and conditions applicable to registered corporate securities established in the Securities and Exchange Commission regulation §240.17 Ad-1 and -2 as promulgated under Section 17A of the Securities Exchange Act of 1934, as amended.

(e) [Take all actions of the Paying Agent under the terms of the SNPA.]

Section 5. Every exchange or transfer of the Notes will be made without charge to the Owners, except that the Issuer and the Note Registrar may make a charge sufficient to reimburse them for any tax or other governmental charge required to be paid with respect to the exchange or transfer. The Note Registrar may require that those charges, if any, be paid before it begins the procedure for the exchange or transfer.

Section 6. The Notes shall not be subject to redemption prior to maturity.

Section 7. The Note Registrar shall complete, deliver and register new Notes to replace Notes lost, stolen, destroyed or mutilated upon receiving written instructions to do so from the Director of Finance together with evidence of indemnification by the Owner of the Issuer and the Note Registrar in a form satisfactory to the Issuer and the Note Registrar.

Section 8. The Note Registrar shall cancel any Notes surrendered to it pursuant to the Note Legislation for payment or retirement or for exchange, replacement or transfer. Written reports of surrender and cancellation of the Notes shall be made to the Director of Finance by the Note Registrar upon written request. Unless otherwise directed by the Issuer or other lawful authority, cancelled Notes shall be retained and stored by the Note Registrar for a period of seven (7) years. After that time, or at any earlier time as authorized by the Issuer, the cancelled Notes may, at the direction of the Director of Finance, be either returned to the Issuer or destroyed by the Note Registrar by shredding or cremation, and certificates of that destruction (describing the manner of that destruction) shall be provided by the Note Registrar to the Director of Finance.

Section 9. The Note Registrar shall retain and store the Note Register for seven (7) years after payment of all of the Notes. At any time and upon request by the Issuer, the Note Registrar shall permit the Issuer to inspect the Note Register and will provide the Issuer with a copy of the Note Register. The Note Registrar and the Issuer acknowledge that pursuant to Section 9.96 of the Ohio Revised Code the Note Register is not a "public record" under Ohio law. In the event of a request to the Note Registrar by any person other than the Issuer for inspection of the Note Register, the Note Registrar shall notify the Director of Finance and will not permit that inspection unless it is approved by the Director of Finance, except that the Note Registrar may permit an inspection pursuant to an order of a court of competent jurisdiction.

Section 10. The Note Registrar shall pay the debt charges on the Notes in accordance with the Note Legislation and the DTC Letter, but only from money deposited with the Note Registrar by the Issuer for that purpose. The Issuer shall cause funds to be on deposit with the Note Registrar in an amount sufficient and available to pay the interest, or principal and interest, then to be due no later than 10:00 a.m. (Ohio time) on the business day immediately preceding the date on which that payment is to be made.

The Note Registrar will keep and maintain records of its receipt of moneys from the Issuer and its disbursement of those moneys and will make those records available to the Director of Finance upon request.

Section 11. The Note Registrar agrees to undertake [the] [all other] duties and obligations and to perform all services contemplated to be performed under this Agreement [and the SNPA]. For its ordinary services, the Issuer shall pay the Note Registrar a single one-time fee of \$_____ within thirty (30) days after the Closing, plus reasonable out-of-pocket expenses, disbursements and advances made by the Note Registrar in accordance with the terms of this Agreement (including attorney fees and expenses), which the Note Registrar hereby acknowledges to be the compensation due to it during the life of the Notes for the performance of its ordinary services contemplated by this Agreement. [Also, if the Note Registrar is required to deliver the notice required under Section 2.01(b) of the SNPA with respect to a Potential Unpaid Note (as

defined therein), the Issuer shall pay the Note Registrar an additional fee of \$250.00.] If the Note Registrar is required by a governmental agency or court proceeding initiated by a third party to undertake actions or duties beyond those which are set forth herein but related thereto, the Note Registrar shall promptly provide written notice thereof to the Issuer. Payment of the Note Registrar's fees and expenses for such extraordinary services shall be made by the Issuer only after such notice and shall be subject to Issuer approval and appropriation of funds for that purpose.

Section 12. In the absence of bad faith on its part in the performance of its services under this Agreement, the Note Registrar will be protected in acting upon any notice, request, certificate, affidavit, letter, telegram or other paper or document believed reasonably by it to be genuine and correct and to have been signed or sent by the proper party or parties.

At any time, the Note Registrar may apply to the Director of Finance for instructions, and may, with the consent of the Issuer, consult with bond counsel for the Issuer, or, in the discretion of the Note Registrar, it may consult with its own counsel, as to anything arising in connection with the duties herein undertaken, and it shall not be liable for any action taken or omitted by it in good faith in reliance upon such written instructions or upon the written opinions of such counsel; *provided, however*, that before relying upon the opinion of its own counsel it shall furnish to both the Issuer and to bond counsel for the Issuer a copy of such opinion.

Section 13. No provision of this Agreement [or the SNPA] shall be construed to relieve the Note Registrar from liability for its negligent action, its negligent failure to act, or its willful misconduct, except that:

(a) the Note Registrar shall not be liable for any error of judgment made in good faith by one of its officers unless it shall be proved that it was negligent in ascertaining the pertinent facts; and

(b) no provision of this Agreement [or the SNPA] shall require the Note Registrar to expend or risk its own funds or otherwise incur any financial liability in the performance of any of its duties hereunder [or under the SNPA], or in the exercise of any of its rights or powers.

Section 14. The Note Registrar may resign as Note Registrar at any time by giving ninety (90) days (or such shorter time as is approved in writing by the Director of Finance) written notice of resignation to the Issuer. The Note Registrar may be removed at any time by written notice to that effect specifying the date and time of termination, signed on behalf of the Issuer by the Director of Finance and delivered to the Note Registrar. Upon the effectiveness of the resignation or termination, the Note Registrar shall deliver to the Issuer, or such other person designated by the Issuer, the Note Register and all other records (or copies of those records) pertaining to the Notes and any canceled Notes.

Any corporation or association with or into which the Note Registrar or any successor may be merged or converted or with which it or any successor may be consolidated, or any corporation or association resulting from any merger, consolidation or conversion to which the Note Registrar or any successor shall be a party, or any corporation or association succeeding to all or substantially all of the corporate trust business of the Note Registrar or any successor, shall be the successor of the Note Registrar hereunder, if that successor corporation or association is otherwise eligible

hereunder and is approved by the Director of Finance on behalf of the Issuer, without the signing or filing of any paper or any other act on the part of the parties hereto or the Note Registrar or such successor corporation.

Section 15. Notice from one of the parties to the other under this Agreement will be sufficient for the purpose if it is contained in a writing mailed by first-class mail postage prepaid to the Issuer at 333 James E. Bohanan Memorial Drive, Vandalia, Ohio 45377, Attention: Director of Finance and to the Note Registrar at 10 West Broad Street, 12th Floor, Mail Station: CN-OH-BD12, Columbus, Ohio 43215, Attention: Corporate Trust Department, or to any other address which may be designated from time to time by either party in writing delivered to the other party.

Section 16. Where a Note certificate, for any reason, is in the possession of the Note Registrar and has not been claimed by the Owner or cannot be delivered to the Owner through usual channels, the Note Registrar shall, after the expiration of four (4) years from the date said certificate was issued, return said certificate to the Issuer to be held by the Issuer for the Owner or transferred in accordance with applicable laws. Any moneys deposited with the Note Registrar for the payment of principal or interest that remain unclaimed by the person or persons entitled thereto at the end of four (4) years from the date those moneys became payable to that person or those persons, shall be returned to the Issuer, and thereafter any person entitled to payment of those moneys shall look only to the Issuer for payment thereof, regardless of whether that person may have in his or her possession a check for the payment of that interest or principal drawn by the Note Registrar as agent of the Issuer.

Section 17. Neither this Agreement nor any provision hereof may be changed, revised or amended, except by a writing signed on behalf of the Issuer and the Note Registrar.

Section 18. In case any section or provision of this Agreement, or any agreement, obligation, act or action, or part thereof, made, assumed, entered into, done or taken under this Agreement, or any application thereof, is held to be illegal or invalid for any reason, or is inoperable at any time, that illegality, invalidity or inoperability shall not affect the remainder of this Agreement or any other section or provision of this Agreement or any other agreement, obligation, act or action, or part thereof, made, assumed, entered into, done or taken under this Agreement, all of which shall be construed and enforced at the time as if the illegal, invalid or inoperable portion were not contained therein. Any illegality, invalidity or inoperability shall not affect any legal, valid and operable section, provision, agreement, obligation, act, action, part or application, all of which shall be deemed to be effective, operative, made, assumed, entered into, done or taken in the manner and to the full extent permitted by law from time to time.

Section 19. This Agreement is and shall be deemed to be a contract for services made under the laws of the State of Ohio and for all purposes shall be governed by and construed in accordance with the laws of the State of Ohio. This Agreement shall inure to the benefit of and shall be binding upon the parties hereto and their respective successors. This Agreement may be signed in several counterparts, each of which shall be deemed an original.

(REMAINDER OF PAGE INTENTIONALLY LEFT BLANK – SIGNATURE PAGES TO FOLLOW)

IN WITNESS WHEREOF, the parties hereto have signed this Note Registrar Agreement as of the day and year first above written.

CITY OF VANDALIA, OHIO

By: _____

Title: _____ **City Manager** _____

By: _____

Title: _____ **Director of Finance** _____

Approved as to form:

By: _____

Title: _____ **City Attorney** _____

**U.S. BANK TRUST COMPANY, NATIONAL
ASSOCIATION**

By: _____

Title: _____

FISCAL OFFICER'S CERTIFICATE – NOTE REGISTRAR AGREEMENT

As the fiscal officer of the City of Vandalia, Ohio, I certify that the money required to meet the obligations of the Issuer during Fiscal Year 2025 under the foregoing Note Registrar Agreement has been lawfully appropriated by the City Council of the Issuer for those purposes and is in the treasury of the Issuer or in the process of collection to the credit of an appropriate fund, free from any previous encumbrances. This Certificate is given in compliance with Sections 5705.41 and 5705.44 of the Ohio Revised Code.

Dated: December __, 2025

Director of Finance
City of Vandalia, Ohio

EXHIBIT A

CERTIFICATE OF AWARD

FOR PURPOSES OF COMPILING THE TRANSCRIPT OF PROCEEDINGS IN WHICH THIS NOTE REGISTRAR AGREEMENT IS INCLUDED, THE CERTIFICATE OF AWARD REFERRED TO IN THIS EXHIBIT A IS CONTAINED IN THE TRANSCRIPT OF PROCEEDINGS BEHIND TAB NO. 7.

Draft of 10-27-2025

**[EXHIBIT B
DISPOSITION OF NOTE PROCEEDS]**

In accordance with the Note Legislation, the Note Registrar shall establish a Cost of Issuance Fund. On the Closing Date, the Original Purchaser will pay to the Note Registrar \$ _____ for deposit in the Cost of Issuance Fund.

From the Cost of Issuance Fund, the Note Registrar will thereafter pay, on the Closing Date, as costs of issuance of the Notes:

- (a) \$ _____ to Squire Patton Boggs (US) LLP, Bond Counsel.
- (b) \$ _____ to the Note Registrar as described in Sections 1(e) and 11 of this Agreement.
- (c) \$ _____ to Bradley Payne, LLC, as Municipal Advisor.
- (d) \$ _____ to the Ohio Municipal Advisory Council.
- (e) \$ _____ as a contingency to provide for any other costs incidental to the issuance of the Notes; in the event any amounts are not distributed, the Note Registrar will provide an accounting to the Issuer of all expenses paid under this **EXHIBIT B** and any amounts not distributed will be distributed to the Issuer.

Upon the payment of the amounts described above, the Cost of Issuance Fund will be closed.

Squire Patton Boggs (US) LLP
2000 Huntington Center
41 South High Street
Columbus, Ohio 43215

Office: 614.365.2700
Fax: 614.365.2499
squirepattonboggs.com

December __, 2025

To: City of Vandalia, Ohio
Vandalia, Ohio

_____, Ohio

We have served as bond counsel to our client the City of Vandalia, Ohio (the "City") in connection with the issuance by the City of its \$ _____ Capital Facilities Notes, Series 2025 (the "Notes"), dated the date of this letter and issued in anticipation of the issuance of bonds for the purpose of paying the costs of improving the City's facilities by constructing, furnishing and equipping a public works complex, including related site improvements, together with all necessary and related appurtenances thereto.

In our capacity as bond counsel, we have examined the transcript of proceedings relating to the issuance of the Notes, a conformed copy of the signed Note representing the entire issue and such other documents, matters and law as we deem necessary to render the opinions set forth in this letter.

Based on that examination and subject to the limitations stated below, we are of the opinion that under existing law:

1. The Notes constitute valid and binding general obligations of the City, and the principal of and interest on the bonds in anticipation of which the Notes are issued, unless paid from other sources, are to be paid from the proceeds of the levy of ad valorem taxes, within the ten-mill limitation imposed by law, on all property subject to ad valorem taxes levied by the City.
2. Interest on the Notes is excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986, as amended, and is not an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals. Interest on, and any profit made on the sale, exchange or other disposition of, the Notes are exempt from all Ohio state and local taxation, except the estate tax, the domestic insurance company tax, the dealers in intangibles tax, the tax levied on the basis of the total equity capital of financial institutions, and the net worth base of the corporate franchise tax. We express no opinion as to any other tax consequences regarding the Notes.

The opinions stated above are based on an analysis of existing laws, regulations, rulings and court decisions and cover certain matters not directly addressed by such authorities. In rendering all

Over 40 Offices across 4 Continents

Squire Patton Boggs (US) LLP is part of the international legal practice Squire Patton Boggs, which operates worldwide through a number of separate legal entities.

Please visit squirepattonboggs.com for more information.

City of Vandalia, Ohio

December __, 2025

Page 2

such opinions, we assume, without independent verification, and rely upon (i) the accuracy of the factual matters represented, warranted or certified in the proceedings and documents we have examined and (ii) the due and legal authorization, execution and delivery of those documents by, and the valid, binding and enforceable nature of those documents upon, any parties other than the City.

In rendering those opinions with respect to the treatment of the interest on the Notes under the federal tax laws, we further assume and rely upon compliance with the covenants in the proceedings and documents we have examined, including those of the City. Failure to comply with certain of those covenants subsequent to issuance of the Notes may cause interest on the Notes to be included in gross income for federal income tax purposes retroactively to their date of issuance.

The rights of the owners of the Notes and the enforceability of the Notes are subject to bankruptcy, insolvency, reorganization, moratorium, fraudulent conveyance or transfer, and other laws relating to or affecting the rights and remedies of creditors generally; to the application of equitable principles, whether considered in a proceeding at law or in equity; to the exercise of judicial discretion; and to limitations on legal remedies against public entities.

No opinions other than those expressly stated herein are implied or shall be inferred as a result of anything contained in or omitted from this letter. The opinions expressed in this letter are stated only as of the time of its delivery, and we disclaim any obligation to revise or supplement this letter thereafter. Our engagement as bond counsel in connection with the original issuance and delivery of the Notes is concluded upon delivery of this letter.

Respectfully submitted,



Memo

To: Kurt E. Althouse

From: Leann Hanf, Human Resources Manager

Date: October 13, 2025

Re: 2026 General Services Pay Plan

In December of 2024, the Council approved a 3.5% increase to the top and bottom of each pay range for all full-time positions for the 2025 year. Union contracts effective during 2025 call for a 3% increase in 2026.

Staff is recommending a 3% increase to the top and bottom of each pay range for all full-time positions for 2026. Approval of the 2026 General Services Pay Plan aligns with our 2023 Citywide Policy Goals of *Trust and Confidence and Opportunity*.

Thank you,

Leann Hanf
Human Resources Manager



**CITY OF VANDALIA
MONTGOMERY COUNTY, OHIO
RESOLUTION 25-R-XX**

**A RESOLUTION AMENDING THE GENERAL SERVICES PAY PLAN FOR EMPLOYEES OF THE
CITY OF VANDALIA, OHIO FOR THE YEAR 2026**

WHEREAS, Council previously approved the General Services Pay Plan through Resolution 2-R-58; and

WHEREAS, the City received a recent fact-finding report recommendation awarding a 3% wage increase for the Teamsters bargaining unit; and

WHEREAS, based on the Fact Finder's recommendation, in order to establish a sustainable comprehensive plan that is externally competitive and internally equitable the City Manager recommends a 3% market adjustment to the top and bottom of the pay range for each position on the General Services Pay Plan table; and

WHEREAS, the City Manager recommends approval of the amended General Services Pay Plan for full-time non-bargaining employees as set forth in the General Services Pay Plan (Personnel Policy 600.2) attached as Exhibit A incorporated herein by reference; and

WHEREAS, the Council of the City of Vandalia wishes to adopt the General Services Pay Plan dated November 17, 2025 as recommended by the City Manager.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF VANDALIA, MONTGOMERY COUNTY, OHIO THAT:

Section 1. the General Services Pay Plan as recommended by the City Manager and attached hereto as Exhibit A dated November 17, 2025, titled "600.2 General Services Pay Plan Table" is approved and adopted.

Section 2. the General Services Pay Plan shall supersede and replace the existing General Services Pay Plan dated December, 16 2024, as well as all other policies to the extent they are in conflict with the provisions in Exhibit A, of the City of Vandalia Personnel Policies and Procedures.

Section 3. It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this legislation were adopted in an open meeting of this Council and that all deliberations of this Council and of any of its Committees that resulted in such formal action were taken in meetings open to the public and in conformance with all legal requirements including Section 121.22 of the Ohio Revised Code.

Section 4. The General Services Pay Plan dated November 17, 2025 shall be effective the first full pay period of 2026.

Section 6. This Resolution shall be effective at the earliest time permitted by law.

Passed this 17th day of November, 2025.

APPROVED:

Richard Herbst, Mayor

ATTEST:

Kurt E. Althouse, City Manager



600.2 General Services Pay Plan Table			
Position	Wage Scale		
	Pay Grade	Minimum	Maximum
Police Chief	16	\$52.37	\$79.59
Fire Chief	16		
Assistant City Manager	16		
Public Service Director	15	\$49.55	\$75.33
Finance Director	14	\$46.77	\$71.05
Prosecutor	14		
Parks and Recreation Director	14		
Fire Captain	13	\$44.26	\$67.26
Police Captain	13		
City Engineer	12	\$41.75	\$63.46
Human Resources Manager	12		
IT Manager	12		
Chief Building Official	11	\$40.15	\$60.06
Public Works Superintendent	11		
City Planner	10	\$38.53	\$56.66
Facilities Superintendent	10		
Fire Marshal	10		
Recreation Superintendent	9	\$37.56	\$52.89
Electrical Inspector	9		
Building Inspector	9		
IT Systems Administrator	9		
Assistant Finance Director	9		
Assistant Public Works Superintendent	9		
Managing Golf Pro	8	\$36.55	\$49.12
Golf Superintendent	8		
Recreation Facility Manager	8		
Tax Supervisor	8		
Community Risk Reduction Coordinator	7	\$33.13	\$45.69

Communications Manager	7		
Executive Assistant / Deputy Clerk of Council	7		
Support Service Manager (Police)	7		
Recreation Coordinator	6	\$30.84	\$42.26
Zoning and Planning Coordinator	6		
Engineering/GIS Technician	6		
Assistant Golf Course Superintendent	6		
Construction Inspector	6		
Custodial Supervisor	5	\$29.71	\$38.84
IT Support Specialist	5		
Mechanic Golf	5		
Mechanic Facilities Maintenance	5		
Tax Agent	4	\$25.12	\$34.27
Senior Center Coordinator	4		
Administrative Coordinator	4		
Human Resources Coordinator	4		
Property Maintenance Inspector	4		
Payroll Specialist	4		
Maintenance Technician Supervisor	4		
Administrative Assistant	4		
Finance Clerk	3	\$23.98	\$30.84
Maintenance Technician	3		
Tax Clerk	2	\$19.41	\$27.41
Finance Assistant	2		
Police Recruit	2		
Custodian	1	\$17.13	\$22.27

Effective: First Pay Period of 2026 - Draft

City Manager

Date



Memo

To: Kurt E. Althouse, City Manager

From: Leann Hanf, Human Resources Manager

Date: October 13, 2025

Re: 2026 Part-Time Pay Plan

In December of 2024, the Council approved a 3.5% increase to all part-time positions for the 2025 year except the tipped employee position(s). The wage for tipped employees is established in accordance with the State of Ohio Department of Commerce. The current (2025) tipped employee hourly rate is \$5.35. The 2026 rate is expected to be \$5.50 per hour but the law/change is pending.

Staff is recommending a 3% increase to all part-time positions, except for the tipped employee position(s), for 2026. Approval of this new Part-Time Pay Plan aligns with our 2023 Citywide Policy Goals of *Trust and Confidence and Opportunity*.

Thank you,

Leann Hanf
Human Resources Manager



**CITY OF VANDALIA
MONTGOMERY COUNTY, OHIO
RESOLUTION 25-R-XX**

**A RESOLUTION AMENDING THE PART-TIME PAY PLAN FOR EMPLOYEES OF THE CITY OF VANDALIA, OHIO
FOR THE YEAR 2026**

WHEREAS, Council previously approved a city-wide Part-Time Pay Plan through Resolution 24-R-69; and

WHEREAS, due to a recent fact-finding report recommendation awarding a 3% wage increase for the Teamsters bargaining unit; the Part-Time Pay Plan should be amended to account for these changes; and

WHEREAS, in order to establish a sustainable comprehensive plan that is externally competitive and internally equitable the City Manager recommends a 3% market adjustment to the pay rate for each part-time position within the Part-Time Pay Plan table with the exception of the tipped wage position; and

WHEREAS, staff finds that by amending the Part-Time Pay Plan the city will attract and retain exceptional seasonal and part-time employees, which aligns with the *Trust and Confidence* City-Wide Policy Goal; and

WHEREAS, staff finds that by amending the Part-Time Pay Plan the City will be able to hire exceptional part-time employees who will genuinely contribute to shaping Vandalia into a top-tier suburb, which aligns with the *Opportunity* City-Wide Policy Goal; and

WHEREAS, the City Manager recommends approval of amendments to the Part-Time Pay Plan for all part-time positions as set forth in the Part-Time Pay Plan Table Exhibit A incorporated herein by reference; and

WHEREAS, the Council of the City of Vandalia wishes to adopt the Part-Time Pay Plan as recommended by the City Manager

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF VANDALIA, MONTGOMERY COUNTY, OHIO THAT:

Section 1. The Part-Time Pay Plan as recommended by the City Manager and attached hereto as Exhibit A, titled "Part-Time Pay Plan" is approved and adopted.

Section 2. The Part-Time Pay Plan shall supersede and replace the existing Part-Time Pay Plan dated December 16, 2024, as well as all other policies to the extent they are in conflict with the provisions in Exhibit A of the City of Vandalia Personnel Policies and Procedures.

Section 3. The tipped pay rate for the position of Snack Bar Attendant / Beverage Cart shall be amended effective with the 2026 minimum wage requirements as published by the Ohio Department of Commerce.

Section 4. It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this legislation were adopted in an open meeting of this Council and that all deliberations of this Council and of any of its Committees that resulted in such formal action were taken in meetings open to the public and in conformance with all legal requirements including Section 121.22 of the Ohio Revised Code.

Section 5. The Part-Time Pay Plan dated November 17, 2025 shall be effective the first full pay period of 2026.

Section 6. This Resolution shall be effective at the earliest time permitted by law.

Passed this 17th day of November, 2025.

APPROVED:

Richard Herbst, Mayor

ATTEST:

Kurt E. Althouse, City Manager



Part-Time Pay Plan Table	
Position	Rate
Firefighter/Paramedic with 5 Years or More Full-Time Experience	\$25.42
Firefighter/Paramedic with 4 Years Full-Time Experience	\$24.56
Firefighter/Paramedic with 3 Years Full-Time Experience	\$23.70
Firefighter/Paramedic with 2 Years Full-Time Experience	\$22.84
Fire Inspector	
Firefighter/Paramedic with 1 Year Full-Time Experience	\$21.99
Firefighter/Paramedic	\$21.13
Firefighter/EMT-I	\$20.86
Firefighter/EMT	\$19.41
Assistant Golf Pro	\$19.28
Grounds Foreman - Golf	\$18.28
Group Fitness Instructor	
Marketing Coordinator	\$17.60
Administrative Assistant	\$17.13
Recreation Rental Coordinator	
IT Support Technician	
Firefighter	
Seasonal Maintainer II	
Special Events Coordinator	
Food Service Operations Assistant	\$15.98
Facility Maintainer	
Seasonal Maintainer I	
Camp Supervisor	
Facility Coordinator	\$14.85
Income Tax Clerk	
Athletic Supervisor	\$13.70
Custodian	
Camp Leader	

Front Desk Attendant	\$12.56
Clerk Typist	
Basketball Scorekeeper	\$11.42
Rec Tech	
Golf Tech	
Food Tech	
Rec Leader	
Snack Bar Attendant/Beverage Cart (Tipped Employee) *	\$5.50

Effective the first pay period of 2026

** Determined by the State of Ohio*

City Manager

Date

DEPARTMENTAL CORRESPONDENCE

TO: Mayor Herbst & Council members
FROM: Kurt E. Althouse, City Manager
DATE: October 28, 2025
SUBJECT: Amendment to Contract with Pickrel, Shaeffer & Ebeling Co., LPA (PSE) for Legal Services

On June 1, 2005, the City of Vandalia contracted with Pickrel, Shaeffer & Ebeling Co., LPA (PSE) to provide certain legal services to Vandalia and serve as Vandalia's Law Director. The parties entered into the First Amendment to the Contract effective January 1, 2011, to increase the initial rate of services provided to Vandalia by PSE under the contract to \$155.00 per hour for attorneys and \$85.00 per hour for paralegals. The parties entered into the Second Amendment to the Contract effective March 1, 2021, to increase the rate of services provided to Vandalia by PSE under the Contract effective March 1, 2021, to \$162.50 per hour for attorneys, and effective January 1, 2022, to \$170.00 per hour for attorneys.

The City has received quality legal services for the past 20 years under this contractual agreement with PSE and has maintained consistent legal representation with a Law Director through PSE. With increased costs for attorneys, paralegal staff, office supplies, and health care costs, PSE is seeking to continue this contractual agreement with a Third Amendment to account for increased costs associated with providing quality legal services. Under the Third Amendment, effective January 1, 2026, until December 31, 2026, the services provided by PSE to Vandalia would be at a rate of \$195.00 per hour for attorneys, and effective January 1, 2027, the services provided by PSE to Vandalia would be at a rate of \$215.00 per hour for attorneys.

All other terms and conditions of the Contract shall remain in full force and effect. I recommend Council consider approving the Third Amendment to continue with our current legal representation with PSE. Our 2026 budget for legal services was increased to account for a possible rate change.

**CITY OF VANDALIA, OHIO
MONTGOMERY COUNTY, OHIO
RESOLUTION 25-R-_____**

**A RESOLUTION AMENDING THE CONTRACT WITH PICKREL,
SCHAEFFER & EBELING REGARDING LAW DIRECTOR SERVICES.**

WHEREAS, the City entered into a Contract with Pickrel, Schaeffer & Ebeling, Co., L.P.A. ("PSE"), dated June 1, 2005, as amended by First Amendment dated January 1, 2011, and as amended by Second Amendment dated March 1, 2021, for PSE to provide general legal services for the City; and

WHEREAS, the Second Amendment provides legal services are to be billed at the rate of \$162.50 per hour for attorneys effective until December 31, 2021, and at the rate of \$170.00 per hour for attorneys effective January 1, 2022; and

WHEREAS, the parties have agreed to increase the rate for the legal services provided.

NOW THEREFORE, BE IT RESOLVED by the City of Vandalia, Montgomery County, Ohio that:

Section 1. The City Manager is authorized to execute a Third Amendment to the Contract with PSE substantially in the form of the document on file with the Clerk of Council to provide an increase in legal fees from \$170.00 per hour for attorneys to \$195.00 per hour for attorneys effective January 1, 2026, and an increase in legal fees from \$195.00 per hour for attorneys to \$215.00 per hour for attorneys effective January 1, 2027.

Section 2. It is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this legislation were adopted in an open meeting of this Council and that all deliberations of this Council and of any of its Committees that resulted in such formal action were taken in meetings open to the public and in conformance with all legal requirements including Section 121.22 of the Ohio Revised Code.

Section 3. This Resolution shall be in full force and effect immediately upon its passage; the Third Amendment shall take affect January 1, 2026.

Passed this _____ day of _____, 2025.

APPROVED:

Richard Herbst, Mayor

ATTEST:

Kurt Althouse, Clerk of Council

MEMORANDUM

TO: Kurt Althouse, City Manager
FROM: Michael Hammes, AICP, City Planner
DATE: October 29th, 2025
SUBJECT: PC 25-0014 – Final PUD Plan – Section 1 – Riverdale Subdivision

General Information

Owner(s):	Jamie N. Spencer 7848 S. Brown School Road Vandalia, Ohio 45377	Richard A & Kimberly K Ware 8880 Buckeye Lane Versailles, Ohio 45380
Applicant:	Addison Properties 3401 Enterprise Pkwy, Suite 410 Beachwood, Ohio 44122	
Existing Zoning:	Planned Unit Development	
Location:	7848 S. Brown School Road	
Parcels:	B02 01202 0045 B02 01202 0087	B02 01202 0064
Acreage:	84.7577 acres +/- (Overall Project) 26.321 acres +/- (Section 1)	
Related Case(s):	PC 25-0001	
Requested Action:	Approval – Final Development Plan Approval – Record Plan (Riverdale Section 1)	
Exhibits:	1 – Application Materials 2 – Proposed Final Development Plan (Section 1) 3 – Proposed Record Plan (Section 1) 4 – Approved Preliminary Development Plan 5 – Deviation Letter 6 – Traffic Impact Study and Analysis 7 – Supplemental Memo	

Application Background

Eddie Hunt, of Addison Properties, requests the approval of a Final Development Plan and associated Record Plan for Section 1 of the Riverdale Subdivision. The request involves 26.321 acres across three parcels located at 7848 S. Brown School Road in the City of Vandalia, 3.519 acres of which would be dedicated as public right-of-way.

Section 1 of the Riverdale Subdivision consists of 58 building lots and 4 reserve lots totaling 22.802 acres +/- . An additional 3.519 acres +/- is dedicated as public right-of-way across portions of four new streets.

The site is part of a Planned Unit Development approved in March 2025. A copy of the approved preliminary plan for the development is attached. By rule, the proposed final plan must conform to the design and standards approved as part of the March 2025 preliminary plan.¹

The proposed final plan also includes a proposed record plan creating new parcels and dedicating right-of-way. At the request of the applicant, this record plan is being reviewed in conjunction with the final plan.²

Final Plan Analysis

The building and reserve lots proposed for section 1 meet the development standards of the preliminary plan, in so far as minimum area and frontage are concerned. Frontage widths along cul-de-sac lots also meet these standards, when measured at the setback line.

Roadway widths and designs are consistent with the preliminary plan and meet all relevant design standards set forth by the Zoning Code.

Street names have been assigned to the various proposed roadways in section 1. These names comply with typical naming standards, and are unique within Montgomery County.³

Reserve areas are provided as shown, and are consistent with the preliminary plan. Signs will be placed on Reserve Areas C and D as indicated.

¹ Vandalia Zoning Code, Section 1214.08(d)(2) – Planned Unit Development Final Development Plans

² See also Sections 1214.02 and 1214.08. For the purposes of this application, the Preliminary Plan serves as the equivalent of the required Preliminary Plat.

³ Staff notes that the street names of Deerhurst Drive and Foxfire Trail are not continued into this development in order to reduce confusion and aid navigation.

Deviations from Preliminary Plan

The applicant has provided a letter detailing all changes from the preliminary plan to the final plan. These changes include adjustments to the project area for section 1, realignment of lot numbers to reflect the revised project area for section 1, and slightly adjusted placement of some amenities. The letter also discusses roadway improvements planned along South Brown School Road, which will be completed as part of section 1 for the south end of the development and section 4 for the north end of the development.

It is Staff's determination that the changes listed in the deviation letter are incidental in nature, and do not meet any of the standards that would require major or minor amendments to the preliminary plan.

Subdivision Review and Analysis

As part of the review of this application, Staff has received construction drawings for the project area. The design of the subdivision, including roadway design and stormwater management, is consistent with the preliminary plan.

Staff notes that the design of water and sanitary utilities is subject to review and approval by Montgomery County Environmental Services, and is not part of this approval.

Traffic Impact Study

The development standards for the Riverdale Planned Unit Development require that a Traffic Impact Study (TIS) be completed prior to the approval of any final plan, with the recommendations of the TIS being implemented as part of the final plan.⁴

The Traffic Impact Study indicates that deficiencies currently exist at the intersection of Little York Road and South Brown School Road, south of the project area. The study indicates that the development of the Riverdale Subdivision will worsen these conditions.

Choice One Engineering, the City's third-party engineering firm of record, recommends that the applicant enter into an agreement with the City to pay a fee in lieu of improvements. This fee would be calculated based on the proportional impact the development will have on the deficiencies to be addressed.

Traffic Impact Study

⁴ Ordinance 25-02, Exhibit B, Section 4e., in relevant part: "Prior to the approval of any Final Development Plan, an independent traffic Study meeting the requirements of the City Code shall be completed, with any recommendations of the traffic study being addressed as part of the Final Plan to the extent approved by the City's traffic engineering consulting firm. "

Traffic Impact Study (Cont'd)

The City, in turn, would include the project in its capital improvement plan, coordinate design and installation of any improvements, and manage the project budget. Road projects of this scale are managed by the City or the Ohio Department of Transportation, not by private developers, so this approach would be in keeping with long-held procedures.

As a first step, the applicant will provide a preliminary schematic of the intersection based on the findings of the TIS, from which a project scope and cost estimate will be drafted. The project scope and estimate will be used to determine the amount for the proposed fee-in-lieu.

After reviewing the TIS and the recommendations of Choice One Engineering, it is Staff's position that the proposed fee-in-lieu agreement would satisfy the requirements of the preliminary plan and design standards for this development.

A copy of the Traffic Impact Study is attached.

Review and Recommendation

Planned Unit Development Final Plan Review Criteria

Prior to Planning Commission recommending in favor of or City Council approving a final development plan for a planned unit development each body shall find that:⁵

- A. The final development plan conforms to and is consistent with the approved preliminary plan;

Staff Comment: Staff feels that the proposed Final Development Plan is consistent with the approved preliminary plan. Staff adds that all deviations from the approved preliminary plan are incidental in nature and have been approved administratively.

The Planning Commission agreed with the staff comment by a vote of 5-0.

- B. The final development plan complies with any and all conditions that may have been imposed in the approval of the preliminary plan;

Staff Comment: Staff feels that all relevant conditions imposed upon this development have been met. Staff notes that standards relating to structures will be evaluated as part of the building permit process.

The Planning Commission agreed with the staff comment by a vote of 5-0.

⁵ Vandalia Zoning Code, Section 1214.08(d) – Planned Unit Development Review Criteria

Planned Unit Development Final Plan Review Criteria (Cont'd)

- C. The final development plan complies with the requirements of Section 1214.08 and Chapter 1222 – Planned Unit Developments.

Staff Comment: Staff feels that the proposed final development plan complies with the relevant provisions of the Zoning Code.

The Planning Commission agreed with the staff comment by a vote of 5-0.

Major Subdivision (Final Plat) Review Criteria

In reviewing and making recommendations and decisions on final plats, the Planning Commission and City Council shall take into consideration the following criteria:

- A. That the proposed subdivision complies with the preliminary plat review criteria established in Section 1214.09(d)(1);

Staff Comment: Staff feels that the proposed record plan meets this criterion.

The Planning Commission agreed with the staff comment by a vote of 5-0.

- B. That the final plat complies with all applicable provisions of this code;

Staff Comment: Staff feels that the proposed record plan meets this criterion.

The Planning Commission agreed with the staff comment by a vote of 5-0.

- C. That the final plat and construction drawings substantially complies with all specific requirements, the purposes, intent and basic objectives of the preliminary plat, and any commitments made or conditions agreed to with approval of the preliminary plat, and any applicable regulations in this code.

Staff Comment: Staff feels that the proposed record plan meets this criterion.

The Planning Commission agreed with the staff comment by a vote of 5-0.

Major Subdivision (Final Plat) Review Criteria (Cont'd)

- D. That applicable review agencies have no objections that cannot be resolved by the applicant; and

Staff Comment: Staff notes that the proposed record plan has been reviewed and approved by the Montgomery County Engineer, Montgomery County Environmental Services, and the Vandalia Director of Public Service. Staff has no evidence that the applicable review agencies have any unresolvable objections to the proposed record plan.

Ms. Cox, Mr. O'Brien, and Ms. Back agreed. Mr. Hussong and Mr. Plant disagreed. The Planning Commission agreed with the staff comment by a vote of 3-2.

- E. That the final plat is in full compliance with the approved preliminary plat, where applicable.

Staff Comment: Staff feels that the proposed record plan meets this criterion.

The Planning Commission agreed with the staff comment by a vote of 5-0.

Recommendation

Having reviewed the proposed Final Development Plan and Record Plan, the approved Preliminary Plan, construction documents, the Traffic Impact Study, and related documents, staff finds that the application meets the relevant criteria for approval.

Accordingly, staff recommends that Planning Commission issue a recommendation of approval for the Final Development Plan for Section 1 of the Riverdale Subdivision.

Staff also recommends that Planning Commission issue a recommendation of approval for the associated Record Plan for Section 1 of the Riverdale Subdivision.

Mr. Hussong made a motion to approve both the Final Development Plan and Final Record Plan for Section 1 of the Riverdale Subdivision. Mr. O'Brien seconded the motion.

Ms. Back, Ms. Cox, Mr. Hussong, and Mr. O'Brien voted in favor of the motion. Mr. Plant voted against. The motion was carried by a vote of 4-1.

By a vote of 4-1, the Planning Commission recommended **approval** of the Final Development Plan and Final Record Plan for Section 1 of the Riverdale Subdivision.

The recommendation of the Planning Commission on both items is hereby forwarded to the November 3rd, 2025 Study Session for Council review.

Addison Properties
3401 Enterprise Pkwy, Suite 410
Beachwood, Ohio 44122

Development Statement

Compatibility With Surroundings

The subject property is located in a residential neighborhood that is primarily surrounded by various types of residential zoning districts. The districts are shown on the city's official zoning map and include Agriculture (N, W, S), RSF-1 (N, S), RSF-2 (W), RSF-4 (W), and a residential Planned Unit Development District (S). Directly to the east of the subject property on the other side of the railroad tracks, is primarily zoned Industrial and Highway Business.

The City of Vandalia 2020 Comprehensive Plan designates all the land on either side of S Brown School Road, between Interstate 70 (N) and Little York Road (S), as Low Density Residential in the Future Land Use Plan. Low Density Residential is further defined as providing a variety of single-family homes (detached and attached) of various house and lot sizes. Neighborhoods should provide housing options for those of all ages and family types with access to nearby parks and commercial amenities. (Pg 55 and 56; Comprehensive Plan)

The proposed residential development is compatible with the existing use of the surrounding area and aligns with the long-term goals of the city's comprehensive plan. The proposed development will provide an alternative housing option that does not currently exist along S. Brown School Road, South of I-70. The homes will be constructed of quality materials, aesthetically pleasing, and designed to satisfy the needs of new home buyers. Homeowners will be within walking distance of the City's existing parks and commercial districts.

Access

Addison Properties is working in cooperation with the Vandalia Planning and Zoning Department to ensure that adequate improvements are made to the existing roadway infrastructure to help minimize the impact of additional traffic that will result from the proposed development. The development plan includes improvements on S. Brown School Road that mirror the improvements that exist west of the roadway centerline. A public sidewalk will run along the east side of S Brown School Road connecting the north and south end of the proposed development to each other and to the Foxfire Subdivision across the street. All improvements will comply with the City of Vandalia zoning codes and require final approval from the building and engineering departments.

Three new access points are proposed along the east side of S Brown School Road. All three access points will coordinate with existing roads and will comply with the City's access management guidelines. Final design and approvals will be obtained through the City of Vandalia.

Multiple points of ingress/egress serve as a positive safety and traffic management design feature. From a safety perspective, they provide emergency personnel with more than one point of entry when responding to calls from within the subdivision. From a traffic management perspective, multiple entry points help disburse traffic that is entering or exiting the subdivision from or onto S Brown School Road. The length of the cul de sac has been designed in accordance with the City's guidelines to minimize safety concerns.

Addison Properties

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Beachwood, Ohio 44122

Public Utilities Provided & Services

The proposed development will not impose an undue burden on public services such as utilities, fire, school, and police protection.

Addison Properties has coordinated with the Montgomery County Department of Environmental Services regarding water and sanitary sewer service to the site. The County has completed a preliminary review of our plans and provided a letter of support showing they have adequate capacity for the proposed project. They note public water and sanitary sewer mains are available along the west side of S Brown School Road.

Addison Properties was able to obtain a letter from the Vandalia-Butler City Schools District to the City of Vandalia Council, dated October 21, 2024, showing support for the proposed project. In summary, the School District believes that the proposed residential growth will lead to positive outcomes for the District. They note that the benefits of residential growth outweigh the challenges.

Addison Properties has coordinated with City staff in the design of the proposed plans to ensure safety forces are taken into consideration as well. Multiple entrances have been designed for the southern half of the proposed neighborhood to allow an alternative means of ingress/egress in the event of an emergency. In addition, the length of the cul de sac has been designed to meet the City's design standards as they pertain to safety forces. Waterline lines and fire hydrants will be incorporated into the plans as well to ensure that fire protection is available to every home.

Ownership

Jamie N. Spencer is the current owner of the proposed development site. Addison Properties is in contract to purchase the property from Mr. Spencer and his partners; however, closing on the property is subject to Addison Properties getting full plan approval from the City of Vandalia and the Montgomery County Environmental Services. Once approved, Addison Properties will immediately close on the land and begin developing the proposed residential subdivision.

There are four phases to the proposed development, each of which will be purchased by Arbor Homes upon completion. Once purchased, Arbor Homes plans to construct new homes on each lot and sell the newly developed lot to a homeowner. In the end, all the proposed lots will be owned by individual homeowners and the common areas will be owned and maintained by a professional Homeowners Association (HOA) that will be established by the developer and transferred to the builder.

Access & provisions for maintenance of common areas

The proposed residential subdivision will have 39.68-acres of open space common area that will be owned and maintained by a professionally managed Homeowners Association (HOA). Approximately sixty-three percent (63 %) of the proposed common area will be preserved in its natural wooded state while the remaining thirty-seven percent (37%) is planned to be maintained as open green space.

Addison Properties

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Beachwood, Ohio 44122

Access to all common areas will be provided so the HOA can maintain the stormwater detention ponds, walking trails, signage, trees, and grass areas. Areas that are not directly adjacent to the public right-of-way will be accessed via paths that connect the green space to the public right-of-way between the homes at the ends of each cul de sac. Additional access will be provided to the southeast corner of the development via a path between homes on the outside of the proposed road. All stormwater features will be maintained in accordance with the approved Stormwater Management Plan, which is incorporated into the Declaration of Covenants, Conditions, Easements, and Restrictions for the proposed subdivision.

Addison Properties
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Beachwood, Ohio 44122

Letter of Justification

The City of Vandalia's Comprehensive Plan envisions a community that defines and enhances its identity locally and regionally. Key goals include promoting diverse housing options, enhancing existing landmarks and corridors, improving connectivity between neighborhoods and parks, and preserving green space. We believe the proposed residential development (Riverdale) aligns with these objectives and brings Vandalia closer to achieving them.

The Comprehensive Plan designates the future land use for both sides of S Brown School Road as "Low Density Residential" which is further defined as an area with a variety of single-family homes, both detached and attached, with various house and lot sizes. Proposed residential subdivisions are envisioned as having homes with a variety of architectural features using quality materials, a site design that preserves environmentally sensitive areas, and connectivity for safe and comfortable walking, biking, and driving across all ages and abilities.

Planned Unit Development standards provide the City with a zoning mechanism that defines details for the proposed development. The Riverdale PUD, when combined with the surrounding neighborhoods, embodies the City's future land use plan along S Brown School Road. Diverse housing options with various house and lot sizes, the enhancement of corridors, connectivity between neighborhoods and parks, and the preservation of green space are all components of the proposed plan when combined with the surrounding neighborhoods. This PUD is the missing component of the existing land use along S Brown School Road and creates a community that fits both the desires of the City Comprehensive Plan and the neighboring developments.

The builder for Riverdale, Arbor Homes, is committed to constructing homes that uphold the value and integrity of the surrounding neighborhoods and meet the needs of the modern-day home buyer. Arbor has agreed to enforcing "Anti-Monotony Language" in the proposed subdivision and has incorporated a list of "Community Specific Features", that highlights their commitment to providing homes with quality building materials, design features, and landscaping, in the Declaration of Covenants, Conditions, Easements, and Restrictions. The homes that will be built within the proposed subdivision will incorporate the features outlined in their commitment as minimum design standards.

The houses that Arbor Homes will construct, when combined with the lots that are proposed, will provide modern-day home buyers with housing options that do not currently exist within the City of Vandalia. Riverdale will provide existing Vandalia residents, as well as new potential residents, high quality options in a new neighborhood. The PUD provides detailed restrictions and guidelines including lot sizes, site density, and home finishes. The development will be a positive addition to the community while complying with the City Comprehensive Plan.



3401 Enterprise Pkwy, Suite 410
Beachwood, Ohio 44122

October 23, 2025

Attn: Michael J. Hammes, AICP, City Planner
City of Vandalia
333 James E. Bohanan Drive
Vandalia, OH 45377

Final Development Plan (Phase I) - Deviation Letter

Mr. Hammes,

This letter has been written in support of our proposed Final Development Plan (FDP) to help city staff and council identify areas of the FDP (Phase I) that deviate from the approved Preliminary Development Plan (PDP). In general, the proposed FDP (Phase I) is compliant with the approved PDP; however, there are a few minor areas where the FDP (Phase I) deviates as submitted. The deviations are as follows:

- The phase lines for phases I have changed due to our engineering analysis of the sanitary sewer service for the site. The proposed FDP (Phase I) boundary now encompasses a total of 58 lots, two detention ponds on the north end of phase I, and a vacant strip of land to the east of lot 41 to accommodate a sanitary sewer lift station.
- Lots 106 – 115 and 138 – 145 on the approved PDP have been eliminated from Phase I in the proposed FDP (Phase I). Lots 45 – 60, 75 – 79, & 167 on the approved PDP have been included in the proposed FDP (Phase I). The new lots have been renumbered as lots 1 – 58 as shown in the proposed FDP (Phase I). The two storm basins shown in phase I on the approved PDP have been eliminated from Phase I in the proposed FDP (Phase I).
- Lots 4 – 16 on the proposed FDP (Phase I) have a minimum lot width of 80' as approved in the PDP. Lots 1 – 3 and lots 17 – 58 on the proposed FDP (Phase I) have a minimum lot width of 55' as approved in the PDP.
- The access and walking path located at the end of Montana Place as shown in the proposed FDP (Phase I) has been relocated so that it sits between lots 33 and 34. It was originally located between lots 32 and 33. This change was made to provide a more direct access to the detention pond behind lot 34.



3401 Enterprise Pkwy, Suite 410
Beachwood, Ohio 44122

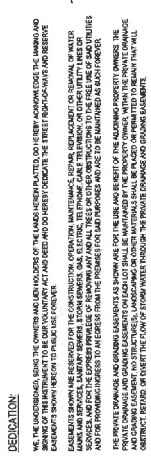
- The roadway improvements along S Brown School Road are proposed to be done in two phases, the southern phase and the northern phase. The break line for the two phases generally aligns with the northern end of the southbound center turn lane that will be installed at the intersection of the northern entrance to phase I of the site plan. The southern phase will be constructed with phase I of the site plan and the northern phase will be constructed in phase 4 of the site plan.

Please let us know if you would like to discuss any of these items in detail upon the completion of your review. We appreciate the opportunity to continue to work with the City of Vandalia and look forward to a successful residential development.

Sincerely,

Eddie Hunt, Vice President of Acquisitions and Development

SITUATED IN SECTION 26, TOWNSHIP 3 NORTH, RANGE 6 EAST, CITY OF VANDALIA, COUNTY OF MONTGOMERY, STATE OF OHIO



BY: _____ TITLE _____

SIGNATURE _____

NAME _____

PRINTED NAME _____ (TITLE) _____

STATE OF OHIO

CITY OF MANDAN

BE IT REMEMBERED THAT ON THIS _____ DAY OF _____ BEFORE ME

THE FOREGOING A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE PERSONALLY

APPEARED _____ WHO IS THE _____ (TITLE) _____

(NAME)

OF _____ AN OHIO LIMITED LIABILITY COMPANY WHO, ON BEHALF OF

Said LIMITED LIABILITY COMPANY, ACKNOWLEDGED THE SIGNING AND EXECUTION OF THIS PLAT TO BE HIS VOLUNTARY ACT AND

DEED.

IN WITNESS WHEREOF, I HAVE SET MY HAND AND AFFIXED MY NOTARY SEAL ON THE DAY AND DATE WRITTEN ABOVE.

NOTARY PUBLIC

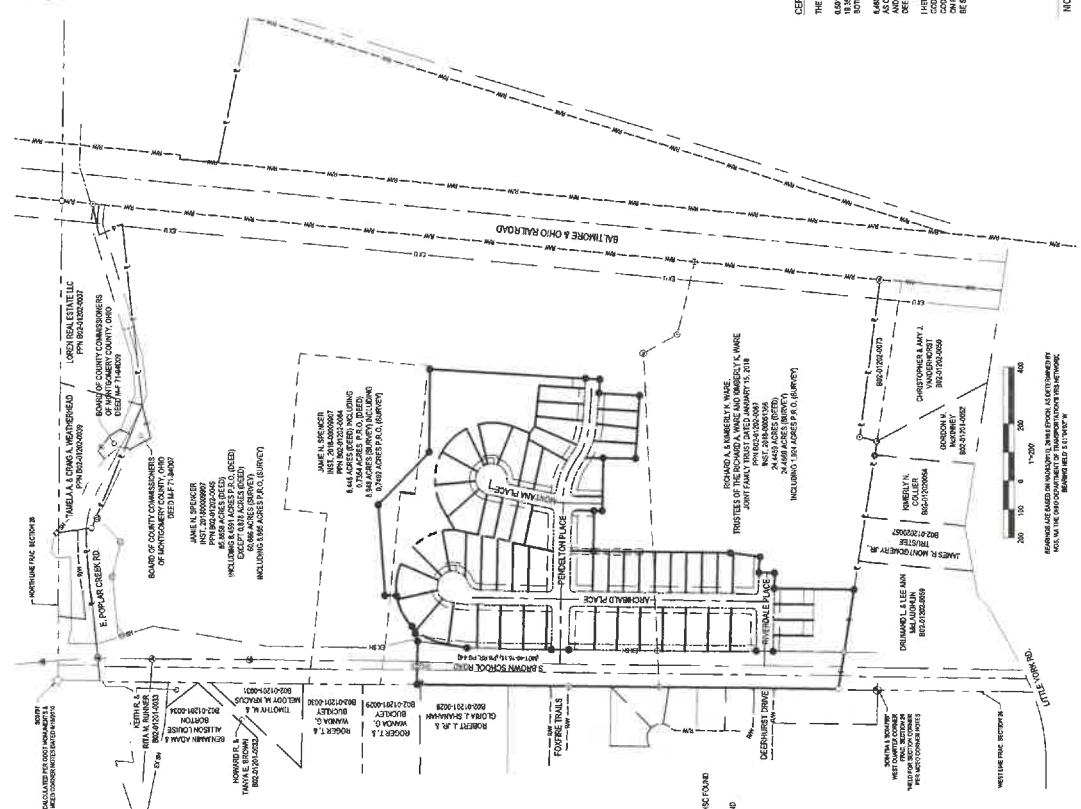
MY COMMISSION EXPIRES

H.O.A. CONVEYANTS CONDITIONS AND RESTRICTIONS

THE WITHIN SETBACKS SHALL BE SUBJECT TO THE DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS, ASSIGNMENTS AND ARTICLES OF INCORPORATION OF PLANS OF THE HOMEOWNERS ASSOCIATION, ALL OF WHICH ARE RECORDED IN THE DEED RECORDS OF MONTGOMERY COUNTY, OHIO IN PARAGRAPH 10. THE HOMEOWNERS ASSOCIATION SHALL BE RESPONSIBLE TO MAINTAIN ALL OPEN SPACE LOTS.

DEVELOPMENT PROPERTY LINE
DEVELOPMENT PARCEL LINE
SURVEY BASELINE (NOT TO SCALE)
CONSTRUCTION CENTERLINE
(AUT-15-1184, MDT-15-1142)
RIGHT OF WAY
SECTION LINE
PROPERTY LINE
CENTRELINE OF NORTHBOUND LANE
STATE HIGHWAY ELEMENT
DRAINAGE EASEMENT
UTILITY EASEMENT
SUBDIVISION BOUNDARY

PHASE LINE	_____
LOT LINE	_____
BUILDING SETBACK	_____
CENTERLINE OF RIGHT OF WAY	_____
RIGHT OF WAY	_____
PUBLIC UTILITY EASEMENT (P.U.E.)	_____
SANITARY SEWER EASEMENT (S.S.E.)	_____
PRIVATE DRAINAGE EASEMENT	_____
LANDSCAPE EASEMENT	_____

[illegible]

**MONTGOMERY COUNTY ENGINEER
APPROVED FOR DESCRIPTION**

DATE: _____:00 _____

JOHN F. DELOACH

AUTHORIZED REPRESENTATIVE _____

 CHECKED BY

 DATE

 MONTGOMERY COUNTY ENVIRONMENTAL SERVICES

APPROVED BY THE CITY OF VANALUA

CHECKED BY _____ DATE _____

THIS DAY OF _____, 20____

PLANNING COMMISSION CHAIRMAN _____

DATE	_____
NAME OF COUNCIL	_____

NICHOLAS J. DEL VALLE, P.S. #9822

DATE

C
C

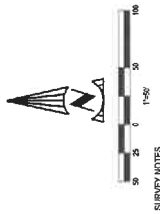
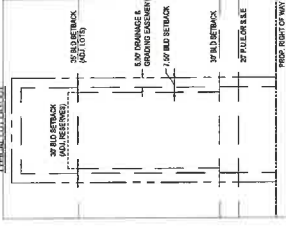
PLAT

RIVERDALE SUBDIVISION
SECTION 1

ADDISON
PROPERTIES



PROJECT NO.: 2401435
PROJECT DATE: 09/04/2025
DRAWN BY: J.A.
CHECKED BY: J.A.



SURVEY NOTES
SURVEY BASED ON FIELD EVIDENCE AND DEEDS & PLATS OF RECORD NOTED
ON THESE PLATS. ALL MEASUREMENTS IN GOOD CONDITION UNLESS NOTED
OTHERWISE.
OCCUPANCY IN ACCORDANCE WITH SURVEY EXCEPT AS SHOWN.
ALL LOT LINES WILL BE SET POST-CONSTRUCTION AND PRIOR TO THE SALE OF LOTS.

Curve #	Length	Radius	Chord Distance	Chord Length	Date
C33	3.33	280.00	S 21°40'00" E	3.33	08/25/24
C34	2.43	15.00	N 53°30'00" E	19.63	08/17/24
C35	24.78	15.00	N 52°00'00" E	22.08	08/14/07
C36	134.58	275.00	S 84°23'34" E	133.25	08/12/24
C37	134.58	275.00	S 84°23'34" E	133.25	08/12/24
C38	38.95	250.00	N 84°23'34" E	38.98	08/12/24
C39	38.95	250.00	N 84°23'34" E	38.98	08/12/24
C40	38.95	250.00	N 84°23'34" E	38.98	08/12/24
C41	16.82	275.00	S 73°20'22" E	6.75	07/11/02
C42	16.82	275.00	S 73°20'22" E	6.66	07/11/02
C43	20.21	275.00	S 84°23'34" E	20.21	08/12/24
C44	106.34	225.00	S 84°23'34" E	104.17	07/18/02
C45	25.34	15.00	S 45°20'11" W	25.43	08/14/07
C46	25.34	15.00	N 43°50'45" W	25.43	08/14/07

Curve #	Length	Radius	Chord Distance	Chord Length	Date
C17	54.85	45.00	N 34°00'00" E	51.89	08/25/24
C18	23.58	15.00	N 43°50'45" W	23.21	08/14/07
C19	23.58	15.00	N 43°50'45" W	23.21	08/14/07
C20	23.58	15.00	N 43°50'45" W	23.21	08/14/07
C21	24.82	15.00	N 43°50'45" W	23.21	08/14/07
C22	84.53	200.00	S 72°23'13" W	84.48	08/12/24
C23	133.83	250.00	N 73°20'22" E	133.71	08/12/24
C24	108.83	250.00	N 73°20'22" E	108.71	08/12/24
C25	0.28	15.00	S 13°27'35" W	0.28	08/12/24
C26	37.45	15.00	S 84°23'34" E	37.46	08/12/24
C27	20.21	15.00	S 84°23'34" E	20.21	08/12/24
C28	20.21	15.00	S 84°23'34" E	20.21	08/12/24
C29	20.21	15.00	S 84°23'34" E	20.21	08/12/24
C30	20.21	15.00	S 84°23'34" E	20.21	08/12/24
C31	20.21	15.00	S 84°23'34" E	20.21	08/12/24
C32	20.21	15.00	S 84°23'34" E	20.21	08/12/24

Curve #	Length	Radius	Chord Distance	Chord Length	Date
C1	23.58	15.00	S 43°50'45" W	23.21	08/14/07
C2	23.58	15.00	N 43°50'45" W	23.21	08/14/07
C3	23.58	15.00	N 43°50'45" W	23.21	08/14/07
C4	17.37	214.55	N 03°30'22" E	17.37	08/14/07
C5	138.81	260.00	S 84°23'34" E	138.81	08/14/07
C6	18.17	260.00	S 84°23'34" E	18.17	08/14/07
C7	18.17	260.00	S 84°23'34" E	18.17	08/14/07
C8	17.37	214.55	N 03°30'22" E	17.37	08/14/07
C9	17.37	214.55	N 03°30'22" E	17.37	08/14/07
C10	17.37	214.55	N 03°30'22" E	17.37	08/14/07
C11	17.37	214.55	N 03°30'22" E	17.37	08/14/07
C12	17.37	214.55	N 03°30'22" E	17.37	08/14/07
C13	17.37	214.55	N 03°30'22" E	17.37	08/14/07
C14	17.37	214.55	N 03°30'22" E	17.37	08/14/07
C15	17.37	214.55	N 03°30'22" E	17.37	08/14/07

REMAINDER
PPN 802-41202-0064
17.377 ACRES

RICHARD A. BARNES & WIFE,
TRUSTEES OF THE RICHARD A. BARNES & WIFE
JOINT FUND TRUST DATED JANUARY 15, 2018
PPN 802-41202-0064
17.377 ACRES (EXCL.)
S 44°49'43" E 150.00'
N 43°50'45" W 150.00'
INCLUDING 1.58 ACRES B.O.C. (SHOWN)

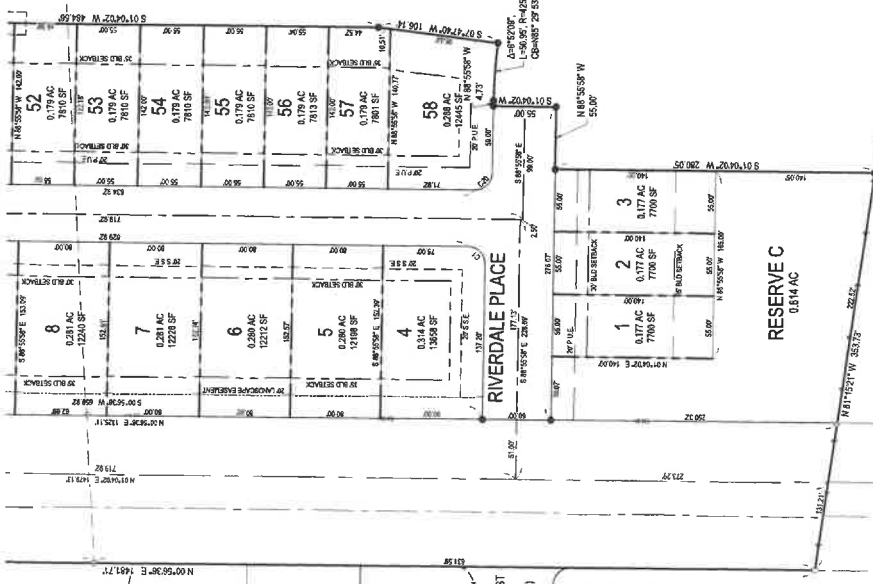
JAMES R. MONAGHAN JR.,
TRUSTEE
802-41202-0067

DRUMMOND & LEE
TRUSTEES
802-41202-0068

CHRISTOPHER & WYLLIE
802-41202-0069

CHRISTOPHER & WYLLIE
802-41202-0069

SEE PAGE 2/3



SITE PLAN

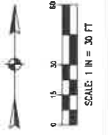
FINAL DEVELOPMENT PLAN FOR
RIVERDALE PLACE
SUBDIVISION
SECTION 1

ADDITION
PROPERTIES
PREPARED FOR:

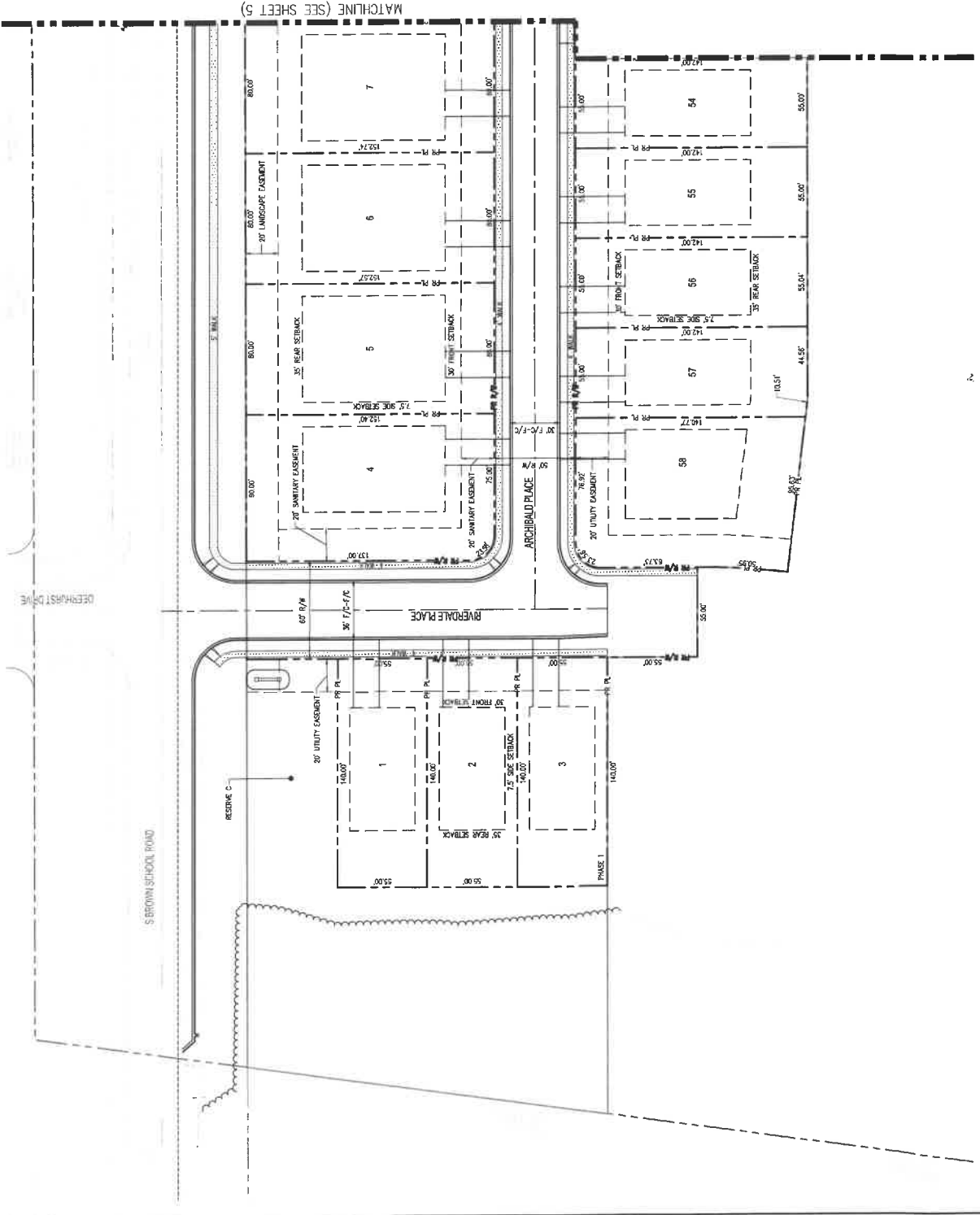
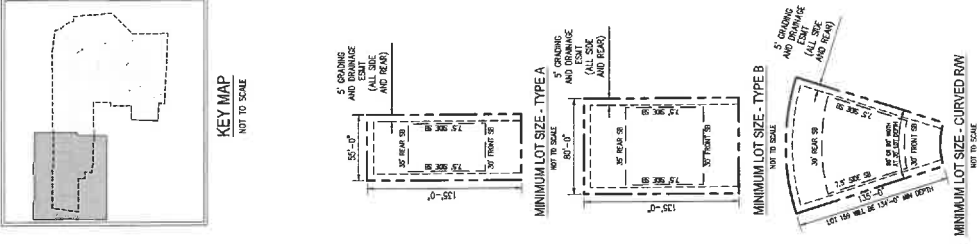


180 DUSTIN ROAD
NO. DATE BY
DESCRIPTION

180 DUSTIN ROAD
NO. DATE BY
DESCRIPTION



NOTE
1. ALL PAVEMENT DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED



NOTE

1. ALL PAVEMENT DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED

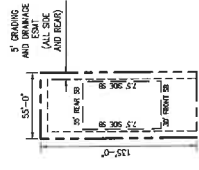
PREPARED FOR:
ADDISON
PROPERTIES
3601 ENTERPRISE
PASADENA, SUITE 410
BEACHWOOD, OH 44122



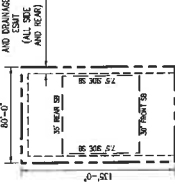
Mannik Smith Group

1160 DUBLIN ROAD	SUITE 100	COLUMBUS, OH 43215	TEL: 614.414.9222	FAX: 608.488.7360
PROJECT DATE:		10/6/2025		
PROJECT NO.		24E1435		
DRAWN BY:		DJJ		
CHECKED BY:		MSO		

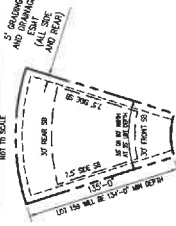
DATE	BY	DESCRIPTION
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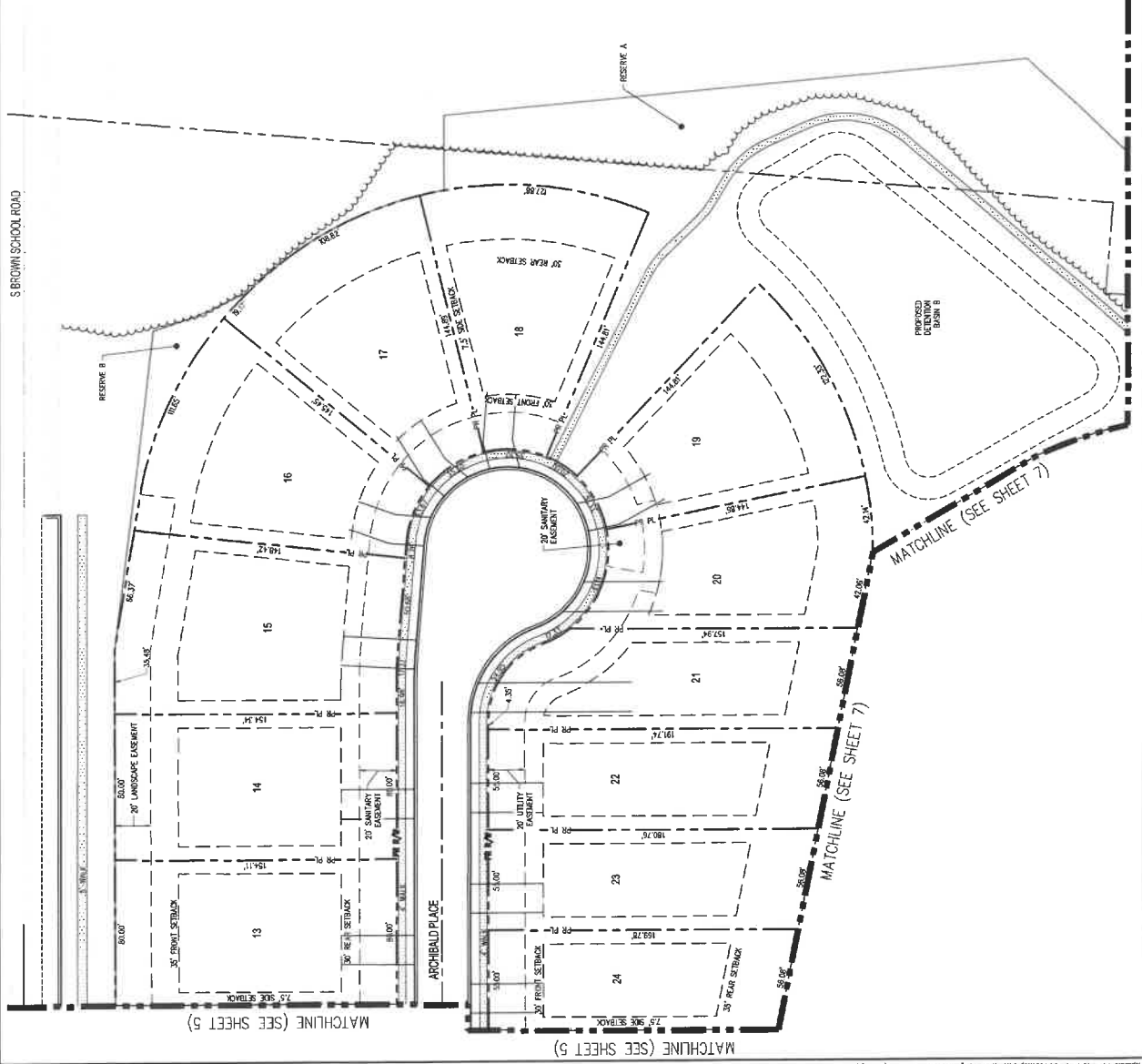
MINIMUM LOT SIZE - TYPE A



MINIMUM LOT SIZE - TYPE B



MINIMUM LOT SIZE - CURVED RAW



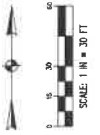
SITE PLAN

FINAL DEVELOPMENT PLAN FOR
RIVERDALE PLACE
SUBDIVISION
SECTION 1
7848 S BROWN SCHOOL RD., VANDALIA OH 45377

ADDISON
PROPERTIES
3400 KENTUCKY
BIRMINGHAM, OH 44122

Mannik & Smith
TECHNICAL GROUP, INC.
1150 DUBLIN ROAD
DUBLIN, OH 43017
TEL: 614.444.4222
FAX: 614.444.7340
PROJECT DATE: 10/20/2012
PROJECT NO: 240143
DRAWN BY: JLD
CHECKED BY: JLD

NO.	DATE	BY	DESCRIPTION



NOTE
1. ALL PARALLEL DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED

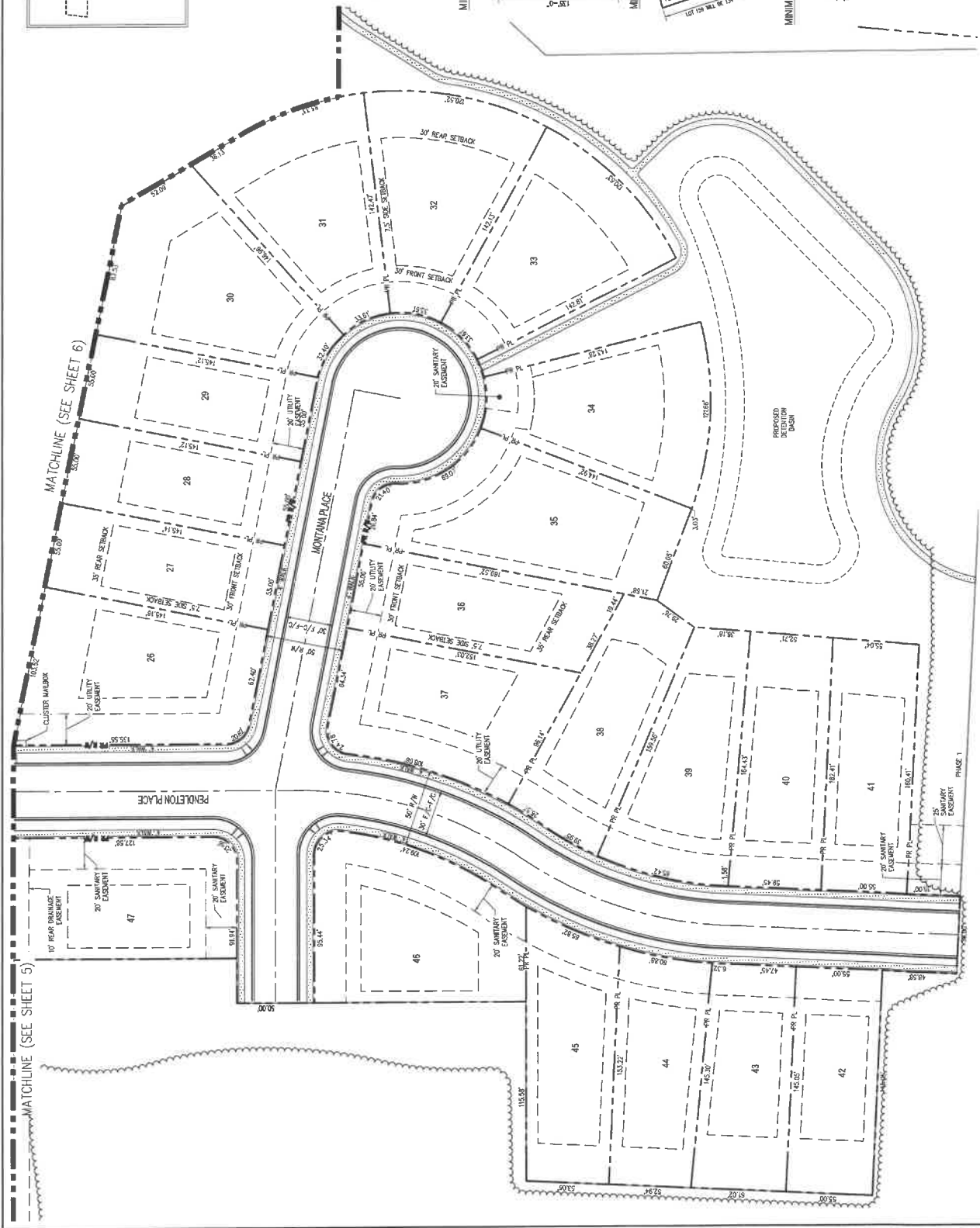
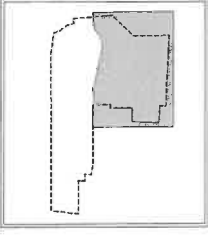
MINIMUM LOT SIZE - CURVED ROW
NOT TO SCALE

MINIMUM LOT SIZE - TYPE B
NOT TO SCALE

MINIMUM LOT SIZE - TYPE A
NOT TO SCALE

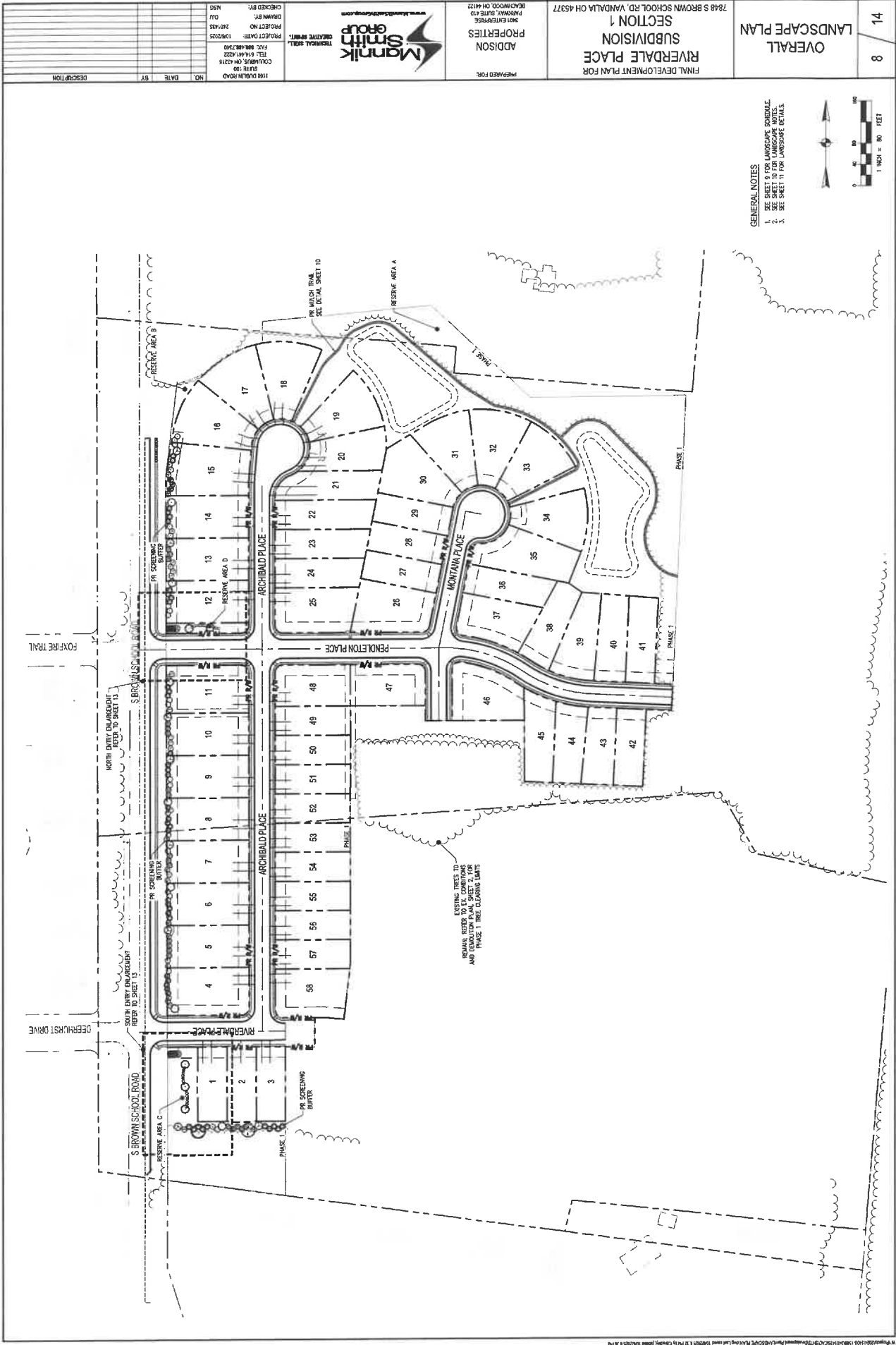
5' SIDEWALK AND DRAINAGE (ALL FRONT AND REAR)

KEY MAP
NOT TO SCALE

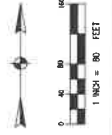


MATCHLINE (SEE SHEET 5)

MATCHLINE (SEE SHEET 6)



GENERAL NOTES
1. SEE SHEET 8 FOR LANDSCAPE SCHEDULE.
2. SEE SHEET 9 FOR LANDSCAPE DETAILS.
3. SEE SHEET 10 FOR LANDSCAPE DETAILS.



OVERALL
LANDSCAPE PLAN

FINAL DEVELOPMENT PLAN FOR
RIVERDALE PLACE
SUBDIVISION 1
SECTION 1
7848 S BROWN SCHOOL RD, VANDALIA OH 45377

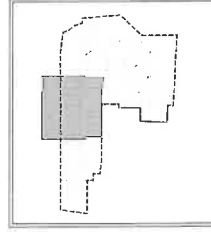
PREPARED FOR:
ADDITION
PROPERTIES

MANLIK
SMITH GROUP
CREATIVE DESIGN

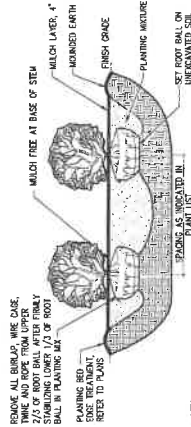
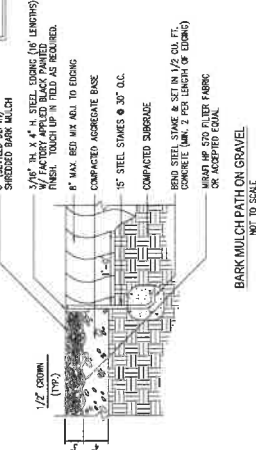
PROJECT NO: 1505205
PROJECT DATE: 01/11/2018
PROJECT LOCATION: 7848 S BROWN SCHOOL RD, VANDALIA OH 45377
PROJECT DESCRIPTION: LANDSCAPE PLAN FOR RIVERDALE PLACE SUBDIVISION 1

NO.	DATE	BY	DESCRIPTION
1	01/11/2018	MSD	1100 DUBLIN ROAD
2	01/11/2018	MSD	1100 DUBLIN ROAD
3	01/11/2018	MSD	1100 DUBLIN ROAD
4	01/11/2018	MSD	1100 DUBLIN ROAD
5	01/11/2018	MSD	1100 DUBLIN ROAD
6	01/11/2018	MSD	1100 DUBLIN ROAD
7	01/11/2018	MSD	1100 DUBLIN ROAD
8	01/11/2018	MSD	1100 DUBLIN ROAD
9	01/11/2018	MSD	1100 DUBLIN ROAD
10	01/11/2018	MSD	1100 DUBLIN ROAD
11	01/11/2018	MSD	1100 DUBLIN ROAD
12	01/11/2018	MSD	1100 DUBLIN ROAD
13	01/11/2018	MSD	1100 DUBLIN ROAD
14	01/11/2018	MSD	1100 DUBLIN ROAD
15	01/11/2018	MSD	1100 DUBLIN ROAD
16	01/11/2018	MSD	1100 DUBLIN ROAD
17	01/11/2018	MSD	1100 DUBLIN ROAD
18	01/11/2018	MSD	1100 DUBLIN ROAD
19	01/11/2018	MSD	1100 DUBLIN ROAD
20	01/11/2018	MSD	1100 DUBLIN ROAD
21	01/11/2018	MSD	1100 DUBLIN ROAD
22	01/11/2018	MSD	1100 DUBLIN ROAD
23	01/11/2018	MSD	1100 DUBLIN ROAD
24	01/11/2018	MSD	1100 DUBLIN ROAD
25	01/11/2018	MSD	1100 DUBLIN ROAD
26	01/11/2018	MSD	1100 DUBLIN ROAD
27	01/11/2018	MSD	1100 DUBLIN ROAD
28	01/11/2018	MSD	1100 DUBLIN ROAD
29	01/11/2018	MSD	1100 DUBLIN ROAD
30	01/11/2018	MSD	1100 DUBLIN ROAD
31	01/11/2018	MSD	1100 DUBLIN ROAD
32	01/11/2018	MSD	1100 DUBLIN ROAD
33	01/11/2018	MSD	1100 DUBLIN ROAD
34	01/11/2018	MSD	1100 DUBLIN ROAD
35	01/11/2018	MSD	1100 DUBLIN ROAD
36	01/11/2018	MSD	1100 DUBLIN ROAD
37	01/11/2018	MSD	1100 DUBLIN ROAD
38	01/11/2018	MSD	1100 DUBLIN ROAD
39	01/11/2018	MSD	1100 DUBLIN ROAD
40	01/11/2018	MSD	1100 DUBLIN ROAD
41	01/11/2018	MSD	1100 DUBLIN ROAD
42	01/11/2018	MSD	1100 DUBLIN ROAD
43	01/11/2018	MSD	1100 DUBLIN ROAD
44	01/11/2018	MSD	1100 DUBLIN ROAD
45	01/11/2018	MSD	1100 DUBLIN ROAD
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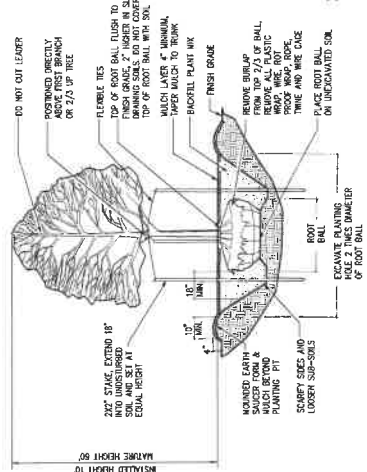
GENERAL NOTES
1. SEE SHEET 9 FOR LANDSCAPE SCHEDULE.
2. SEE SHEET 10 FOR LANDSCAPE DETAILS.
3. SEE SHEET 11 FOR LANDSCAPE PLAN.



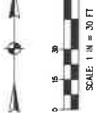
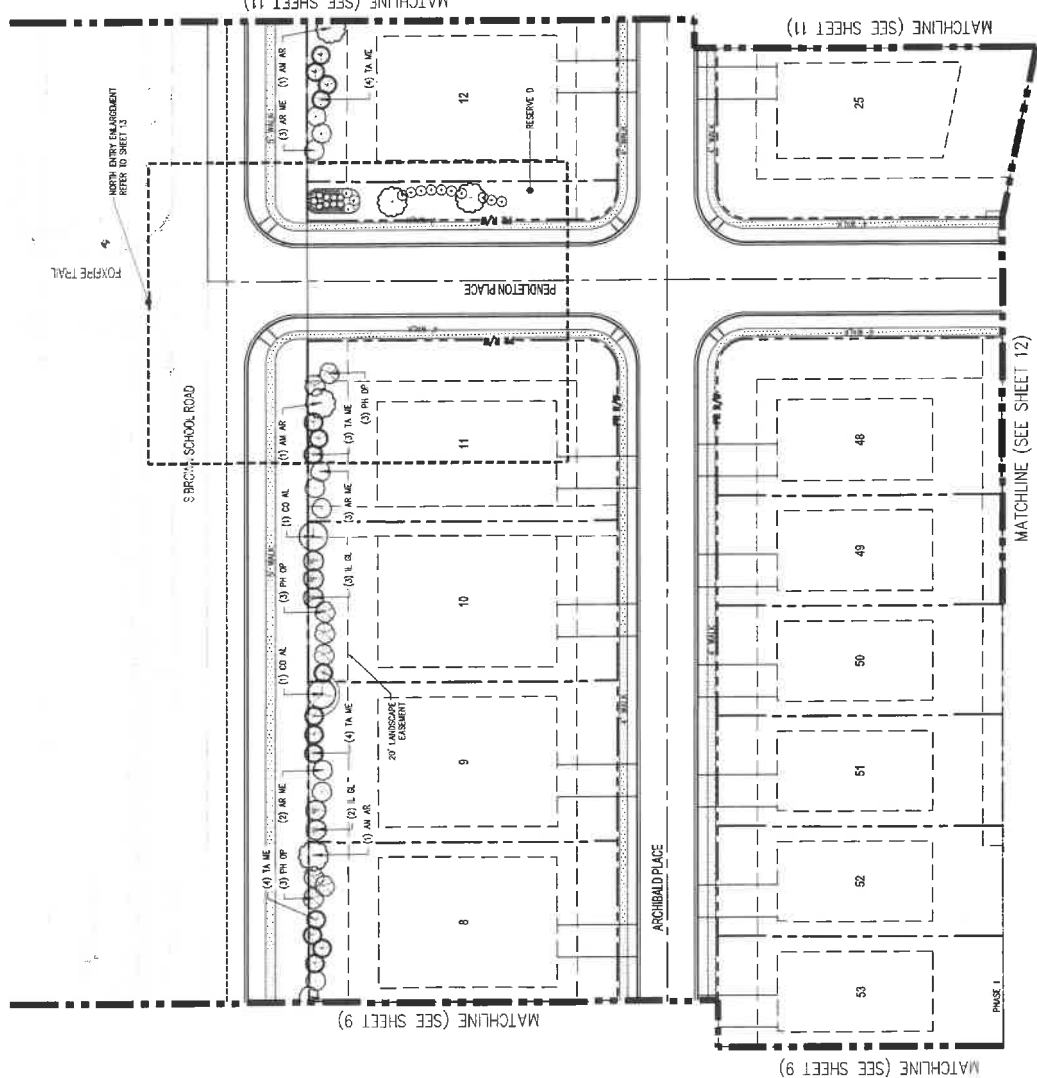
KEY MAP
NOT TO SCALE



NOTES:
ALL SHRUBS PLANTED IN ROWS OR MASSES SHALL BE MATCHED IN SIZE AND FORM.
SHRUBS SHALL BEAR SAME RELATION TO FINISH GRADE AS THEY BARE TO EXISTING GRADE IN THE
PREVIOUSLY PLANTED CONDITION.
MASS SHRUB PLANTING DETAIL (B&B OR CONTAINER)
NO SCALE



DECIDUOUS TREE PLANTING DETAIL
NO SCALE





KEY MAP
NOT TO SCALE

15
10
5
0
5
10
15
20
25
30
35
40
45
50
55
60
65
70
75
80
85
90
95
100

SCALE 1 IN. = 30 FT

1. SEE SHEET 9 FOR LANDSCAPE SCHEDULE.
2. SEE SHEET 10 FOR LANDSCAPE DETAILS.
3. SEE SHEET 11 FOR LANDSCAPE NOTES.

1. THE CONTRACTOR SHALL PROVIDE A ONE YEAR WARRANTY ON ALL PLANTS AND VEGETATION PROPOSED ON THE LANDSCAPING PLAN. ANY TREES, SHRUBS, GROUND COVER OR OTHER VEGETATION PLANTED AS PART OF THE PROJECT THAT DO NOT SURVIVE ONE YEAR FROM PLANTING SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING AND COORDINATING WITH ALL PERTINENT UTILITY COMPANIES THREE WORKING DAYS IN ADVANCE OF ANY DIGGING. THE CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR ANY COST INCURRED DUE TO DAMAGE OF ANY UTILITIES.

3. REFER TO THE LANDSCAPE PLAN FOR ADDITIONAL NOTES. LANDSCAPE IMPROVEMENTS SHALL CONFORM TO THE LATEST EDITION OF 0601 CONSTRUCTION SPECIFICATIONS.

4. ALL PLANTING MATERIALS: SHALL BE PLANTED PER ODOT SPECIFICATIONS. EXISTING TREES TO REMAIN SHALL BE PRUNED TO REMOVE BROKEN, LOW HANGING AND OTHER UNDESIRABLE GROWTH TO ENSURE HEALTHY AND SYMMETRICAL NEW GROWTH.

5. PLANTING BEDS, ONE MONTH BEFORE CULTIVATION AND AFTER DAYTIME TEMPERATURES HAVE WARMED TO 60°F, CONSISTENTLY, TREAT ALL PLANTING BEDS THAT ARE TO BE DEVELOPED IN AREAS OF EXISTING TURF WITH PRE-EMERGENT AND POST-EMERGENT TYPE HERBICIDES. USE A STATE-LICENSED PESTICIDE APPLICATOR TO APPLY THE HERBICIDE. REPEAT HERBICIDE APPLICATION TWO WEEKS LATER AND UNTIL ALL PROTRACTIOUS

MATERIALS HAVE BEEN KILLED. BEFORE PLANTING, TOP DRESS ALL PLANTING BEDS WITH A MINIMUM OF 6 INCHES OF BACKFILL MIX, THEN CULTIVATE PLANTING AREA TO A DEPTH OF 6 INCHES USING A PLOW, DISC, OR ROTO-TILLER.

6. BACKFILL MIX. FOR ALL PLANTINGS, USE BACKFILL MIX CONSISTING OF THE FOLLOWING:

- A. ONE PART EXCAVATED SOIL
- B. ONE PART TOPSOIL
- C. ONE PART EPA RATED CLASS IV COMPOST

D. A SLOW RELEASE COMMERCIAL FERTILIZER (0-20-20 OR EQUAL) ADDED AT A RATE OF 5 POUNDS PER CUBIC YARD TO THE BACKFILL MIX.

E. IF SOIL AREAS ARE OF HIGH PH (GREATER THAN 6.5), APPLY 1.25 POUNDS OF ELEMENTAL SULFUR PER CUBIC

NOTE: CONTRACTOR SHALL SUPPLY A DETAILED SOIL ANALYSIS PRIOR TO ALL PLANT BED PREPARATION. ANALYSIS SHALL INDICATE SOIL PH, TEXTURE, MAJOR NUTRIENTS, SALTS, ETC. SOIL ANALYSIS SHALL BE FROM A REPUTABLE INDEPENDENT LAB. SOIL AMENDMENTS SHALL BE INCORPORATED INTO BACKFILL/PLANT MIX AS RECOMMENDED BY

7. MULCH, SMOOTH AND SHAPE THE BACKFILL MIX TO FORM A SHALLOW BASIN SLIGHTLY LARGER THAN THE PLANTING HOLE. MULCH ALL PLANTING AREAS WITH A LAYER OF FINELY SHREDED HARDWOOD BARK OF UNIFORM

TEXTURE & SIZE. PLANTS GROUPED IN MASSES SHALL HAVE THE ENTIRE CONTIGUOUS PLANTING BED OR ISLAND MULCHED. USE SHREDDED HARDWOOD BARK AGED MIN. ONE YEAR. RAKE AND SMOOTH THE ENTIRE AREA OF THE PLANTING BEDS. MULCH TO A DEPTH OF 3 INCHES. AFTER MULCHING AND BEFORE WATERING, ADD A SLOW RELEASE COMMERCIAL FERTILIZER (12-12-12 OR EQUAL) IN GRANULAR FORM, TO THE TOP OF THE MULCH AT A

b. PERIOD OF ESTABLISHMENT. BEFORE FINAL INSPECTION, PLACE ALL PLANTS, SEED ALL LARVAE, AND CARE FOR RATE OF 5 POUNDS PER 1000 SQUARE FEET. DO NOT ALLOW FERTILIZER TO CONTACT THE STEMS, BRANCHES, ROOTS OR LEAVES.

THEM FOR A PERIOD OF ESTABLISHMENT. THE PERIOD OF ESTABLISHMENT BEGINS IMMEDIATELY UPON COMPLETION OF THE PLANTING OPERATIONS AND CONTINUES UNTIL OCTOBER 1. THE MINIMUM PERIOD OF ESTABLISHMENT IS ONE GROWING SEASON, JUNE 1 THROUGH OCTOBER 1 DURING THE PERIOD OF ESTABLISHMENT, FOLLOW STANDARD HORTICULTURAL PRACTICES TO ENSURE THE VIGOR AND GROWTH OF THE TRANSPLANTED MATERIAL. WATER.

REMULCH, RESTAKE, GUY, AND CULTIVATE AS NECESSARY. PERFORM AT LEAST TWO WEEDING AND MOWING PROGRAMS (AROUND TREES, GUY STAKES, SHRUBS, AND BED EDGES) OF SUCH INTENSITY AS TO COMPLETELY RE-PLANTED AND MULCHED AREAS OF WEEDS AND GRASSES. BEGIN THE FIRST PROGRAM ON OR ABOUT JUNE 15, AND THE SECOND APPROXIMATELY TWO WEEKS LATER (ON OR ABOUT AUGUST 15). THE FENCIBLE WILL INSURE THAT THE

PLANTING AND SUPPLY THE CONTRACTOR WITH A LIST OF MISSING AND DEAD PLANTS AND THOSE THAT HAVE DIED BACK BEYOND NORMAL PRUNING LINES. REPLANT AS REQUIRED ACCORDING TO THE SPECIFICATIONS OF THE ORIGINAL MATERIAL. REPLACEMENT PLANTS ARE SUBJECT TO A NEW PERIOD OF ESTABLISHMENT. IMMEDIATELY AFTER ANY PLANTS PLANTED INITIALLY IN THE EARLY FALL THAT HAVE DIED BEFORE THE SPRING PRUNING SEASON. PLANT BOTH NEW PLANTS PLANTED INITIALLY IN THE EARLY FALL THAT HAVE DIED BEFORE THE SPRING PRUNING SEASON. PLANT

9. RESTORATION OF DISTURBED AREAS FOR NEW LAIRS: ALL DISTURBED AREAS NOT COVERED BY BUILDING, PAVEMENT OR LANDSCAPE OR ANYTHING BEING SHALL BE FOR THE REPLACEMENT PLANTS DURING THE NEW ESTABLISHMENT PERIOD.

PRIOR TO FINE GRADING AND SEEDING WORK. LOOSEN RUTS AND WORK THE SOIL AROUND TO A MINIMUM OF 6" DEPTH. PREPARED FOR GRASS SEED AND SEEDING. TOPSOIL PLACED, SEEDING AND A STRAW/MULCH BLANKET COVER PLACED OVER THE SEEDING AREAS PER 0001

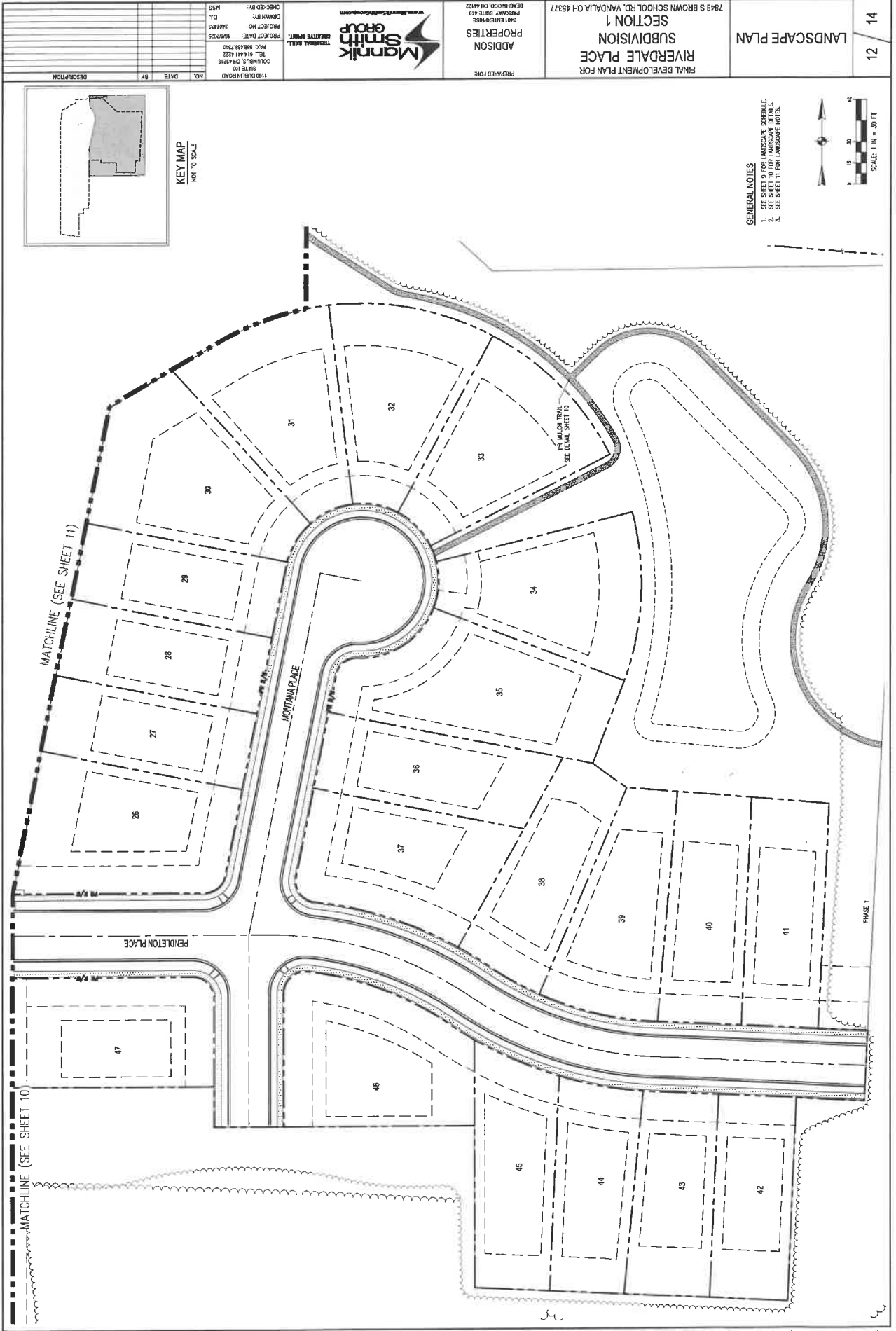
10. LANDSCAPE TREES, SHRUBS AND PERENNIAL WATERING:

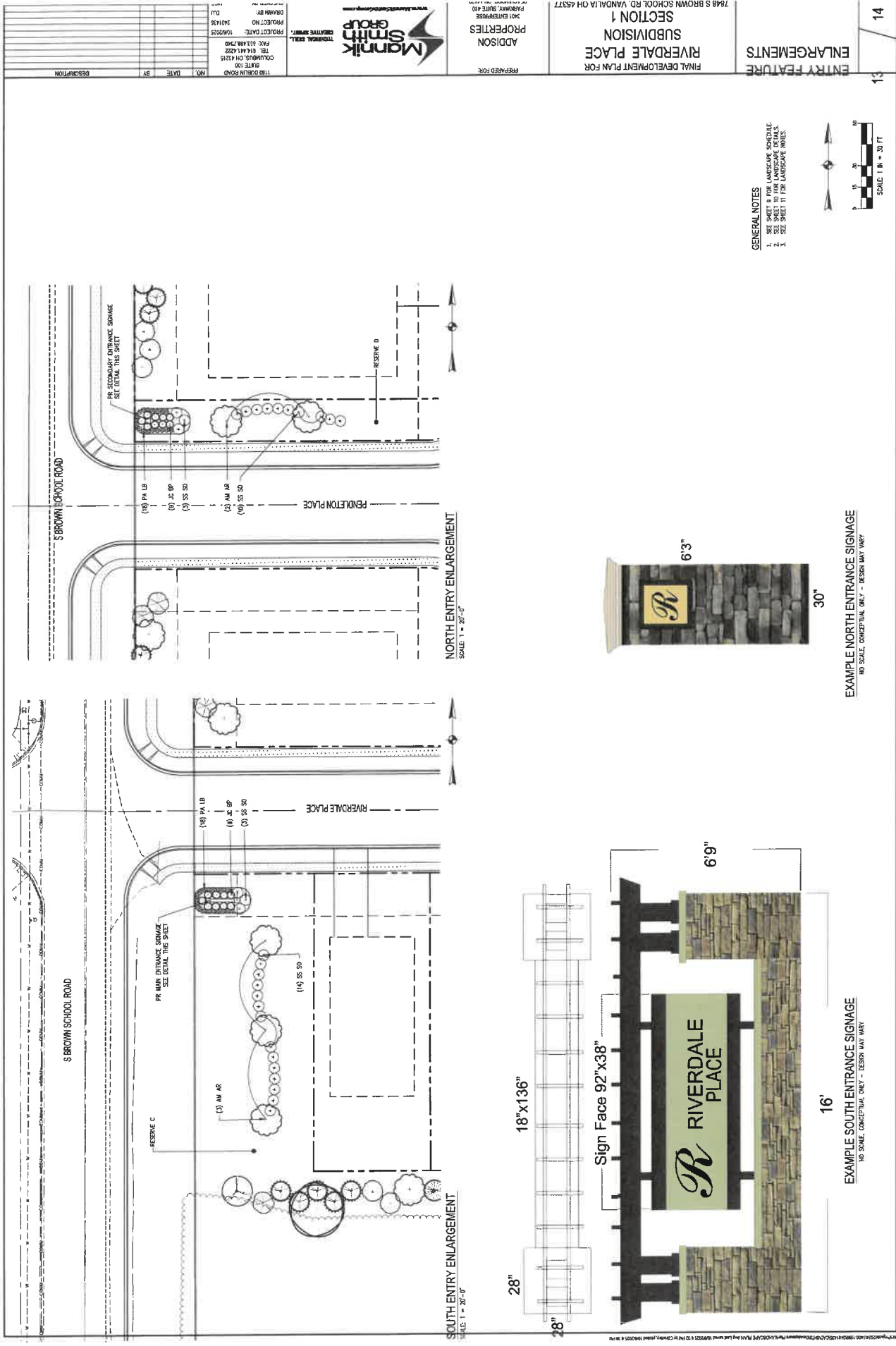
THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, DELIVERING, APPLYING, MEASURING AND SCHEDULING A SUFFICIENT AMOUNT OF WATER NECESSARY TO KEEP EACH PLANT IN A HEALTHY GROWING CONDITION THROUGHOUT THE PERIOD OF ESTABLISHMENT. THE CONTRACTOR SHALL APPLY 1" OF WATER PER WEEK TO ALL NEW PLANTS. THE CONTRACTOR SHALL INSTALL & MAINTAIN SUPPLEMENTAL DRIP WATERING TREE BAGS (SUCH

20 GALLON TREE GATOR WATER BAG) TO PROVIDE ADEQUATE, SLOW RELEASE OF WATER. WATER BAGS SHALL BE REMOVED AT THE END OF THE SECOND GROWING SEASON.

11. FERT UNDERCOVER (SODIUM, SODIUM AND SODIUM):
ALL SEED INSTALLATION SHALL CONFORM TO ODOT SPECIFICATIONS AND NOTE 9 ABOVE. SEED AT 8 LBS/1000 SQ YD.
SE WITH THE FOLLOWING SEED MIXTURE:
TITAN TALL-TYPE TURF FESCUE 70%
TITAN TALL-TYPE TURF FESCUE 30%

SEED NAME	SEED PRICE	PLANT PRICE
SR 4100 PERENNIAL INTEGRASS	20%	
MERIT KENTUCKY BLUEGRASS	10%	





ENTRY FEATURE		14
ENLARGEMENTS		15
FINAL DEVELOPMENT PLAN FOR		
RIVERDALE PLACE		
SUBDIVISION		
SECTION 1		
7848 S BROWN SCHOOL RD., VANDALIA OH 45377		
ADDITION		
PROPERTIES		
3401 ENTERPRISE		
PARKWAY, SUITE 410		
PREPARED FOR		
Mannik Smith Group		
CREATIVE DESIGN		
PROJECT NO.		2014135
PROJECT DATE:		10/20/15
DRAWN BY:		DL
DATE:		10/20/15
BY:		
DESCRIPTION:		

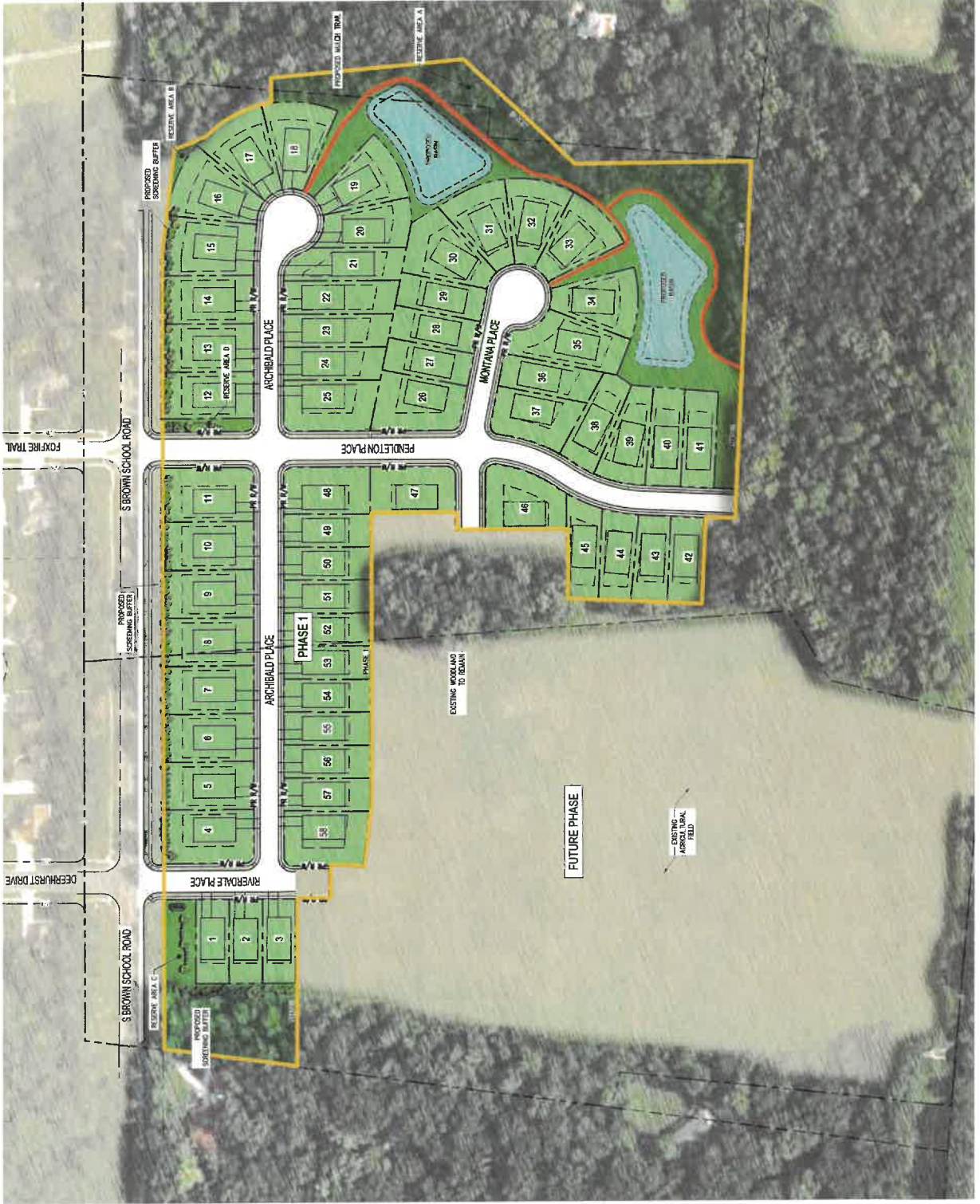
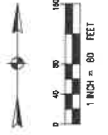
RENDERED
COLOR PLAN

FINAL DEVELOPMENT PLAN FOR
RIVERDALE PLACE
SUBDIVISION
SECTION 1
7848 S BROWN SCHOOL RD., VANDALIA OH 45377

PREPARED FOR:
ADDISON
PROPERTIES
3401 ENTERPRISE
PARKWAY, SUITE 410
BEACHWOOD, OH 44122

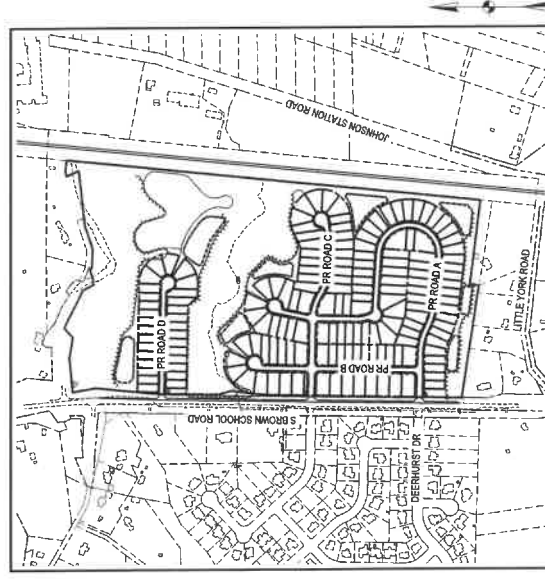


1100 PUEBLO ROAD SUITE 100 COLUMBUS, OH 43215 PHONE: 614.641.7349	PROJECT DATE: 10/6/2005	PROJECT NO: 260145	DRAWN BY: DJJ	CHECKED BY: MCG
NO.	DATE	BY	DESCRIPTION	



PLANNED UNIT DEVELOPMENT APPLICATION FOR
RIVERDALE SUBDIVISION
7848 S BROWN SCHOOL ROAD
VANDALIA, OH 45377

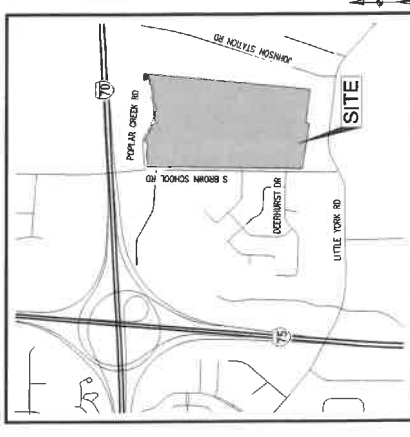
PROJECT DESCRIPTION
DEVELOPMENT OF A 167 LOT RESIDENTIAL SUBDIVISION WITH ASSOCIATED DETENTION UTILITIES
AND LANDSCAPING.



INDEX MAP
0 200 400 600
SCALE: 1" = 400'

INDEX OF SHEETS

- | | |
|---------------------------------------|-----|
| COVER SHEET | 1 |
| EXISTING CONDITIONS & DEMOLITION PLAN | 2 |
| PRELIMINARY SITE PLANS | 3-7 |
| RESERVE PLAN | 8 |
| PRELIMINARY LANDSCAPE PLAN | 9 |
| ENTRY FEATURE ENLARGEMENTS | 10 |
| SIGNAGE DETAILS | 11 |
| RENDERED SITE PLAN | 12 |



VICINITY MAP
SCALE: 1" = 1,000'

ENGINEER OF RECORD



CONTACT: ASHLEY FOWLER, PE
ADDRESS: 1103 DUBBER ROAD, SUITE 100
VANDALIA, OH 45377-4325
PHONE: 614.441.4272
EMAIL: AFOWLER@MANNIKSMITHGROUP.COM



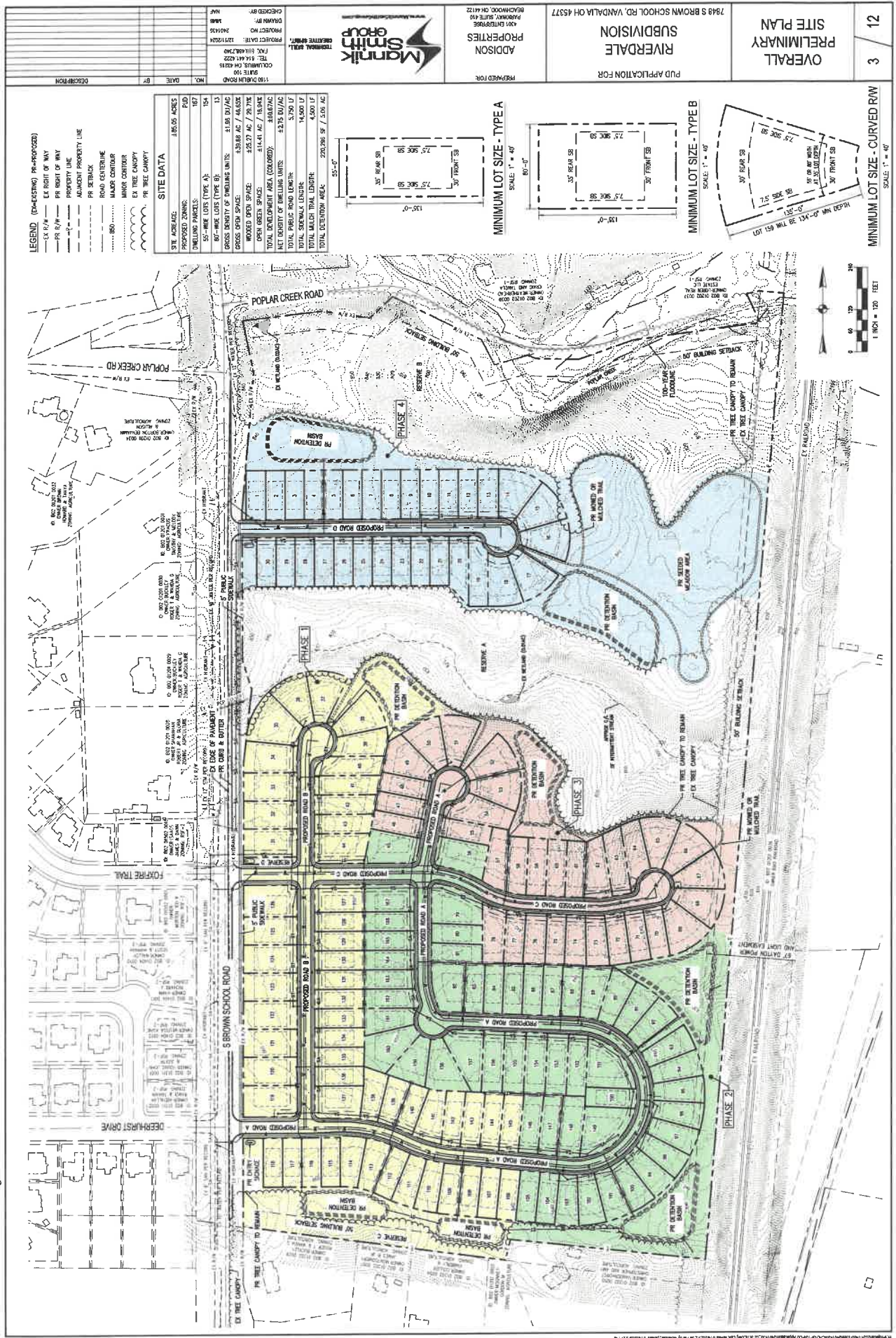
DATE	BY	REVISION DESCRIPTION	PROJECT DATE: 12/11/24
			PROJECT NO.: 2404523
			1 / 12

EXISTING
CONDITIONS
& DEMOLITION
PLAN

PUD APPLICATION FOR
RIVERDALE
SUBDIVISION
ON SCHOOL RD, VANDALIA OH 45377

PREPARED FOR
ADDISON
PROPERTIES
4001 ENTERPRISE
PASADENA, SUITE 410
PASADENA, OH 44122

[illegible]

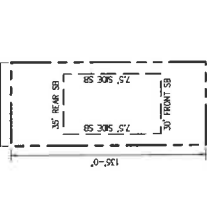


LEGEND (ENCLOSURE 1A-PROPOSED)

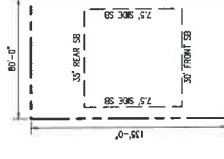
- EX RIGHT OF WAY
- PR RIGHT OF WAY
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- PR SETBACK
- ROAD CENTERLINE
- MAJOR CENTERLINE
- MINOR CENTERLINE
- EX TREE CANOPY
- PR TREE CANOPY

SITE DATA

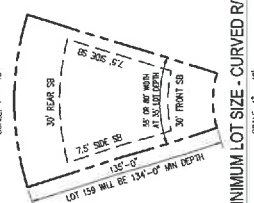
SITE ADDRESS	136.05 AC	PUD
PROPOSED ZONING	167	
DWELLING PARCELS	154	
55'-WIDE LOTS (TYPE A)	13	
60'-WIDE LOTS (TYPE B)	13	
GROSS DENSITY OF DWELLING UNITS	1.06 U/AC	
GROSS OPEN SPACE	130.88 AC / 18,502	
WOODED OPEN SPACE	125.27 AC / 18,772	
OPEN GREEN SPACE	114.41 AC / 16,842	
TOTAL DEVELOPMENT AREA (COLORED)	136.05 AC	
NET DENSITY OF DWELLING UNITS	2.25 U/AC	
TOTAL PUBLIC ROAD LENGTH	3,120 LF	
TOTAL LOT AREA	14,500 SF	
TOTAL LOT FRONTAGE	220,296 SF / 5.06 AC	
TOTAL DISTURBANCE AREA	55'-0"	



MINIMUM LOT SIZE - TYPE A



MINIMUM LOT SIZE - TYPE B



MINIMUM LOT SIZE - CURVED RW

SCALE: 1" = 40'

1 INCH = 120 FEET

C2

3	12
OVERALL PRELIMINARY SITE PLAN	
RIVERDALE SUBDIVISION	
PUD APPLICATION FOR	7849 S BROWN SCHOOL RD, VANDALIA OH 45377
PROPERTIES	ADDISON PARKWAY, SUITE 410 BETHWOOD, OH 44122
PREPARED FOR	MANLIK CONSULTING GROUP, INC. 1100 DUBLIN ROAD SUITE 100 COLUMBUS, OH 43240 PHONE: 614.441.0223 FAX: 614.441.0224 PROJECT NO: 120110210 PROJECT DATE: 12/1/2021 DRAWN BY: JMM CHECKED BY: JMM

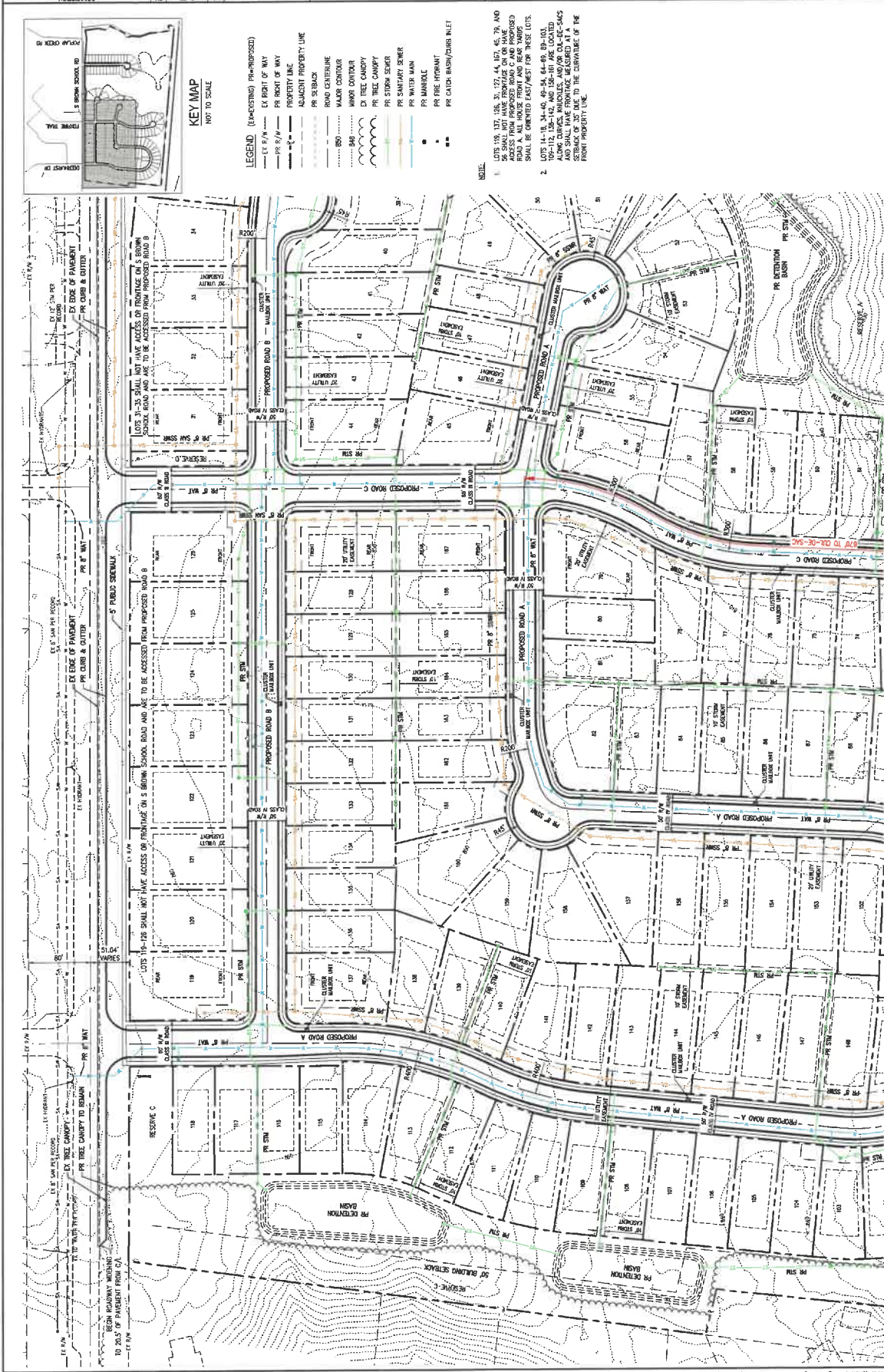
PRELIMINARY SITE PLAN

PUD APPLICATION FOR
RIVERDALE
SUBDIVISION

PREPARED FOR
ADDISON
PROPERTIES



1160 DUBLIN ROAD	SUITE 100	COLUMBUS, OH 43215	TEL: 614-441-0222	FAX: 614-441-7340	PROJECT DATE: 12/11/2024	PROJECT NO: 2404435	DRAWN BY: JMB
THEATRE & SEAT							



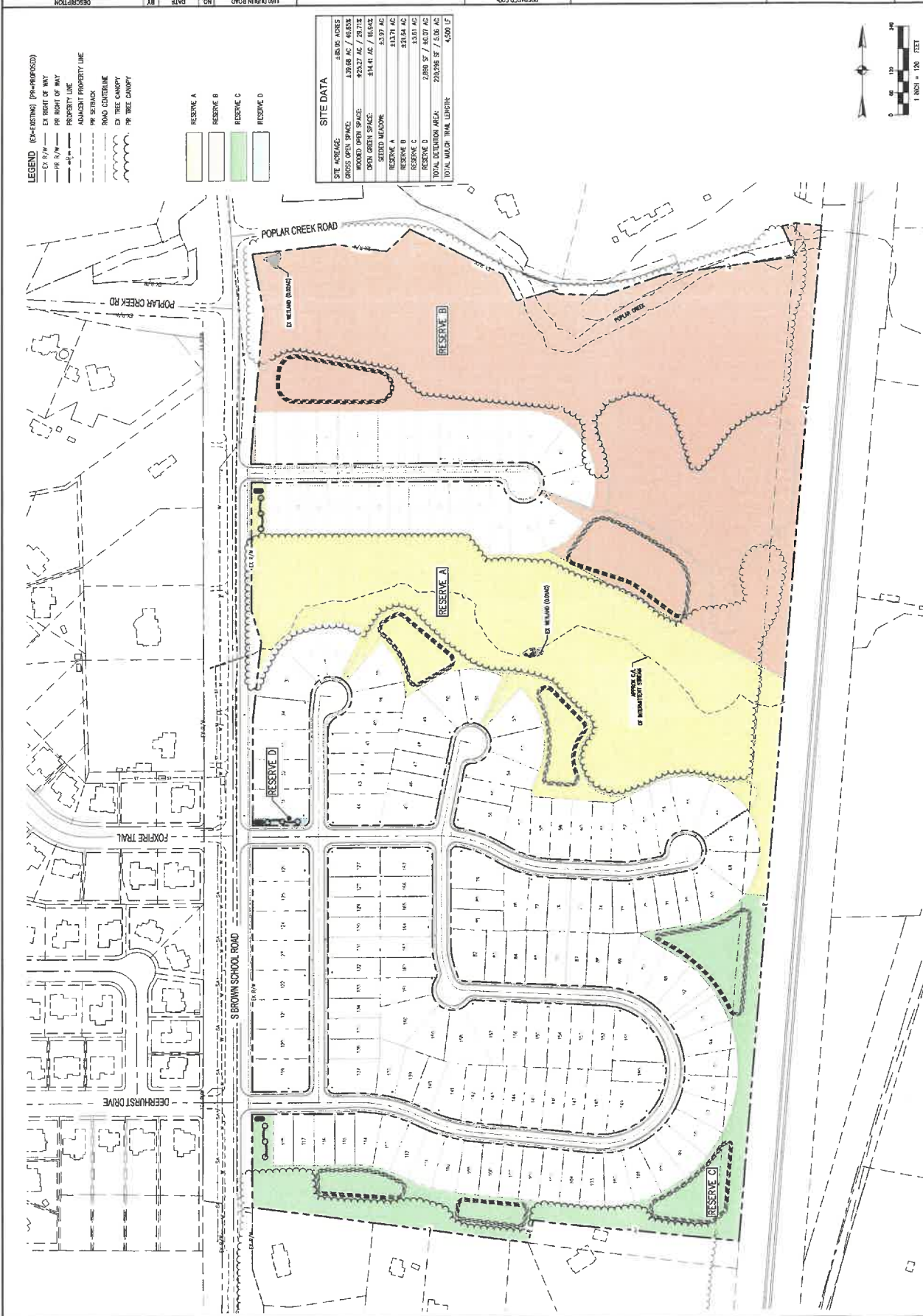
PUD APPLICATION FOR
RIVERDALE
SUBDIVISION

ADDISON
PROPERTIES
4001 ENTERPRISE
PARKWAY, SUITE 410
BEACHWOOD, OH 44122



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DRAWN BY:
CHECKED BY:
DATE: 12/11/2024

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PRELIMINARY
LANDSCAPE
PLAN

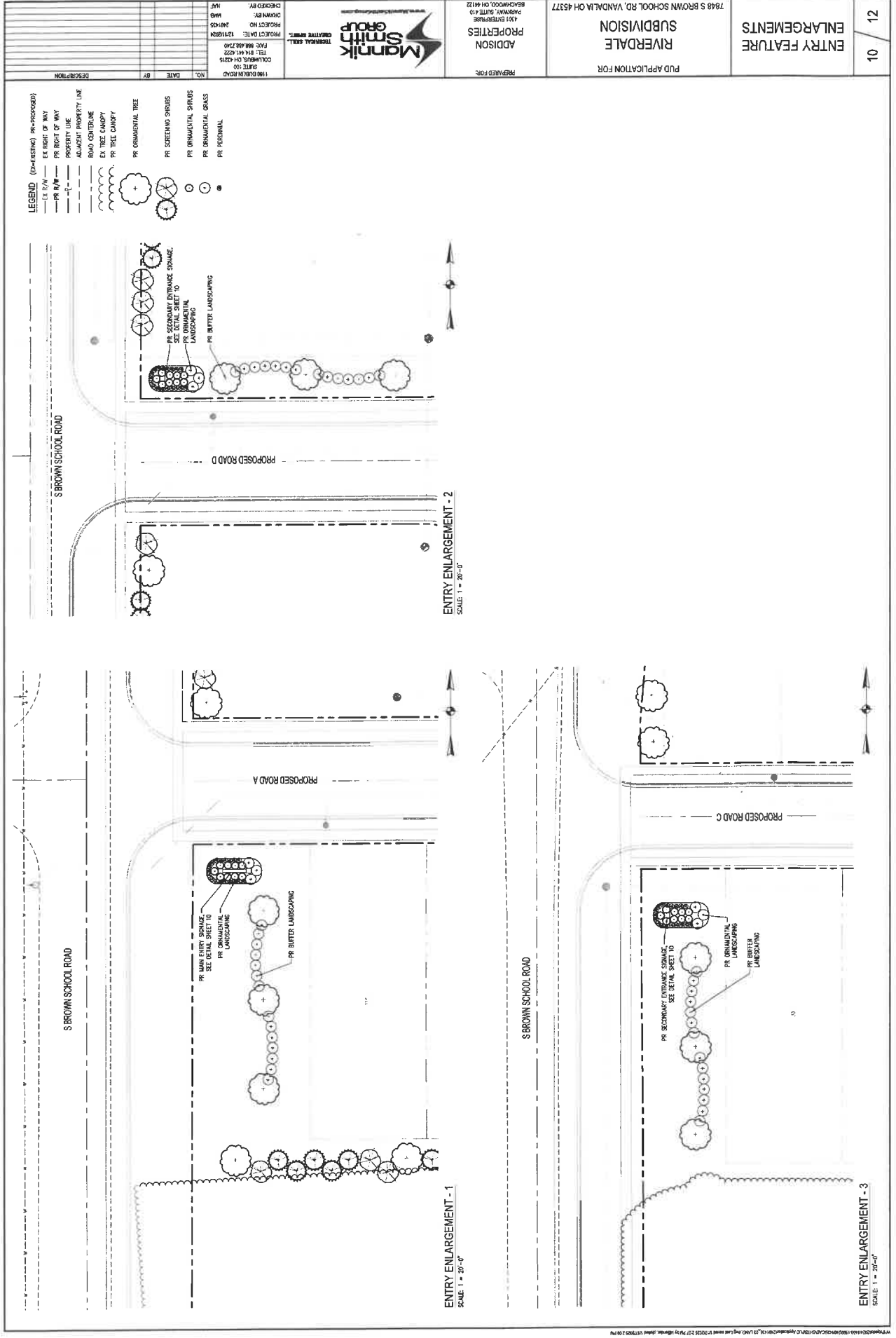
PUD APPLICATION FOR
RIVERDALE
SUBDIVISION

PREPARED FOR:
ADDISON
PROPERTIES
4301 ENTERPRISE
PARKWAY, SUITE 410



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PROJECT NO: 2601435
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[illegible]



Michael Hammes

From: Michael Goettemoeller <mkg@choiceneengineering.com>
Sent: Friday, October 17, 2025 12:45 PM
To: Rob Cron
Cc: Ben Borton; Michael Hammes; Mitch Thobe
Subject: RE: Riverdale TIS

Rob,

As previously discussed with the City, the traffic impact study confirms existing deficiencies at the intersection of Brown School Road & Little York Road under current conditions. The study further indicates that the proposed development will worsen these issues.

To address the development's proportional impact, we recommend that the developer contribute a fee-in-lieu. This approach recognizes that the existing deficiencies are not solely attributable to the proposed development but acknowledges its contribution to the need for future improvements. The fee-in-lieu would allow the City to allocate funds toward long term intersection improvements.

As next steps, we recommend that the developer prepare a conceptual layout for the 2047 Horizon Year improvements for the intersection, including:

- 479 feet of storage for the eastbound left turn lane
- 276 feet of storage for the southbound left turn lane

The City should have the opportunity to review and provide feedback on this layout. Following approval, the developer should prepare a preliminary construction cost estimate to serve as the basis for determining their proportionate share of costs.

Please let us know if you would like to schedule a meeting to discuss these recommendations or review next steps with the City and the developer. We are available to assist with reviewing the conceptual layout and determining the proportionate cost share.

Thank you,

Michael Goettemoeller, PE, PTOE

Project Manager for **Choice One Engineering**
937.497.0200 **Office** | 937.251.5573 **Cell**

TRAFFIC IMPACT STUDY RIVERDALE SUBDIVISION

VANDALIA, OHIO

SEPTEMBER 29, 2025

PREPARED FOR:
ADDISON PROPERTIES
3401 ENTERPRISE PARKWAY, SUITE 410
BEACHWOOD, OHIO 44122



EXECUTIVE SUMMARY

The Mannik & Smith Group (MSG) completed this Traffic Impact Study (TIS) for a proposed 167-lot residential development along and to the east of S. Brown School Road in Vandalia, Ohio. The residential development is planned to have four (4) phases, as shown in the site plan below. There are 137 lots included within Phases 1, 2, and 3 which will access S. Brown School Road by means of the proposed Road A, Road B and Road C. Proposed Road A will align with Deerhurst Drive and proposed Road C will align with Foxfire Trail which are located on the west side of S. Brown School Road and provide access to the Foxfire Residential Subdivision. Phase 4 will include the remaining 30 lots which will access S. Brown School Road by means of a proposed cul-de-sac Road D. To be comprehensive, the study also includes projected trips expected from the remaining residential development phases in the Foxfire Subdivision adjacent to and directly west of this site. The remaining phases include a total of 58 lots.

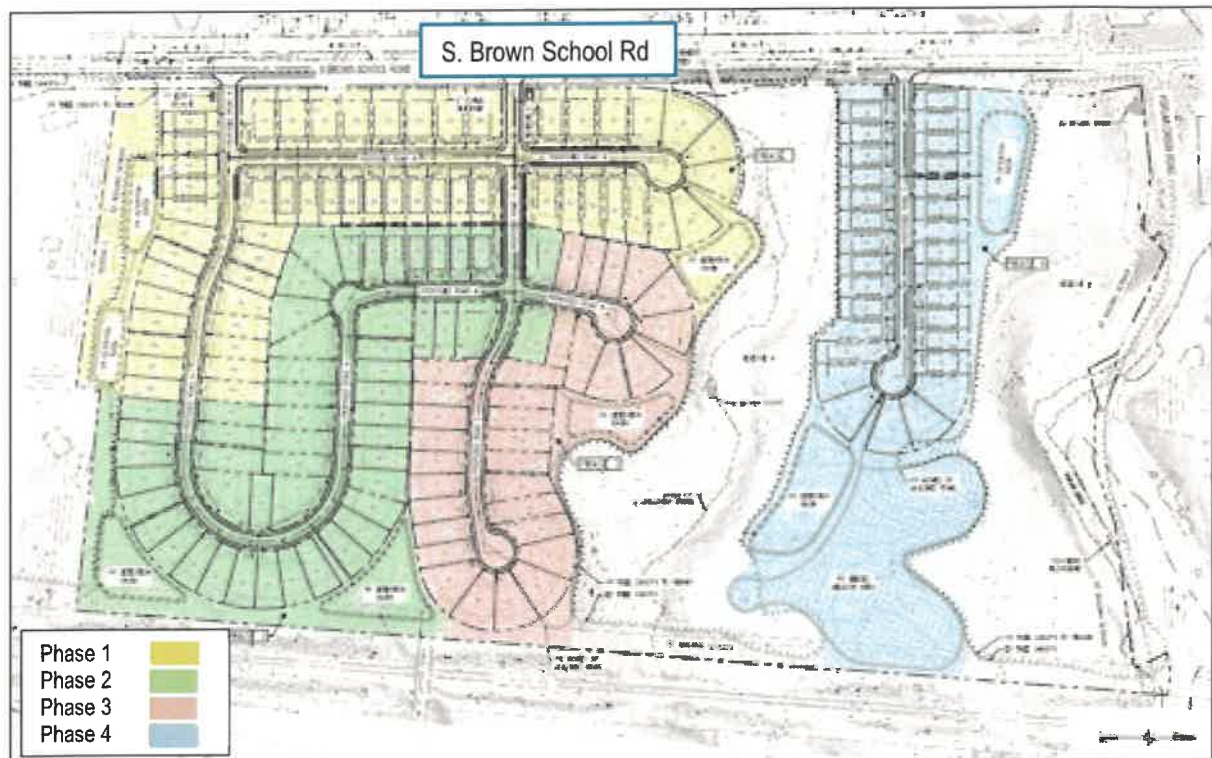


Figure A: Proposed Site Plan

Study Area Characteristics

The residential development is located within the City of Vandalia corporation limits. Traffic counts were conducted on Tuesday, June 17th, 2025 and Tuesday, June 24th, 2025 at the following three (3) locations.

Intersection Locations:

1. S. Brown School Road & Foxfire Trail
2. S. Brown School Road & Deerhurst Drive
3. S. Brown School Road & Little York Road



Figure B: Traffic Count Locations

Trip Generation & Trip Distribution

Site traffic was generated based on ITE's Trip Generation Manual 11th Edition land use code (LUC) 210-Single Family Detached Housing. Directional distributions associated with traffic counts collected at the two access roads to the Foxfire residential subdivision immediately to the west were used to determine a to/from the north and south distribution along S. Brown School Road. The new trips generated by the proposed site were assigned to ingress/egress in a similar pattern based on this information.

Traffic Operations Analysis

The study area was analyzed for the ten scenarios listed below, with the Opening Year and Horizon Year for the build conditions in 2027 and 2047, respectively.

Weekday AM and PM Peak Hour – 10 Scenarios

1. No Build Opening Year 2027 (AM and PM peak hours)
2. No Build Horizon Year 2047 (AM and PM peak hours)
3. Build Opening Year 2027 (AM and PM peak hours)
4. Build Horizon Year 2047 (AM and PM peak hours)
5. Build Horizon Year Mitigated 2047 (AM and PM peak hours)

Operational criteria for intersection analyses were established as level of service (LOS) D or better for overall intersection and LOS E or better for individual approach movements. Criteria is based on the ODOT Analysis and Traffic Simulation (OATS) Manual guidance for sites located within a Metropolitan Planning Organization (MPO) area.

Summary & Conclusions

Study of the proposed residential subdivision indicates the following impacts.

S. Brown School Road & Little York Road: Analysis indicates the westbound approach fails at a LOS F for the 2027/2047 Build PM peak periods. Also, vehicle queues for the eastbound and southbound approaches exceed the available turn lane storage. Deficient storage capacity is identified in the No Build scenario.

Optimizing the traffic signal timings may provide improved level of service operations for the overall intersection and indicate the unacceptable failing operation can be eliminated by modifying the current signal timings. Optimized signal timings do have a positive effect on overall vehicle delay. Signal timing modifications would be the responsibility of the maintaining agency.

On the north approach, the existing vehicle queues and potential through lane blocking are resulting from the current geometrics and lack of pavement width to provide an adequate dedicated left turn lane. This is prevalent in both Opening and Horizon Year No Build AM and PM peak hour conditions without the proposed development.

On the west approach, vehicle queues causing potential through lane blocking due to inadequate storage capacity are prevalent in the Opening and Horizon Year No Build PM peak hour conditions without the proposed development. Eastbound left turning vehicle volumes are projected to exceed the threshold of 300 vehicles per hour under these conditions as well. According to the ODOT Location & Design Manual, double left turn lanes should be considered at any signalized intersection with left turn demands of 300 vehicles per hour or more. The actual need shall be determined by performing a signalized intersection capacity analysis.

Queue analysis under current signal timing operations indicate 459 feet of storage is needed for the eastbound dedicated left turn lane and 222 feet of storage is needed for the southbound dedicated left turn lane. When signal timings are optimized, the 95th percentile queue length for these left turn movements increase from 459 feet to 479 feet for the eastbound dedicated left turn lane and from 222 feet to 276 feet for the southbound dedicated left turn lane. ***Deficient storage capacity is identified in the No Build scenario and it should not be a responsible mitigating consequence of the additional traffic associated with the proposed development.***

S. Brown School Road & Deerhurst Drive/Proposed Road A: The traffic volume warranting the northbound left turn lane onto Deerhurst Drive into Foxfire Subdivision is associated with existing left turn traffic and projected additional trips from the 58 additional lots in Foxfire Subdivision and not the proposed development. ***A northbound left turn on S. Brown School Road at Deerhurst Drive/Proposed Road A meets warrant and should be constructed by others. The developer of this proposed residential subdivision should not be responsible for this improvement.***

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1.0 INTRODUCTION

1.1 General

The Mannik & Smith Group (MSG) completed this Traffic Impact Study (TIS) for a proposed 167-lot residential development along and to the east of S. Brown School Road in Vandalia, Ohio (see **Figure 1.1**).



Figure 1.1 Site Location

The residential development is planned to have four (4) phases as shown in **Figure 1.2** and **Figure 1.3** below. There are 137 lots included within Phases 1, 2, and 3 which will access S. Brown School Road by means of the proposed Road A, Road B and Road C. Proposed Road A will align with Deerhurst Drive and proposed Road C will align with Foxfire Trail which are located on the west side of S. Brown School Road and provide access to the Foxfire Residential Subdivision. Phase 4 will include the remaining 30 lots which will access S. Brown School Road by means of a proposed cul-de-sac Road D. Proposed Road D is located approximately 980 feet to the north of Foxfire Trail and approximately 460 feet to the south of Poplar Creek Road (west leg).

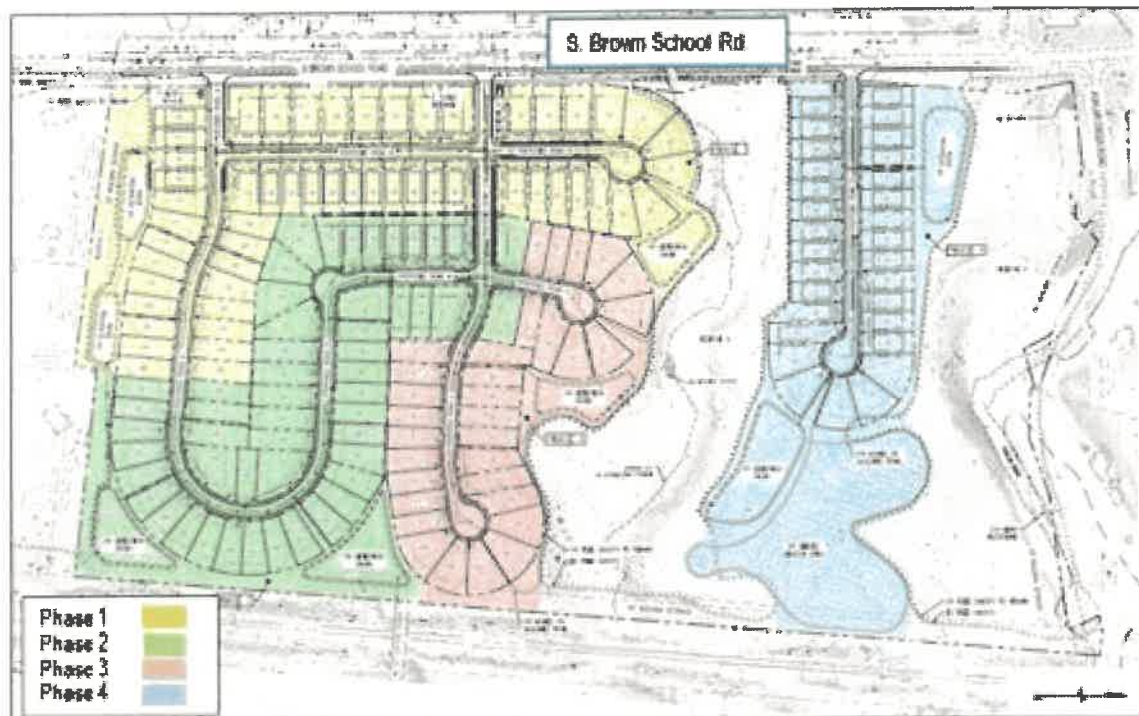


Figure 1.2 Site Plan Phasing



Figure 1.3 Site Map

1.2 Study Area Characteristics

The residential development is located within the City of Vandalia corporation limits. **Table 1.1** presents the roadway functional classification, responsible public agency having jurisdiction, posted speed limit and general lane description for each of the study area roadways.

Table 1.1 Roadway Characteristics

Characteristic	Study Roadway	
	S. Brown School Road	Little York Road
Functional Classification	Major Collector	Minor Arterial
Roadway Direction	North-South	East-West
Public Agency	City of Vandalia	City of Vandalia
Lane Description	2 Lanes	2 Lanes
Posted Speed Limit	40 mph* *(No ODOT speed zone found)	35 mph
AADT (Per ODOT TMS)	6,146	11,252

1.3 Traffic Counts

Traffic counts were conducted on Tuesday, June 17th, 2025 and Tuesday, June 24th, 2025 at the following three (3) locations. Turning movement count reports are included in **Appendix A** and traffic count locations shown in **Figure 1.4** are numbered to correlate with the intersection location numbers as listed below.

Intersection Locations:

1. S. Brown School Road & Foxfire Trail
2. S. Brown School Road & Deerhurst Drive
3. S. Brown School Road & Little York Road



Figure 1.4 Traffic Counts Locations

1.4 Background Traffic Volume Development

The projected background traffic volumes for the study area network were balanced between intersections prior to applying the annual growth rates and Design Hour Volume (DHV) factors. The TIS background traffic was expanded to an Opening Day 2027 (Full Build) and 20-year Horizon Year 2047. As documented in **Appendix B**, the annual growth rates for the roadway network were received from the Miami Valley Regional Planning Commission (MVRPC). MVRPC indicated based on travel demand model runs between 2020 and 2050, the growth factor for S. Brown School Road and Little York Road is quite low at 1.05 (2050 AADT=1.05*2020 AADT). Assuming linear growth, this equates to an annual growth rate of only 0.17% across the entire study area network. The travel demand model did not provide a growth factor for the local streets of Deerhurst Drive and Foxfire Trail, therefore no growth factor was applied to these traffic volumes.

Background traffic volumes also include projected trips expected from the remaining residential development phases in the Foxfire Subdivision adjacent to and directly west of this site. The remaining phases include a total of 58 lots. These trips were added to the network based on existing roadway patterns. Trip generation for these 58 lots was determined by ITE's Trip Generation Manual 11th Edition land use code LUC 210 – Single Family Detached Housing shown in **Table 1.2**.

Table 1.2 Additional Background Trips from Foxfire Subdivision

Site Trip Generation								
Site	ITE Land Use Code	Number of Dwelling Units	Peak Hour of Adjacent Street Traffic					
			Weekday Peaks					
			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Foxfire Subdivision	#210	58 units	11	34	45	38	22	60

1.5 Analysis Methodology

Operation analyses were conducted using Highway Capacity Software (HCS). Acceptable operational criteria were established as level of service (LOS) D or better for overall intersection and individual approach movements functioning at LOS E or better. These criteria are based on ODOT Analysis and Traffic Simulation (OATS) Manual guidance for sites located within a Metropolitan Planning Organization (MPO) area. No Build scenarios consist of analyzing three (3) existing intersection locations with their current geometrics and traffic control. The Build scenarios consist of analyzing four (4) intersections with their current traffic control such that proposed Road A aligns with Deerhurst Drive, proposed Road C aligns with Foxfire Trail and a new intersection of proposed cul-de-sac Road D with S. Brown School Road analyzed as a side street stop control.

The following ten (10) scenarios representing the Weekday AM and PM peak hour conditions were analyzed at each study area location. No Build and Build conditions for Opening Year 2027 and Horizon Year 2047 document changes in traffic operations without and with the proposed residential development. Mitigated Build scenarios are completed to address intersections that require improvement for the Horizon Year 2047 to assess the effectiveness of implementing recommended improvements to offset identified impacts.

1. No Build Opening Year 2027 (AM and PM peak hours)
2. No Build Horizon Year 2047 (AM and PM peak hours)
3. Build Opening Year 2027 (AM and PM peak hours)
4. Build Horizon Year 2047 (AM and PM peak hours)
5. Build Horizon Year Mitigated 2047 (AM and PM peak hours)

2.0 PROPOSED CONDITIONS

2.1 Trip Generation

Site traffic was generated based on ITE's Trip Generation Manual 11th Edition land use code (LUC) 210-Single Family Detached Housing. This land use code specifies the number of dwelling units as its independent variable from which estimated trips are generated. Shown in **Table 2.1** is the anticipated new trips based for the proposed residential development isolated by access points. Phase 1, 2 and 3 will be assigned to ingress/egress proposed Road A and proposed Road C while Phase 4 will be assigned to exclusively ingress/egress proposed cul-de-sac Road D.

Table 2.1 ITE Trip Generation Summary

Site Trip Generation								
Site	ITE Land Use Code	Number of Dwelling Units	Peak Hour of Adjacent Street Traffic					
			Weekday Peaks					
			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Phase 1, 2 & 3	#210	137 units	25	74	99	84	50	134
Phase 4	#210	30 units	6	19	25	20	12	32
Totals		167 units	31	93	124	104	62	166

Included in **Appendix C** are the ITE LUC #210 data plots and graphs used to predict the expected number of trips based on the number of dwelling units for both the AM and PM peak hours. The fitted curve data plots were used to determine the trip generation rates.

2.2 Network Trip Distribution

Directional distributions associated with traffic counts collected at the two access roads to the Foxfire residential subdivision immediately to the west were used to determine a to/from the north and south distribution along S. Brown School Road. The new trips generated by the proposed site were assigned to ingress/egress in a similar pattern based on this information. **Table 2.2** indicates these respective directional distributions relative to the AM and PM peak hour traffic volumes. The Traffic Figures show the AM and PM peak hour data for 2025 Raw traffic counts, Opening Year 2027 and Horizon Year 2047 No Build traffic, Trip Distribution, and Opening Year 2027 and Horizon Year 2047 Build traffic are shown in **Appendix B**.

Table 2.2 Traffic Count Vehicle Direction

Direction	AM Peak Hour		PM Peak Hour	
	Volume	Percentage	Volume	Percentage
To/From North	42	71%	66	78%
To/From South	17	29%	19	22%
Total	59	100%	85	100%

The new development proposes three (3) access roads connecting the site to S. Brown School Road. Lot development is split into four (4) phases. Trips associated with the number of lots per phase were assigned based on their proximity to a specific access road. **Table 2.3** indicates how the Phase 1, 2 and 3 trips were assigned to proposed intersections Deerhurst Drive/Road A and Foxfire Trail/Road C. Phase 4 is a separate

area on the north side of the site and does not connect to the other phases, so all trips associated with Phase 4 are assigned only to use proposed cul-de-sac Road D.

Table 2.3 New Access Roads Trip Assignments

Phase	# of Lots	% of total	Foxfire Trail/Road C	Deerhurst Drive/Road A
Phase 1	54	39%	50%	50%
Phase 2	51	37%	50%	50%
Phase 3	32	23%	100%	0%
Total	137	100%		

2.3 Traffic Operations Analysis

To appropriately analyze each of the study intersections, Highway Capacity Software (HCS) was used to determine Level-of-Service (LOS) during the AM and PM peak hour periods. LOS is measured by a letter grade that describes traffic operations based on the amount of delay experienced by vehicles at an intersection, along an intersection approach (e.g., eastbound, westbound), or in a specific lane group (e.g., eastbound right turn, eastbound through-left). In this study, LOS for the stop-controlled intersections was reported by approach.

LOS can range from A to F with LOS A, representing the conditions in which vehicles experience the least amount of delay (LOS A), and LOS F representing the conditions in which vehicles experience the most delay. **Table 2.4** provides information regarding the delay thresholds for LOS. It may be noted that in tables throughout this report, when intersections, approaches, and lane groups have LOS D, it will be shown in yellow, LOS E shown in orange, and LOS F shown in red. For this study, LOS threshold values stipulate the overall intersection to be LOS D or better with individual approach movements to be LOS E or better. These criteria are based on the ODOT Analysis and Traffic Simulation (OATS) Manual guidance for sites located within a Metropolitan Planning Organization (MPO) area.

Table 2.4 Level of Service Definitions and Criteria

Level-of-Service (LOS)	Un-Signalized Intersections Delay* (seconds)	Signalized Intersections Delay (seconds)
A	< 10.0	< 10.0
B	10.1 – 15.0	10.1 – 20.0
C	15.1 – 25.0	20.1 – 35.0
D	25.1 – 35.0	35.1 – 55.0
E	35.1 – 50.0	55.1 – 80.0
F	> 50.0	> 80.0

* From Highway Capacity Manual 6th Edition

MSG analyzed each of the study area intersections. Intersection performance for the No Build and Build scenarios is detailed in **Table 2.5**. All HCS reports are provided in **Appendix D**. The free flow movements are not shown as they experience zero seconds of delay.

Table 2.5 Level of Service Operational Results

Intersection	Approach	Lane Group	2027				2047			
			No Build		Build		No Build		Build	
			AM	PM	AM	PM	AM	PM	AM	PM
S. Brown School Rd & Proposed Road D	Westbound	Approach			B (12.1)	C (15.5)			B (12.2)	C (15.9)
	Southbound	Left			A (7.8)	A (8.3)			A (7.8)	A (8.3)
S. Brown School Rd & Foxfire Trail/Proposed Road C	Eastbound	Approach	B (12.9)	B (13.3)	B (14.7)	C (15.7)	B (13.3)	B (13.6)	C (15.0)	C (16.1)
	Westbound	Approach			B (14.5)	C (19.7)			B (14.8)	C (20.4)
	Northbound	Left	A (8.0)	A (8.2)	A (8.1)	A (8.2)	A (8.1)	A (8.2)	A (8.1)	A (8.2)
	Southbound	Left			A (7.8)	A (8.4)			A (7.8)	A (8.4)
S. Brown School Rd/Deerhurst Dr/Proposed Road A	Eastbound	Approach	B (11.1)	B (11.3)	B (11.9)	B (12.0)	B (11.2)	B (11.4)	B (12.0)	B (12.1)
	Westbound	Approach			C (16.0)	D (26.0)			C (16.3)	D (27.2)
	Northbound	Left	A (8.1)	A (8.3)	A (8.2)	A (8.4)	A (8.1)	A (8.4)	A (8.3)	A (8.5)
	Southbound	Left			A (7.8)	A (8.5)			A (7.8)	A (8.5)
S. Brown School Rd & Little York Rd	Eastbound	Left	B (11.4)	C (27.4)	B (12.9)	D (45.0)	B (11.9)	C (33.2)	B (13.4)	D (46.4)
		Through	A (6.4)	A (7.0)	A (7.2)	A (6.0)	A (6.5)	A (6.7)	A (7.3)	A (6.2)
		Approach	A (8.2)	B (14.3)	A (9.4)	B (21.4)	A (8.5)	B (16.2)	A (9.7)	C (22.0)
	Westbound	Approach	B (17.1)	D (42.5)	B (19.1)	F (66.9)	B (17.6)	D (48.6)	B (19.7)	F (80.4)
		Left	B (17.2)	D (35.7)	B (18.1)	D (50.2)	B (17.9)	D (40.8)	B (18.8)	D (53.3)
		Right	B (16.8)	C (24.4)	C (20.4)	C (25.6)	B (17.9)	C (26.0)	C (21.9)	C (25.6)
	Southbound	Approach	B (16.9)	C (28.3)	B (19.8)	C (34.2)	B (17.9)	C (31.2)	B (21.0)	D (35.3)
		Intersection Overall	B (14.2)	C (26.5)	B (16.4)	D (38.7)	B (14.8)	C (29.9)	B (17.0)	D (43.6)

Given LOS threshold values stipulate the overall intersection must operate at LOS D or better and individual approach movements must operate at LOS E or better, analyses indicate that existing and proposed study area intersection and approach movements will operate at a satisfactory LOS in both the Opening Year 2027 and Horizon Year 2047 No Build and Build conditions in nearly all cases. The westbound approach of S. Brown School Road & Little York Road indicates failing operations for the 2027/2047 Build PM peak periods.

2.4 Roadway Network Queue Analysis

To analyze operational effectiveness of existing turn lanes, dedicated turn lane storage lengths are compared with their respective 95th percentile queue lengths and reported in **Table 2.6** below for all analysis scenarios.

Table 2.6 95th% Queue Results

Intersection	Approach	Lane Group	Storage Length	2027				2047			
				No Build		Build		No Build		Build	
				AM	PM	AM	PM	AM	PM	AM	PM
S. Brown School Rd & Proposed Drive D	Westbound	Approach	#			3 ft	3 ft			3 ft	3 ft
	Southbound	Left	#			0 ft	0 ft			0 ft	0 ft
S. Brown School Rd & Foxfire Trail/Proposed Road C	Eastbound	Approach	#	6 ft	3 ft	6 ft	5 ft	6 ft	3 ft	6 ft	5 ft
	Westbound	Approach	#			10 ft	10 ft			13 ft	10 ft
	Northbound	Left	#	0 ft	0 ft	0 ft	0 ft	0 ft	0 ft	0 ft	0 ft
	Southbound	Left	#			0 ft	0 ft			0 ft	0 ft
S. Brown School Rd & Deerhurst Dr/Proposed Road A	Eastbound	Approach	#	8 ft	5 ft	10 ft	5 ft	8 ft	5 ft	10 ft	8 ft
	Westbound	Approach	#			8 ft	8 ft			8 ft	10 ft
	Northbound	Left	#	3 ft	5 ft	2 ft	4 ft	3 ft	5 ft	2 ft	4 ft
	Southbound	Left	#			0 ft	0 ft			0 ft	0 ft
S. Brown School Rd & Little York Rd	Eastbound	Left	180 ft	36 ft	308 ft	47 ft	442 ft	39 ft	345 ft	50 ft	459 ft
		Through	#	52 ft	213 ft	63 ft	212 ft	57 ft	223 ft	69 ft	222 ft
	Westbound	Approach	#	221 ft	611 ft	254 ft	839 ft	237 ft	695 ft	272 ft	946 ft
		Left	25 ft	43 ft	145 ft	58 ft	210 ft	47 ft	169 ft	63 ft	222 ft
	Southbound	Right	#	123 ft	215 ft	184 ft	258 ft	137 ft	234 ft	201 ft	265 ft

(# - denotes no dedicated turn lane present)

Analysis indicates vehicle queues for the eastbound and southbound approaches at S. Brown School Road & Little York Road intersection are a potential concern as they exceed the available turn lane storage. This deficient storage capacity is identified in the No Build scenarios.

- On the southbound approach, the vehicle queues and potential through lane blocking are resulting from the current geometrics and lack of pavement width to provide an adequate dedicated left turn lane. This is prevalent in both Opening and Horizon Year No Build AM and PM peak hour conditions without the proposed development.
- On the eastbound approach, the vehicle queues causing potential through lane blocking due to inadequate storage capacity are prevalent in the Opening and Horizon Year No Build PM peak hour conditions without the proposed development. Eastbound left turning vehicle volumes are projected to exceed the threshold of 300 vehicles per hour under these conditions as well. According to the ODOT Location & Design Manual, double left turn lanes should be considered at any signalized intersection with left turn demands of 300 vehicles per hour or more. The actual need shall be determined by performing a signalized intersection capacity analysis.

A mitigated scenario was run for the S. Brown School Road & Little York Road intersection to assess the effects of signal timing optimizations on the level of service. A comparison of the 2047 Build scenario with and without mitigation are shown in **Table 2.7** below. Results indicate the unacceptable failing operation can be eliminated by modifying the current signal timings. Optimized signal timings do have a positive effect on overall vehicle delay. The HCS reports for the mitigated signal operation is included in **Appendix D**.

While accommodating the additional required turn lanes storage does not directly affect the LOS, it does reduce the potential for vehicles to get blocked from proceeding through the intersection. At the intersection of S. Brown School Road & Little York Road, queue analysis under current signal timing operations shown previously in **Table 2.6** indicate 459 feet of storage is needed for the eastbound dedicated left turn lane and 222 feet of storage is needed for the southbound dedicated left turn lane. When signal timings are optimized, the 95th percentile queue length for these left turn movements increase from 459 feet to 479 feet for the eastbound dedicated left turn lane and from 222 feet to 276 feet for the southbound dedicated left turn lane.

Table 2.7 Mitigation Comparison

Intersection	Approach	Lane Group	2047			
			Build		Mitigated Build	
			AM	PM	AM	PM
S. Brown School Rd & Little York Rd	Eastbound	Left	B (13.4)	D (46.4)	A (12.9)	D (42.7)
		Through	A (7.3)	A (6.2)	A (7.2)	A (5.4)
		Approach	A (9.7)	C (22.0)	A (9.3)	C (20.0)
	Westbound	Approach	B (19.7)	F (80.4)	B (19.0)	D (48.4)
	Southbound	Left	B (18.8)	D (53.3)	B (18.3)	E (75.7)
		Right	C (21.9)	C (25.6)	C (20.6)	C (32.0)
		Approach	B (21.0)	D (35.3)	C (20.0)	D (47.4)
	Intersection Overall		B (17.0)	D (43.6)	B (16.3)	D (35.0)

2.5 Turn Lane Warrant Analysis

Included in **Appendix E** are the various turn lane warrants evaluated at the study area intersections. Utilizing various graphs published in the ODOT Location & Design Manual, traffic volumes plotted on these graphs indicate whether dedicated left or right turn lanes are warranted for consideration at any of the proposed site drive intersection locations.

S. Brown School Road at Deerhurst Drive/Proposed Road A: The resulting 2047 Build PM Peak Hour data plot suggests the intersection of S. Brown School Road at Deerhurst Drive/Proposed Road A satisfies the warrant for a northbound left turn lane and should be considered. Note vehicles requiring the northbound left turn lane are associated with existing left turn traffic and projected additional trips from the 58 additional lots in Foxfire Subdivision and not the proposed development.

3.0 SUMMARY & CONCLUSIONS

This study of the proposed residential subdivision evaluated anticipated traffic operations for No Build and Build scenarios for Opening Year 2027 & Horizon Year 2047. Storage capacity of existing dedicated turn lanes was evaluated based on vehicle queue lengths. Finally, warrants for dedicated left or right turn lanes at the proposed site drive intersections were analyzed. The associated impacts are noted below.

S. Brown School Road & Little York Road: Analysis indicates the westbound approach fails at a LOS F for the 2027/2047 Build PM peak periods. Also, vehicle queues for the eastbound and southbound approaches exceed the available turn lane storage. Deficient storage capacity is identified in the No Build scenario.

Optimizing the traffic signal timings may provide improved level of service operations for the overall intersection and indicate the unacceptable failing operation can be eliminated by modifying the current signal timings. Optimized signal timings do have a positive effect on overall vehicle delay. Signal timing modifications would be the responsibility of the maintaining agency.

On the north approach, the existing vehicle queues and potential through lane blocking are resulting from the current geometrics and lack of pavement width to provide an adequate dedicated left turn lane. This is prevalent in both Opening and Horizon Year No Build AM and PM peak hour conditions without the proposed development.

On the west approach, vehicle queues causing potential through lane blocking due to inadequate storage capacity are prevalent in the Opening and Horizon Year No Build PM peak hour conditions without the proposed development. Eastbound left turning vehicle volumes are projected to exceed the threshold of 300 vehicles per hour under these conditions as well. According to the ODOT Location & Design Manual, double left turn lanes should be considered at any signalized intersection with left turn demands of 300 vehicles per hour or more. The actual need shall be determined by performing a signalized intersection capacity analysis.

Queue analysis under current signal timing operations indicate 459 feet of storage is needed for the eastbound dedicated left turn lane and 222 feet of storage is needed for the southbound dedicated left turn lane. When signal timings are optimized, the 95th percentile queue length for these left turn movements increase from 459 feet to 479 feet for the eastbound dedicated left turn lane and from 222 feet to 276 feet for the southbound dedicated left turn lane. ***Deficient storage capacity is identified in the No Build scenario and it should not be a responsible mitigating consequence of the additional traffic associated with the proposed development.***

S. Brown School Road & Deerhurst Drive/Proposed Road A: The traffic volume warranting the northbound left turn lane onto Deerhurst Drive into Foxfire Subdivision is associated with existing left turn traffic and projected additional trips from the 58 additional lots in Foxfire Subdivision and not the proposed development. ***A northbound left turn on S. Brown School Road at Deerhurst Drive/Proposed Road A meets warrant and should be constructed by others. The developer of this proposed residential subdivision should not be responsible for this improvement.***

APPENDIX A
TURNING MOVEMENT COUNT DATA





Mannik & Smith Group (OH)
1800 Indian Wood Circle

Count Name: S. Brown School Rd & Deerhurst
Dr
Site Code:
Start Date: 06/17/2025
Page No: 1

Maumee, Ohio, United States 43537
(419) 891-2222 kball@mnniksmithgroup.com

Turning Movement Data

Start Time	Southbound Approach				Northbound Approach				Eastbound Approach			
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total
6:00 AM	0	11	0	11	13	1	0	14	3	0	0	3
6:15 AM	0	28	0	28	17	1	0	18	0	0	0	0
6:30 AM	0	41	0	41	24	0	0	24	5	1	0	6
6:45 AM	0	45	0	45	51	1	0	52	2	0	0	2
Hourly Total	0	125	0	125	105	3	0	108	10	1	0	11
7:00 AM	0	50	0	50	21	0	0	21	6	0	0	6
7:15 AM	0	57	0	57	30	2	0	32	7	2	0	9
7:30 AM	1	58	0	59	39	1	0	40	9	2	0	11
7:45 AM	0	70	0	70	50	3	0	53	3	3	0	6
Hourly Total	1	235	0	236	140	6	0	146	25	7	0	32
8:00 AM	1	49	0	50	35	4	0	39	3	0	0	3
8:15 AM	0	44	0	44	45	3	0	48	8	1	0	9
8:30 AM	1	37	0	38	28	5	0	33	8	1	0	9
8:45 AM	3	48	0	51	35	0	0	35	5	1	0	6
Hourly Total	5	178	0	183	143	12	0	155	24	3	0	27
9:00 AM	1	32	0	33	27	3	0	30	7	1	0	8
9:15 AM	1	32	0	33	28	6	0	34	5	0	0	6
9:30 AM	1	30	0	31	32	2	0	34	7	0	0	7
9:45 AM	1	40	0	41	34	3	0	37	6	1	0	7
Hourly Total	4	134	0	138	121	14	0	135	26	2	0	28
*** BREAK ***												
3:00 PM	2	59	0	61	87	4	0	91	9	2	0	11
3:15 PM	1	70	0	71	56	7	0	63	1	1	0	2
3:30 PM	1	103	0	104	75	5	0	80	1	3	0	4
3:45 PM	3	70	0	73	87	6	0	93	4	0	0	4
Hourly Total	7	302	0	309	305	22	0	327	15	6	0	21
4:00 PM	0	76	0	76	91	4	0	95	2	0	0	2
4:15 PM	0	72	0	72	71	6	0	77	6	1	0	7
4:30 PM	1	101	0	102	71	8	0	79	10	1	0	11
4:45 PM	2	68	0	70	89	6	0	95	2	0	0	2
Hourly Total	3	317	0	320	322	24	0	346	20	2	0	22
5:00 PM	0	74	0	74	102	7	0	109	5	1	0	6
5:15 PM	2	73	0	75	85	7	0	92	4	0	0	4
5:30 PM	3	64	0	67	60	6	0	66	5	1	0	6
5:45 PM	2	70	0	72	54	2	0	56	9	0	0	9
Hourly Total	7	281	0	288	301	22	0	323	23	2	0	25
Hourly Total	7	281	0	288	301	22	0	323	23	2	0	25
Hourly Total	7	281	0	288	301	22	0	323	23	2	0	25

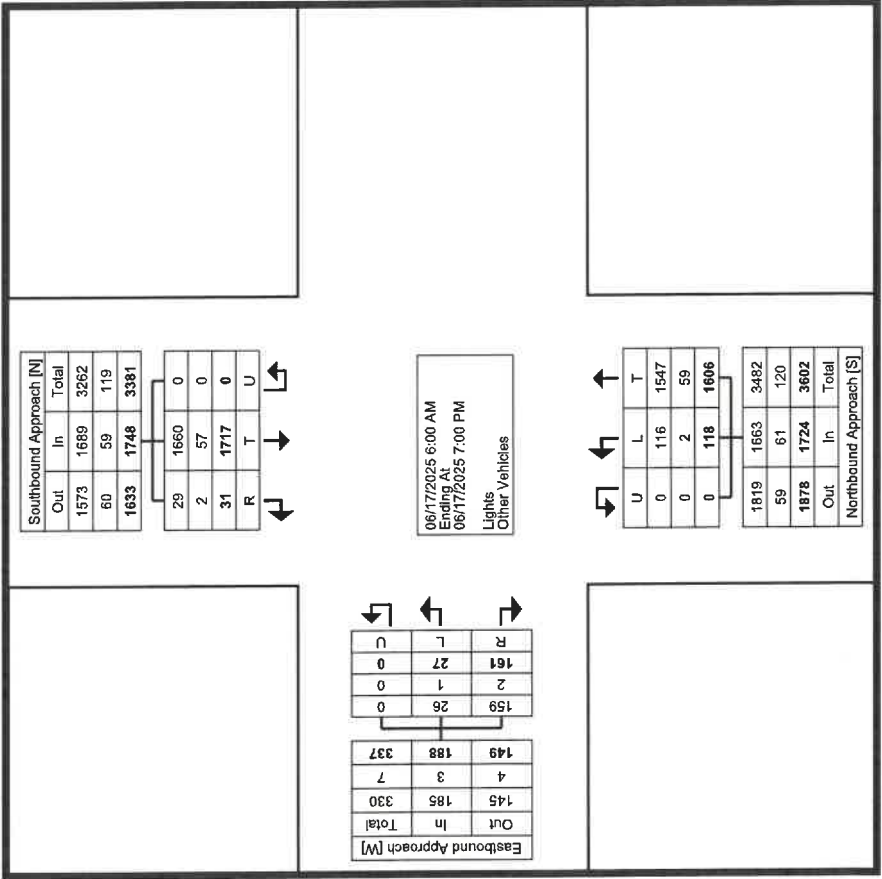
6:00 PM	1	43	0	44	51	1	0	52	5	0	0	5	101
6:15 PM	1	33	0	34	44	4	0	48	2	3	0	5	87
6:30 PM	0	33	0	33	42	5	0	47	8	1	0	9	89
6:45 PM	2	36	0	38	32	5	0	37	3	0	0	3	78
Hourly Total	4	145	0	149	169	15	0	184	18	4	0	22	355
Grand Total	31	1717	0	1748	1606	118	0	1724	161	27	0	188	3680
Approach %	1.8	98.2	0.0	-	93.2	6.8	0.0	-	85.6	14.4	0.0	-	-
Total %	0.8	46.9	0.0	47.8	43.9	3.2	0.0	47.1	4.4	0.7	0.0	5.1	-
Lights	29	1660	0	1689	1547	116	0	1663	159	26	0	185	3537
% Lights	93.5	96.7	-	96.6	96.3	98.3	-	96.5	98.8	96.3	-	98.4	96.6
Other Vehicles	2	57	0	59	59	2	0	61	2	1	0	3	123
% Other Vehicles	6.5	3.3	-	3.4	3.7	1.7	-	3.5	1.2	3.7	-	1.6	3.4



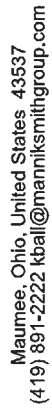
Mannik & Smith Group (OH)
1800 Indian Wood Circle

Maumee, Ohio, United States 43537
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Count Name: S. Brown School Rd & Deerhurst
Dr
Site Code:
Start Date: 06/17/2025
Page No: 3



Turning Movement Data Plot



Turning Movement Peak Hour Data (7:30 AM)

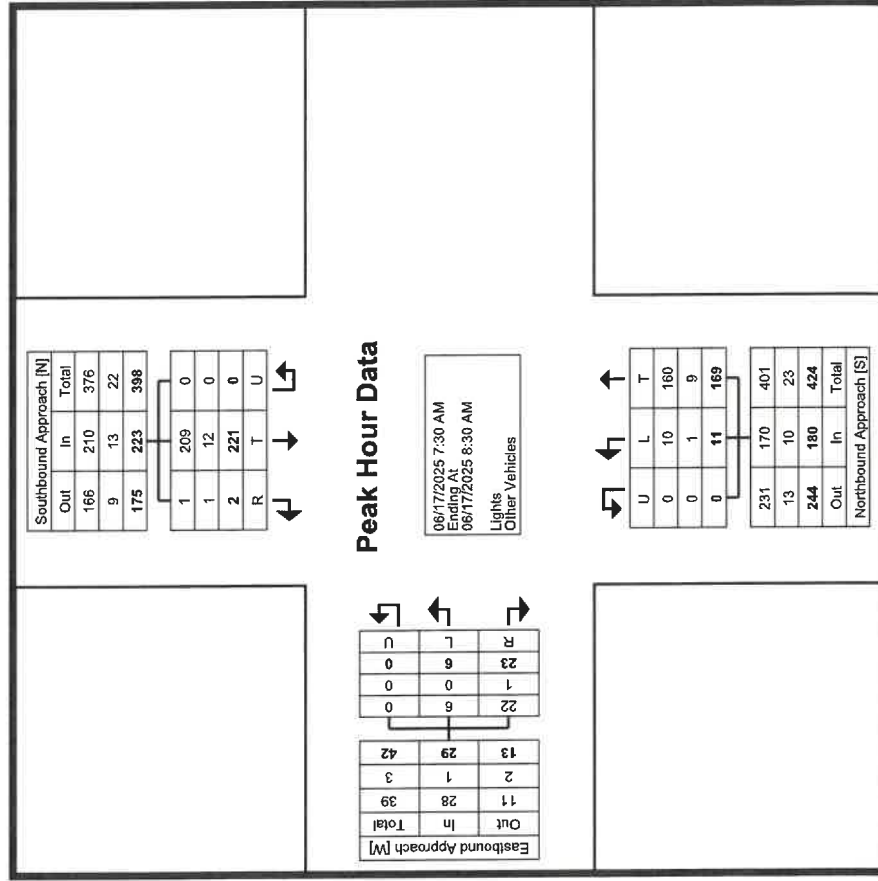
Start Time	Southbound Approach				Northbound Approach				Eastbound Approach				
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
7:30 AM	1	58	0	59	39	1	0	40	9	2	0	11	110
7:45 AM	0	70	0	70	50	3	0	53	3	3	0	6	129
8:00 AM	1	49	0	50	35	4	0	39	3	0	0	3	92
8:15 AM	0	44	0	44	45	3	0	48	8	1	0	9	101
Total	2	221	0	223	189	11	0	180	23	6	0	29	432
Approach %	0.9	99.1	0.0	-	93.9	6.1	0.0	-	79.3	20.7	0.0	-	-
Total %	0.5	51.2	0.0	51.6	39.1	2.5	0.0	41.7	5.3	1.4	0.0	6.7	-
PHF	0.500	0.789	0.000	0.796	0.845	0.688	0.000	0.849	0.639	0.500	0.000	0.659	0.837
Lights	1	209	0	210	160	10	0	170	22	6	0	28	408
% Lights	50.0	94.6	-	94.2	94.7	90.9	-	94.4	95.7	100.0	-	96.6	94.4
% Other Vehicles	1	12	0	13	9	1	0	10	1	0	0	1	24
% Other Vehicles	50.0	5.4	-	5.8	5.3	9.1	-	5.6	4.3	0.0	0	3.4	5.6



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Count Name: S. Brown School Rd & Deerhurst
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Site Code:
Start Date: 06/17/2025
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Turning Movement Peak Hour Data (4:30 PM)

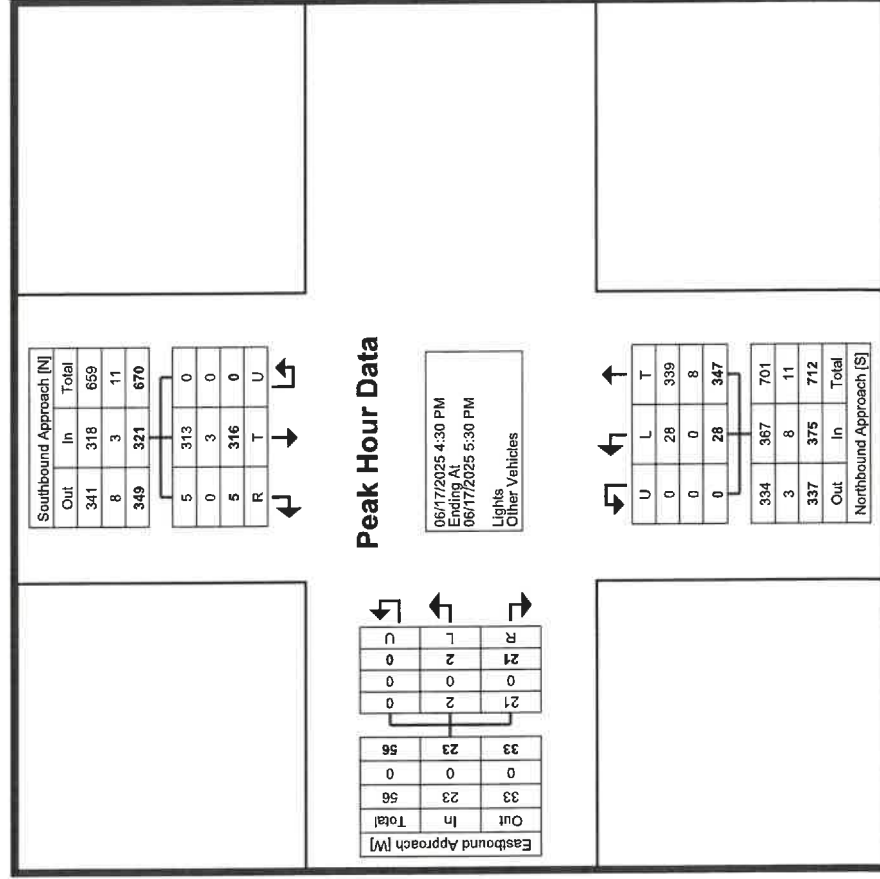
Start Time	Southbound Approach				Northbound Approach				Eastbound Approach				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
4:30 PM	1	101	0	102	71	8	0	79	10	1	0	11	192
4:45 PM	2	68	0	70	89	6	0	95	2	0	0	2	167
5:00 PM	0	74	0	74	102	7	0	109	5	1	0	6	189
5:15 PM	2	73	0	75	85	7	0	92	4	0	0	4	171
Total	5	316	0	321	347	28	0	375	21	2	0	23	719
Approach %	1.6	98.4	0.0	-	92.5	7.5	0.0	-	91.3	8.7	0.0	-	-
Total %	0.7	43.9	0.0	44.6	48.3	3.9	0.0	52.2	2.9	0.3	0.0	3.2	-
PHF	0.625	0.782	0.000	0.787	0.850	0.875	0.000	0.860	0.525	0.500	0.000	0.523	0.936
Lights	5	313	0	318	339	28	0	367	21	2	0	23	708
% Lights	100.0	99.1	-	99.1	97.7	100.0	-	97.9	100.0	100.0	-	100.0	98.5
Other Vehicles	0	3	0	3	8	0	0	8	0	0	0	0	11
% Other Vehicles	0.0	0.9	-	0.9	2.3	0.0	-	2.1	0.0	0.0	0.0	0.0	1.5



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Count Name: S. Brown School Rd & Foxfire Trail
Site Code:
Start Date: 06/17/2025
Page No: 1

Turning Movement Data

Start Time	Southbound Approach				Northbound				Eastbound Approach				Int. Total	
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total		
6:00 AM	0	11	0	11	12	0	0	12	0	0	0	0	23	
6:15 AM	0	27	0	27	18	0	0	18	1	0	0	1	46	
6:30 AM	0	41	0	41	23	0	0	23	1	0	0	1	65	
6:45 AM	1	46	0	47	53	0	0	53	1	3	0	4	104	
Hourly Total	1	125	0	126	106	0	0	106	3	3	0	6	236	
7:00 AM	0	49	0	49	21	0	0	21	0	0	0	0	70	
7:15 AM	2	57	0	59	31	1	0	32	0	2	0	2	93	
7:30 AM	1	55	0	56	42	0	0	42	4	2	0	6	104	
7:45 AM	0	70	0	70	53	1	0	54	2	1	0	3	127	
Hourly Total	3	231	0	234	147	2	0	149	6	5	0	11	394	
8:00 AM	0	50	0	50	34	0	0	34	0	1	0	1	85	
8:15 AM	0	43	0	43	45	0	0	45	2	3	0	5	93	
8:30 AM	0	36	0	36	30	0	0	30	1	0	0	1	67	
8:45 AM	0	48	0	48	34	0	0	34	3	1	0	4	86	
Hourly Total	0	177	0	177	143	0	0	143	6	5	0	11	331	
9:00 AM	0	30	0	30	30	0	0	30	3	1	0	4	64	
9:15 AM	0	32	0	32	27	0	0	27	0	2	0	2	61	
9:30 AM	1	30	0	31	29	3	0	32	1	0	0	1	64	
9:45 AM	0	41	0	41	33	1	1	35	1	1	0	2	78	
Hourly Total	1	133	0	134	119	4	1	124	5	4	0	9	267	
*** BREAK ***														
3:00 PM	2	58	0	60	85	5	0	90	2	0	0	2	152	
3:15 PM	2	72	0	74	55	2	0	57	1	1	0	2	133	
3:30 PM	1	101	0	102	76	1	0	77	1	2	0	3	182	
3:45 PM	2	72	0	74	85	1	0	86	1	2	0	3	163	
Hourly Total	7	303	0	310	301	9	0	310	5	5	0	10	630	
4:00 PM	0	76	0	76	89	2	0	91	1	0	0	1	168	
4:15 PM	0	71	0	71	69	3	0	72	1	1	0	2	145	
4:30 PM	1	97	0	98	72	1	0	73	3	0	0	3	174	
4:45 PM	2	69	0	71	86	2	0	88	1	0	0	1	160	
Hourly Total	3	313	0	316	316	8	0	324	6	1	0	7	647	
5:00 PM	3	71	0	74	99	2	0	101	3	1	0	4	179	
5:15 PM	3	74	0	77	77	4	0	81	1	2	0	3	161	
5:30 PM	1	65	0	66	57	5	0	62	3	2	0	5	133	
5:45 PM	1	71	0	72	55	0	0	55	2	1	0	3	130	
Hourly Total	8	281	0	289	288	11	0	299	9	6	0	15	603	

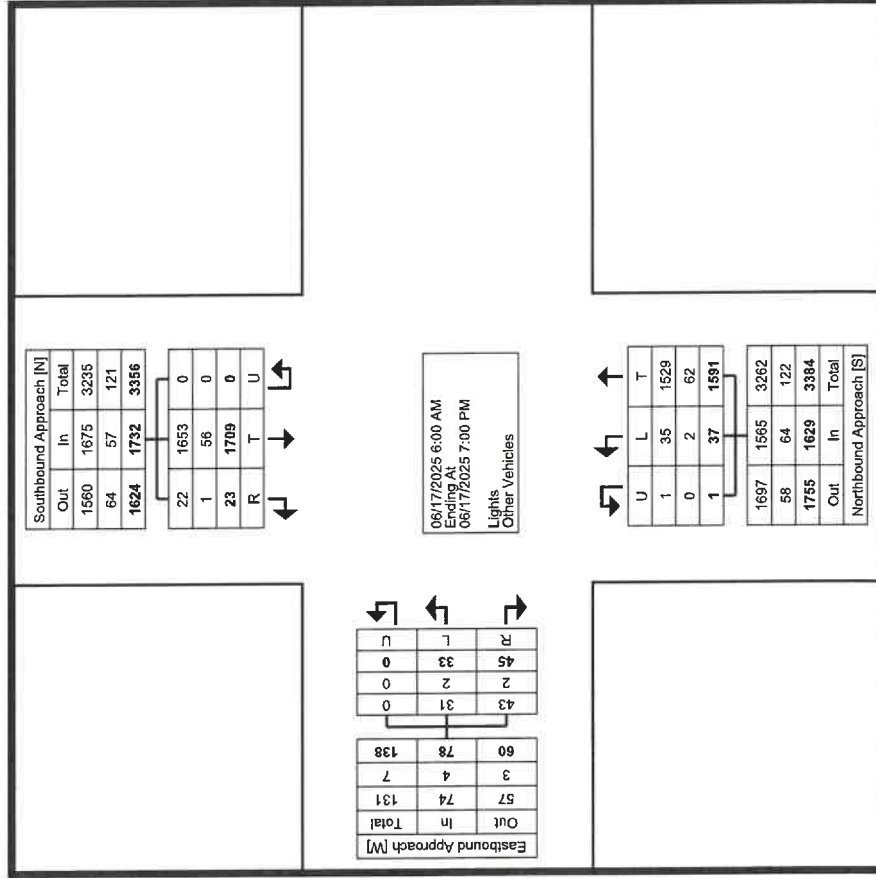
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6:15 PM	0	33	0	0	33	48	0	0	48	1	0	0	1	82
6:30 PM	0	32	0	0	32	41	2	0	43	1	4	0	5	80
6:45 PM	0	39	0	0	39	31	1	0	32	1	0	0	1	72
Hourly Total	0	146	0	0	146	171	3	0	174	5	4	0	9	329
Grand Total	23	1709	0	0	1732	1591	37	1	1629	45	33	0	78	3439
Approach %	1.3	98.7	0.0	0.0	-	97.7	2.3	0.1	-	57.7	42.3	0.0	-	-
Total %	0.7	49.7	0.0	0.0	50.4	46.3	1.1	0.0	47.4	1.3	1.0	0.0	2.3	-
Lights	22	1653	0	0	1675	1529	35	1	1565	43	31	0	74	3314
% Lights	95.7	96.7	-	-	96.7	96.1	94.6	100.0	96.1	95.6	93.9	-	94.9	96.4
Other Vehicles	1	56	0	0	57	62	2	0	64	2	2	0	4	125
% Other Vehicles	4.3	3.3	-	-	3.3	3.9	5.4	0.0	3.9	4.4	6.1	-	5.1	3.6



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Count Name: S. Brown School Rd & Foxfire Trail
Site Code:
Start Date: 06/17/2025
Page No: 3



Turning Movement Data Plot



Mannik & Smith Group (OH)
1800 Indian Wood Circle

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(419) 891-2222 kball@mnniksmithgroup.com

Count Name: S. Brown School Rd & Foxfire Trail
Site Code:
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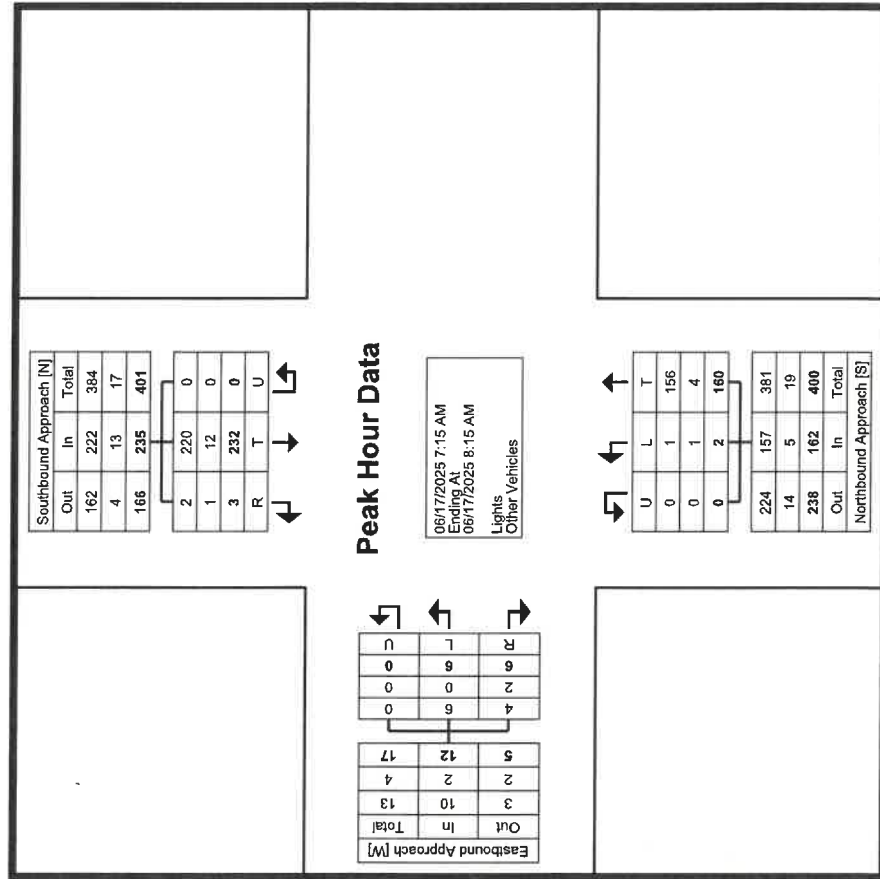
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Southbound Approach				Northbound Approach				Eastbound Approach			
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total
7:15 AM	2	57	0	59	31	1	0	32	0	2	0	2
7:30 AM	1	55	0	56	42	0	0	42	4	2	0	6
7:45 AM	0	70	0	70	53	1	0	54	2	1	0	3
8:00 AM	0	50	0	50	34	0	0	34	0	1	0	1
Total	3	232	0	235	160	2	0	162	6	6	0	12
Approach %	1.3	98.7	0.0	-	98.8	1.2	0.0	-	50.0	50.0	0.0	-
Total %	0.7	56.7	0.0	57.5	39.1	0.5	0.0	39.6	1.5	1.5	0.0	2.9
PHF	0.375	0.829	0.000	0.839	0.755	0.500	0.000	0.750	0.375	0.750	0.000	0.500
Lights	2	220	0	222	156	1	0	157	4	6	0	10
% Lights	66.7	94.8	-	94.5	97.5	50.0	-	96.9	66.7	100.0	-	83.3
Other Vehicles	1	12	0	13	4	1	0	5	2	0	0	2
% Other Vehicles	33.3	5.2	-	5.5	2.5	50.0	-	3.1	33.3	0.0	-	16.7



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Start Date: 06/17/2025
Page No: 5



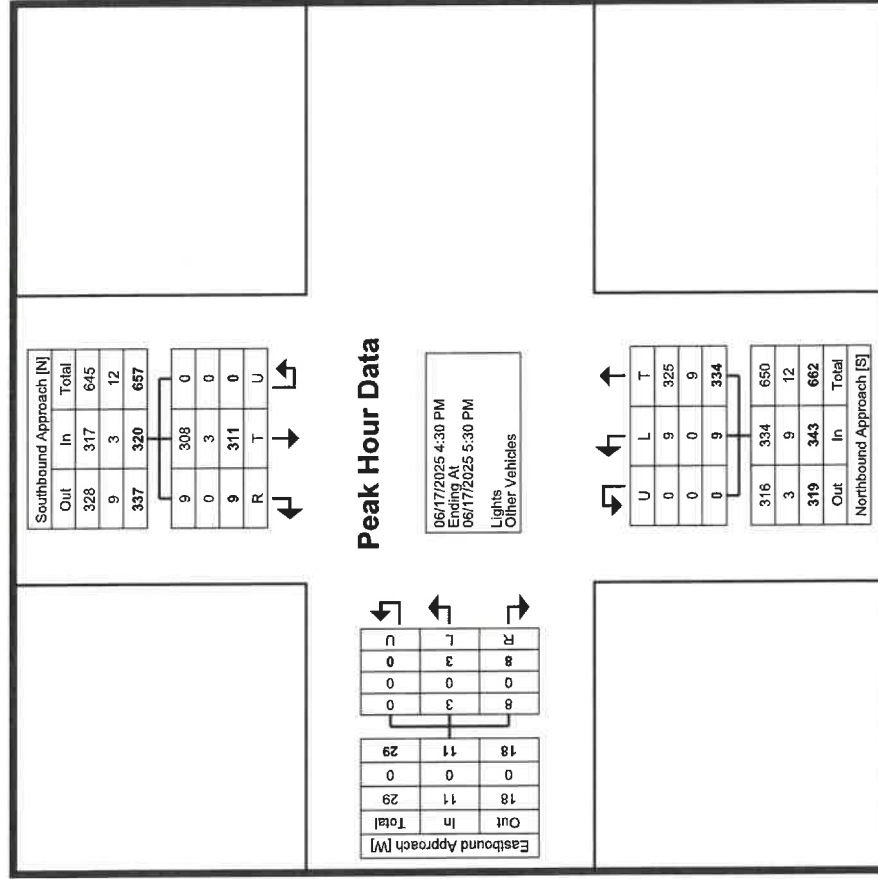
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Southbound Approach				Northbound Approach				Eastbound Approach				
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
4:30 PM	1	97	0	98	72	1	0	73	3	0	0	3	174
4:45 PM	2	69	0	71	86	2	0	88	1	0	0	1	160
5:00 PM	3	71	0	74	99	2	0	101	3	1	0	4	179
5:15 PM	3	74	0	77	77	4	0	81	1	2	0	3	161
Total	9	311	0	320	334	9	0	343	8	3	0	11	674
Approach %	2.8	97.2	0.0	-	97.4	2.6	0.0	-	72.7	27.3	0.0	-	-
Total %	1.3	46.1	0.0	47.5	49.6	1.3	0.0	50.9	1.2	0.4	0.0	1.6	-
PHF	0.750	0.802	0.000	0.816	0.843	0.563	0.000	0.849	0.667	0.375	0.000	0.668	0.941
Lights	9	308	0	317	325	9	0	334	8	3	0	11	662
% Lights	100.0	99.0	-	99.1	97.3	100.0	-	97.4	100.0	100.0	-	100.0	98.2
Other Vehicles	0	3	0	3	9	0	0	9	0	0	0	0	12
% Other Vehicles	0.0	1.0	-	0.9	2.7	0.0	-	2.6	0.0	0.0	-	0.0	1.8



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Count Name: S. Brown School Rd & Foxfire Trail
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Start Date: 06/17/2025
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Turning Movement Peak Hour Data Plot (4:30 PM)



Mannik & Smith Group (OH)
1800 Indian Wood Circle

Maumee, Ohio, United States 43537
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Count Name: S. Brown School Rd & Little York
Rd
Site Code:
Start Date: 06/24/2025
Page No: 1

Turning Movement Data

Start Time	Southbound St. Southbound				Westbound St. Westbound				Eastbound St. Eastbound				Int. Total	
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total		
6:00 AM	12	6	0	18	9	29	0	38	20	8	0	28	84	
6:15 AM	31	6	0	37	12	43	0	55	27	12	0	39	131	
6:30 AM	37	14	0	51	12	75	0	87	33	12	0	45	183	
6:45 AM	51	11	0	62	26	67	0	93	31	28	0	59	214	
Hourly Total	131	37	0	168	59	214	0	273	111	60	0	171	612	
7:00 AM	32	11	0	43	14	59	0	73	42	13	0	55	171	
7:15 AM	51	21	0	72	12	79	0	91	38	26	0	64	227	
7:30 AM	55	17	0	72	17	75	0	92	58	24	0	82	246	
7:45 AM	48	18	0	66	18	103	0	121	59	32	0	91	278	
Hourly Total	186	67	0	253	61	316	0	377	197	95	0	292	922	
8:00 AM	46	17	0	63	9	68	0	77	49	15	0	64	204	
8:15 AM	48	19	0	67	16	61	0	77	40	26	0	66	210	
8:30 AM	39	13	0	52	16	82	0	98	50	20	0	70	220	
8:45 AM	37	13	0	50	11	70	0	81	49	25	0	74	205	
Hourly Total	170	62	0	232	52	281	0	333	188	86	0	274	839	
9:00 AM	42	10	0	52	18	52	0	70	63	20	0	83	205	
9:15 AM	29	14	0	43	9	63	0	72	57	22	0	79	194	
9:30 AM	33	15	0	48	8	54	0	62	51	35	0	86	196	
9:45 AM	36	12	0	48	16	53	0	69	57	32	0	89	206	
Hourly Total	140	51	0	191	51	222	0	273	228	109	0	337	801	
*** BREAK ***														
3:00 PM	51	21	0	72	22	87	0	109	129	59	0	188	369	
3:15 PM	43	27	0	70	32	89	0	121	96	36	0	132	323	
3:30 PM	68	44	0	112	24	89	0	113	130	68	0	198	423	
3:45 PM	60	30	0	90	22	93	0	115	115	60	0	175	380	
Hourly Total	222	122	0	344	100	358	0	458	470	223	0	693	1495	
4:00 PM	50	34	0	84	22	105	0	127	129	75	0	204	415	
4:15 PM	51	26	0	77	23	108	0	131	103	49	0	152	360	
4:30 PM	71	28	0	99	28	113	0	141	128	59	0	187	427	
4:45 PM	36	30	0	66	30	104	0	134	123	64	0	187	387	
Hourly Total	208	118	0	326	103	430	0	533	483	247	0	730	1589	
5:00 PM	59	23	0	82	24	120	0	144	159	83	0	242	468	
5:15 PM	46	34	0	80	29	110	0	139	106	62	0	168	387	
5:30 PM	43	26	0	69	27	111	0	138	99	57	0	156	363	
5:45 PM	48	36	0	84	21	98	0	119	115	39	0	154	357	
Hourly Total	196	119	0	315	101	439	0	540	479	241	0	720	1575	

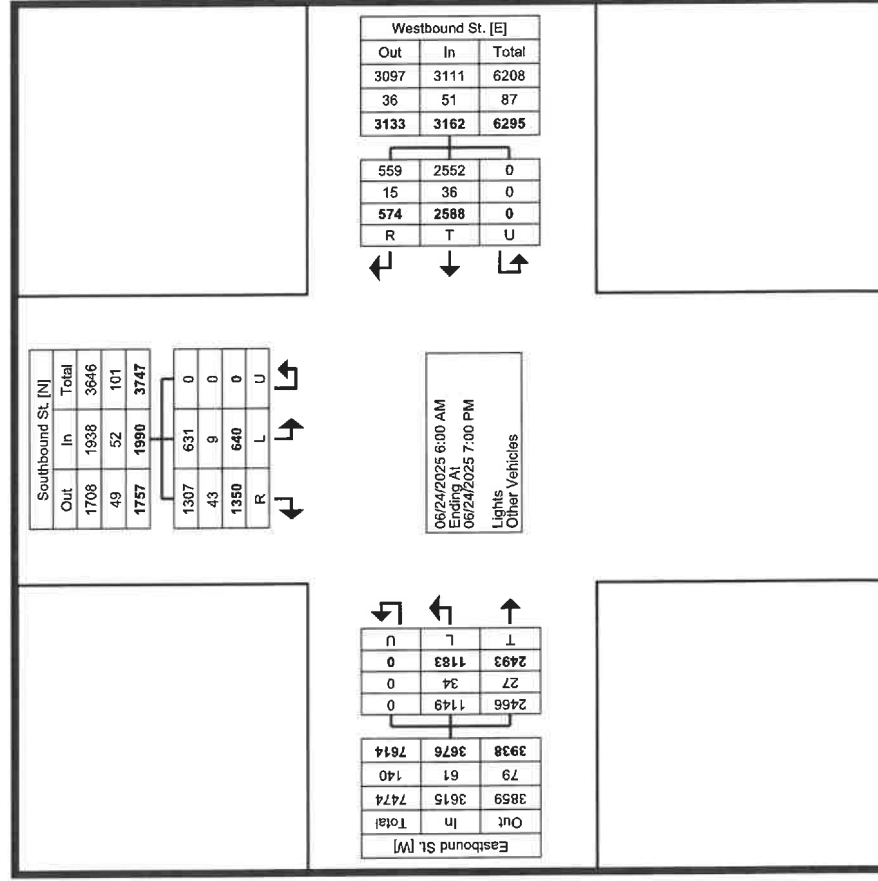
6:00 PM	26	18	0	44	8	82	0	90	87	33	0	120	254
6:15 PM	21	13	0	34	11	89	0	100	89	31	0	120	254
6:30 PM	26	17	0	43	19	86	0	105	92	30	0	122	270
6:45 PM	24	16	0	40	9	71	0	80	69	28	0	97	217
Hourly Total	97	64	0	161	47	328	0	375	337	122	0	459	995
Grand Total	1350	640	0	1990	574	2588	0	3162	2493	1183	0	3676	8828
Approach %	67.8	32.2	0.0	-	18.2	81.8	0.0	-	67.8	32.2	0.0	-	-
Total %	15.3	7.2	0.0	22.5	6.5	29.3	0.0	35.8	28.2	13.4	0.0	41.6	-
Lights	1307	631	0	1938	559	2552	0	3111	2466	1149	0	3615	8664
% Lights	96.8	98.6	-	97.4	97.4	98.6	-	98.4	98.9	97.1	-	98.3	98.1
Other Vehicles	43	9	0	52	15	36	0	51	27	34	0	61	164
% Other Vehicles	3.2	1.4	-	2.6	2.6	1.4	-	1.6	1.1	2.9	-	1.7	1.9



Mannik & Smith Group (OH)
1800 Indian Wood Circle

Maumee, Ohio, United States 43537
(419) 891-2222 kball@mnniksmithgroup.com

Count Name: S. Brown School Rd & Little York
Rd
Site Code:
Start Date: 06/24/2025
Page No: 3



Turning Movement Data Plot



Mannik & Smith Group (OH)
1800 Indian Wood Circle

Maumee, Ohio, United States 43537
(419) 891-2222 kball@mnniksmithgroup.com

Count Name: S. Brown School Rd & Little York
Rd
Site Code:
Start Date: 06/24/2025
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

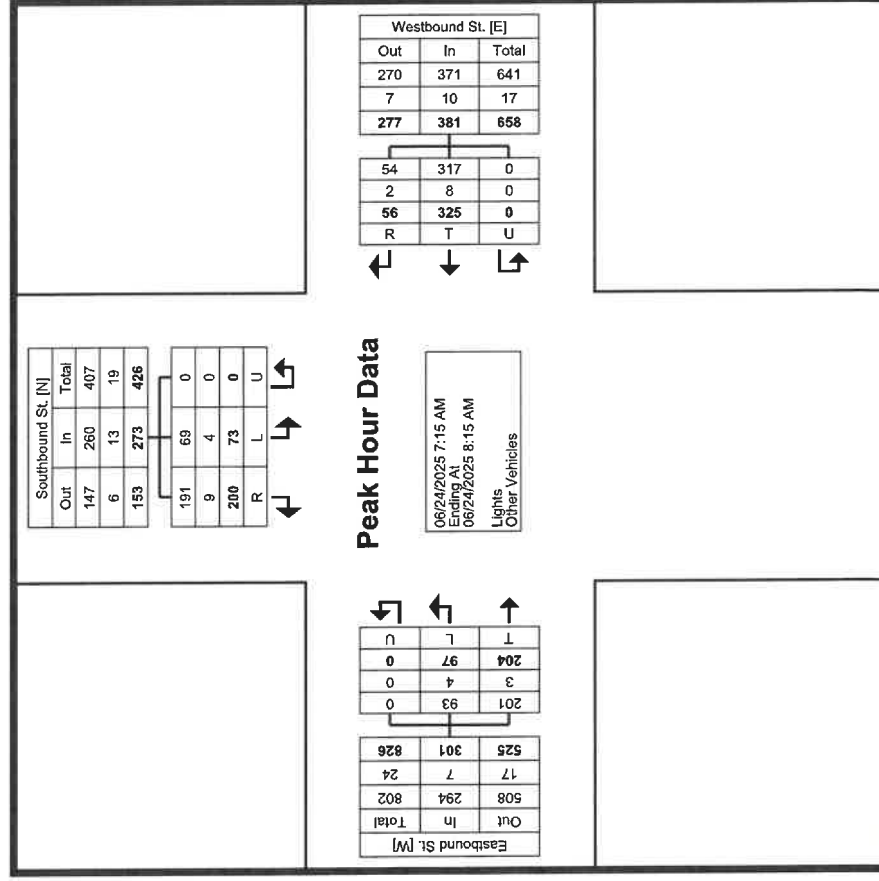
Start Time	Southbound St.				Westbound St.				Eastbound St.			
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	Int. Total
7:15 AM	51	21	0	72	12	79	0	91	38	26	0	227
7:30 AM	55	17	0	72	17	75	0	92	58	24	0	246
7:45 AM	48	18	0	66	18	103	0	121	59	32	0	278
8:00 AM	46	17	0	63	9	68	0	77	49	15	0	204
Total	200	73	0	273	56	325	0	381	204	97	0	955
Approach %	73.3	26.7	0.0	-	14.7	85.3	0.0	-	67.8	32.2	0.0	-
Total %	20.9	7.6	0.0	28.6	5.9	34.0	0.0	39.9	21.4	10.2	0.0	-
PHF	0.909	0.869	0.000	0.948	0.778	0.789	0.000	0.787	0.864	0.758	0.000	0.859
Lights	191	69	0	260	54	317	0	371	201	93	0	925
% Lights	95.5	94.5	-	95.2	96.4	97.5	-	97.4	98.5	95.9	-	96.9
Other Vehicles	9	4	0	13	2	8	0	10	3	4	0	30
% Other Vehicles	4.5	5.5	-	4.8	3.6	2.5	-	2.6	1.5	4.1	-	3.1



Mannik & Smith Group (OH)
1800 Indian Wood Circle

Maumee, Ohio, United States 43537
(419) 891-2222 kball@manniksmithgroup.com

Count Name: S. Brown School Rd & Little York Rd
Site Code:
Start Date: 06/24/2025
Page No.: 5





Mannik & Smith Group (OH)
1800 Indian Wood Circle

Maumee, Ohio, United States 43537
(419) 891-2222 kball@manniksmithgroup.com

Count Name: S. Brown School Rd & Little York
Rd
Site Code:
Start Date: 06/24/2025
Page No: 6

Turning Movement Peak Hour Data (4:30 PM)

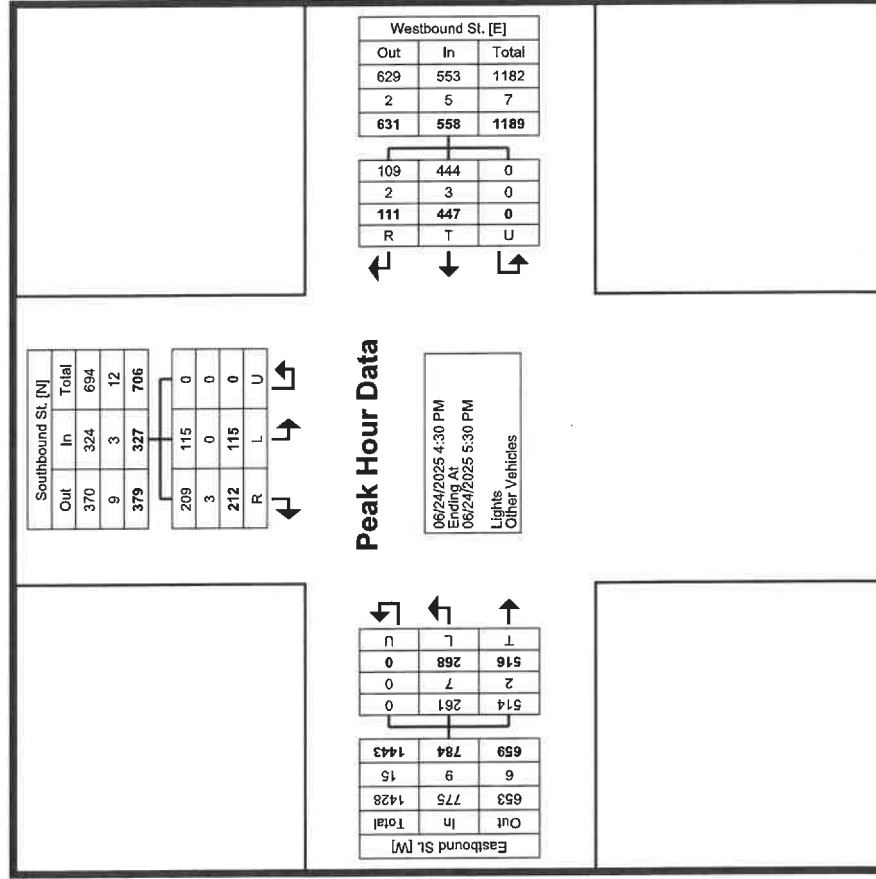
Start Time	Southbound St. Southbound				Westbound St. Westbound				Eastbound St. Eastbound			
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	Int. Total
4:30 PM	71	28	0	99	28	113	0	141	128	59	0	187
4:45 PM	35	30	0	66	30	104	0	134	123	64	0	187
5:00 PM	59	23	0	82	24	120	0	144	159	83	0	242
5:15 PM	46	34	0	80	29	110	0	139	106	62	0	168
Total	212	115	0	327	111	447	0	558	516	268	0	784
Approach %	64.8	35.2	0.0	-	19.9	80.1	0.0	-	65.8	34.2	0.0	-
Total %	12.7	6.9	0.0	19.6	6.7	26.8	0.0	33.4	30.9	16.1	0.0	47.0
PHF	0.746	0.846	0.000	0.826	0.925	0.931	0.000	0.969	0.811	0.807	0.000	0.892
Lights	209	115	0	324	109	444	0	553	514	261	0	775
% Lights	98.6	100.0	-	99.1	98.2	99.3	-	99.1	99.6	97.4	-	98.9
Other Vehicles	3	0	0	3	2	3	0	5	2	7	0	9
% Other Vehicles	1.4	0.0	-	0.9	1.8	0.7	-	0.9	0.4	2.6	-	1.1



Mannik & Smith Group (OH)
1800 Indian Wood Circle

Maumee, Ohio, United States 43537
(419) 891-2222 kball@mnniksmithgroup.com

Count Name: S. Brown School Rd & Little York
Rd
Site Code:
Start Date: 06/24/2025
Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)

APPENDIX B
GROWTH RATE AND TRAFFIC FIGURES



From: [Ramirez, Ana](#)
To: [Eric Pfenning](#)
Cc: [Kris D. Ball](#); [Benjamin Branham](#)
Subject: RE: Request for background traffic growth rate ~ South Brown School Road, Vandalia Ohio
Date: Monday, June 16, 2025 2:45:42 PM
Attachments: [image002.png](#)
[image003.png](#)

This Message is from an external sender.



Hi Eric,

I did not see the intersections earlier but after reviewing you can also use 1.05 for Little York and National Roads. The other 2 local streets are not included in our model network.

Ana

From: Eric Pfenning <epfenning@manniksmithgroup.com>
Sent: Monday, June 16, 2025 1:59 PM
To: Ramirez, Ana <ARamirez@mvrpc.org>
Cc: Kris D. Ball <KBall@manniksmithgroup.com>; Benjamin Branham <BBranham@manniksmithgroup.com>
Subject: RE: Request for background traffic growth rate ~ South Brown School Road, Vandalia Ohio

Ana,

Thank you for this information. As you can see in the study area snapshot of Google Earth I provided below, there are a total of 4 intersection traffic count locations we plan to count and study. Would there be growth rates for the side streets as well? That would be on the sides streets of South Brown School Road and: 1) US 40, 2) Foxfire Trail, 3) Deerhurst Drive and 4) Little York Road

Thank you in advance.

Respectfully,
Eric R. Pfenning, P.E., P.S.
Senior Traffic & Planning Engineer

The Mannik & Smith Group, Inc.
567-356-7192 (cell)

www.MannikSmithGroup.com



From: Ramirez, Ana <ARamirez@mvrpc.org>
Sent: Monday, June 16, 2025 10:55 AM
To: Eric Pfenning <epfenning@manniksmithgroup.com>
Cc: Kris D. Ball <KBall@manniksmithgroup.com>; Benjamin Branham <BBranham@manniksmithgroup.com>
Subject: RE: Request for background traffic growth rate ~ South Brown School Road, Vandalia Ohio

This Message is from an external sender.

Eric,

Based on travel demand model runs between 2020 and 2050, the growth factor for Brown School Road is quite low at 1.05; $2050\text{ AADT} = 1.05 * 2020\text{ AADT}$. You can interpolate any other year using a linear growth assumption.

Hope this helps and let me know if you need anything else,

Ana

From: Eric Pfenning <epfenning@manniksmithgroup.com>
Sent: Friday, June 13, 2025 11:26 AM
To: Ramirez, Ana <ARamirez@mvrpc.org>
Cc: Kris D. Ball <KBall@manniksmithgroup.com>; Benjamin Branham <BBranham@manniksmithgroup.com>
Subject: RE: Request for background traffic growth rate ~ South Brown School Road, Vandalia Ohio

Thank you Ana, we will most certainly provided you with the traffic counts once we collect and process. Please then consider this as our formal request for a background traffic growth rate for the subject development site. Assuming as you indicated a request of this nature takes approximately 2 to 3 days to process through your office, can we look forward to a response sometime next week?

Respectfully,
Eric R. Pfenning, P.E., P.S.
Senior Traffic & Planning Engineer

The Mannik & Smith Group, Inc.
567-356-7192 (cell)

www.MannikSmithGroup.com



From: Ramirez, Ana <ARamirez@mvrpc.org>
Sent: Friday, June 13, 2025 10:39 AM
To: Eric Pfenning <epfenning@manniksmithgroup.com>
Cc: Kris D. Ball <KBall@manniksmithgroup.com>; Benjamin Branham <BBranham@manniksmithgroup.com>
Subject: RE: Request for background traffic growth rate ~ South Brown School Road, Vandalia Ohio

This Message is from an external sender.

Hi Eric,

Thanks for the additional information. For clarification, we do not require traffic counts to provide background traffic but it is nice to have when available, you can provide counts in any format.

Ana

From: Eric Pfenning <epfenning@manniksmithgroup.com>
Sent: Friday, June 13, 2025 10:32 AM
To: Ramirez, Ana <ARamirez@mvrpc.org>
Cc: Kris D. Ball <KBall@manniksmithgroup.com>; Benjamin Branham <BBranham@manniksmithgroup.com>
Subject: Request for background traffic growth rate ~ South Brown School Road, Vandalia Ohio

Good morning Ms. Ana Ramirez,

Thank you for returning my call yesterday regarding our need to request a background

traffic growth rate for a proposed development in the City of Vandalia Ohio. I wanted to send you this preliminary information and follow up questions.

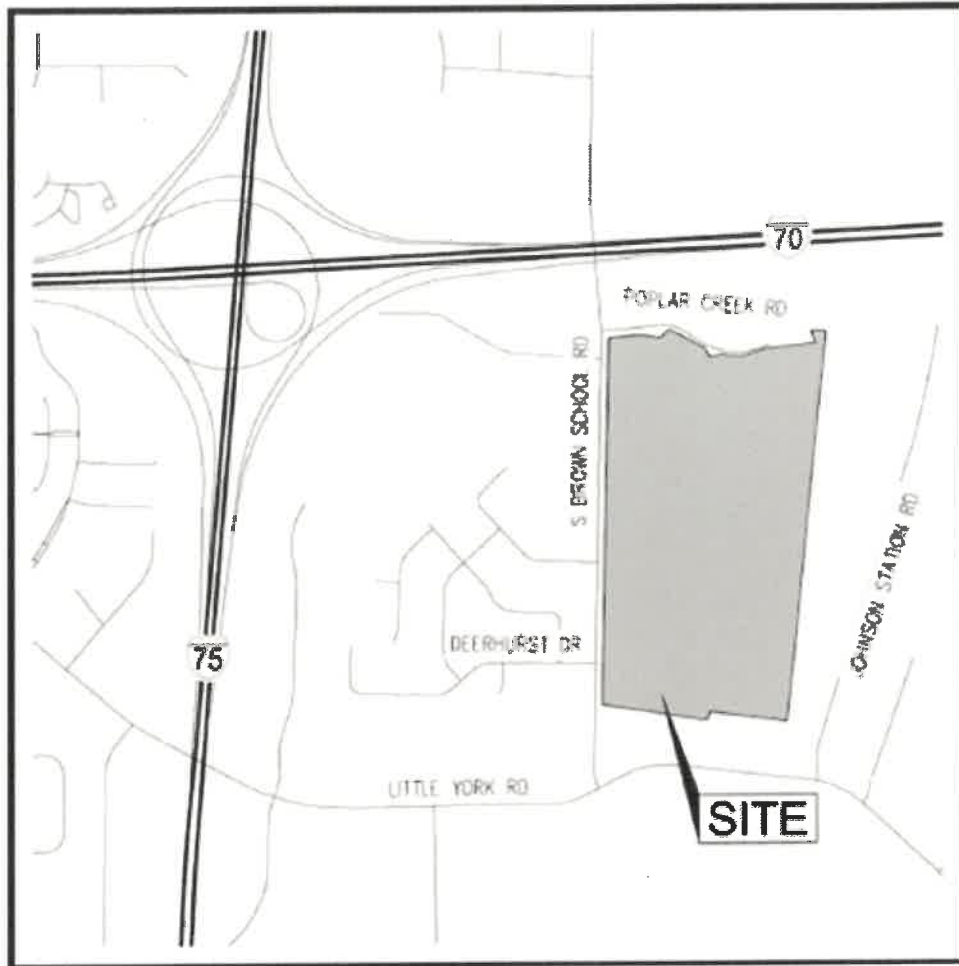
The proposed development is a 167 lot Single Family detached housing residential subdivision located near 7848 South Brown School Road on the east side of the roadway. We plan to collect turning movement traffic counts at four (4) intersection locations next week. Our turning movement traffic counts would be conducted to isolate an AM peak period between the hours of 6:00am–10:00am and a PM peak period between the hours of 3:00pm–7:00pm.

In addition to the information provided herein, you mentioned including traffic counts with our growth rate request so that is where I have the following questions based on our intended approach.

1. Does our request for a background traffic growth rate on South Brown School Road require a specific number of hours to be counted at these intersections?
2. How should the traffic counts be formatted (Excel, PDF or other)?

Thank you in advance for your response.





Respectfully,
Eric R. Pfenning, P.E., P.S.
Senior Traffic & Planning Engineer

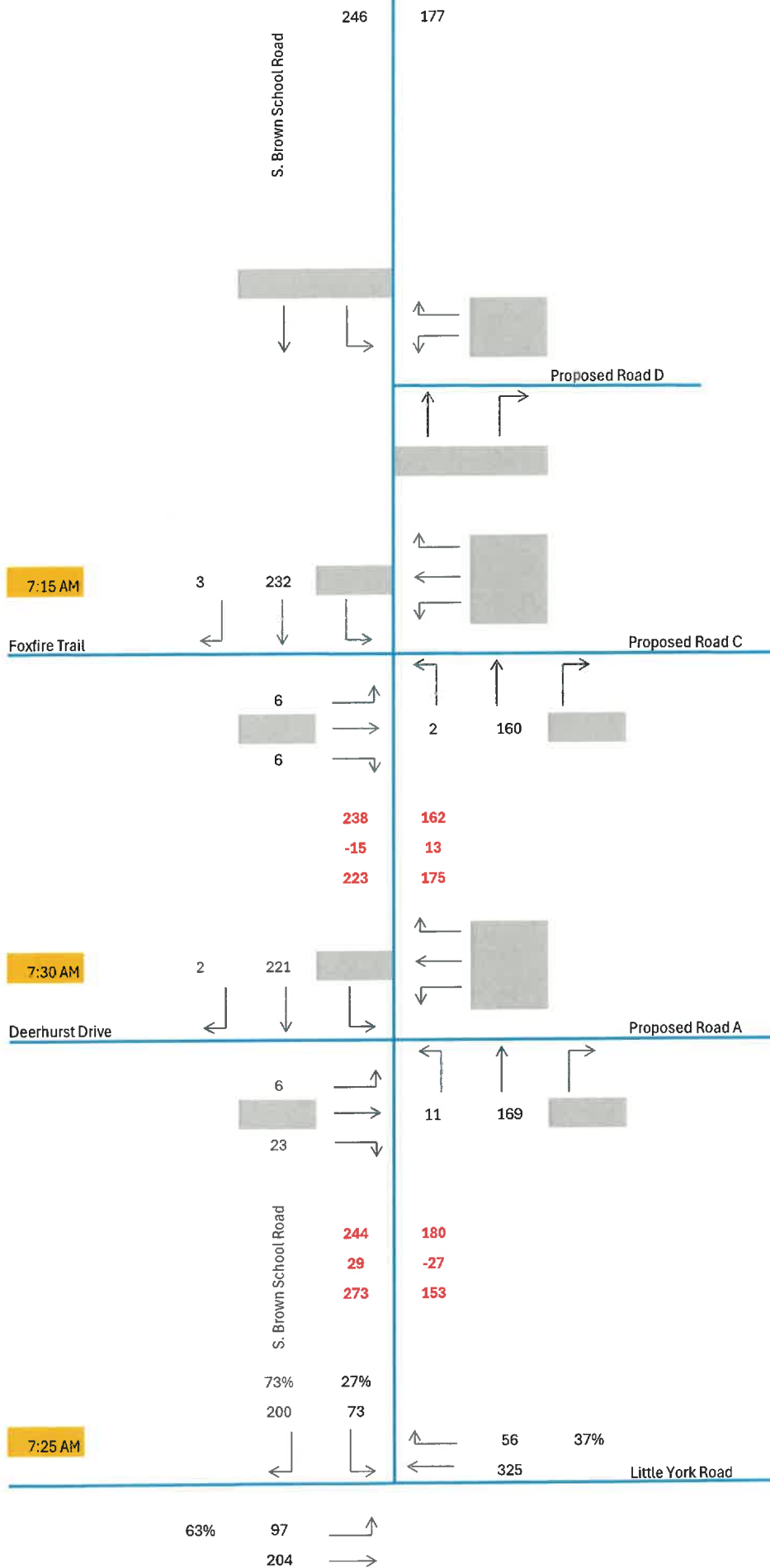
The Mannik & Smith Group, Inc.
567-356-7192 (cell)

www.MannikSmithGroup.com



AM Raw

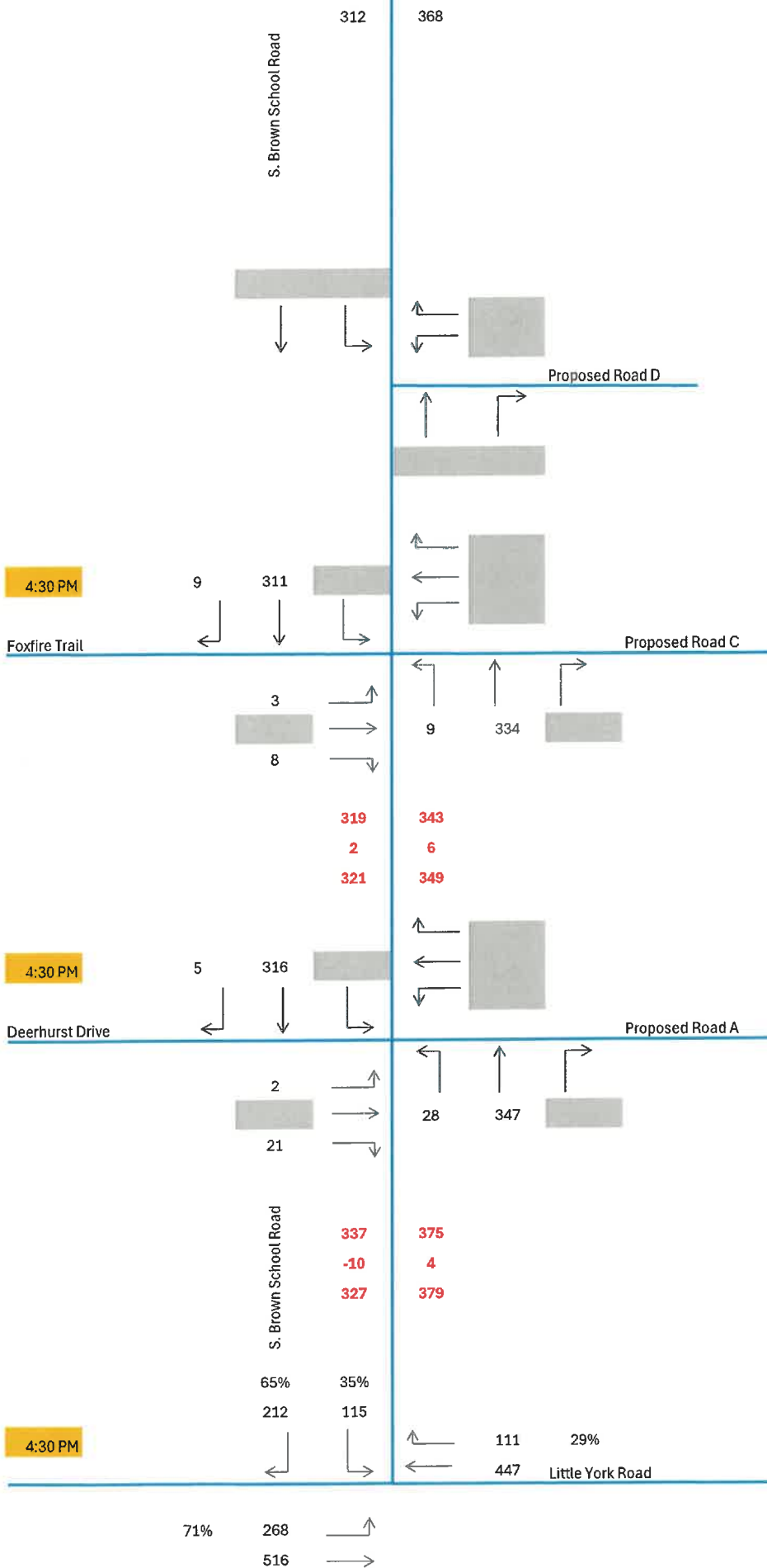
70%



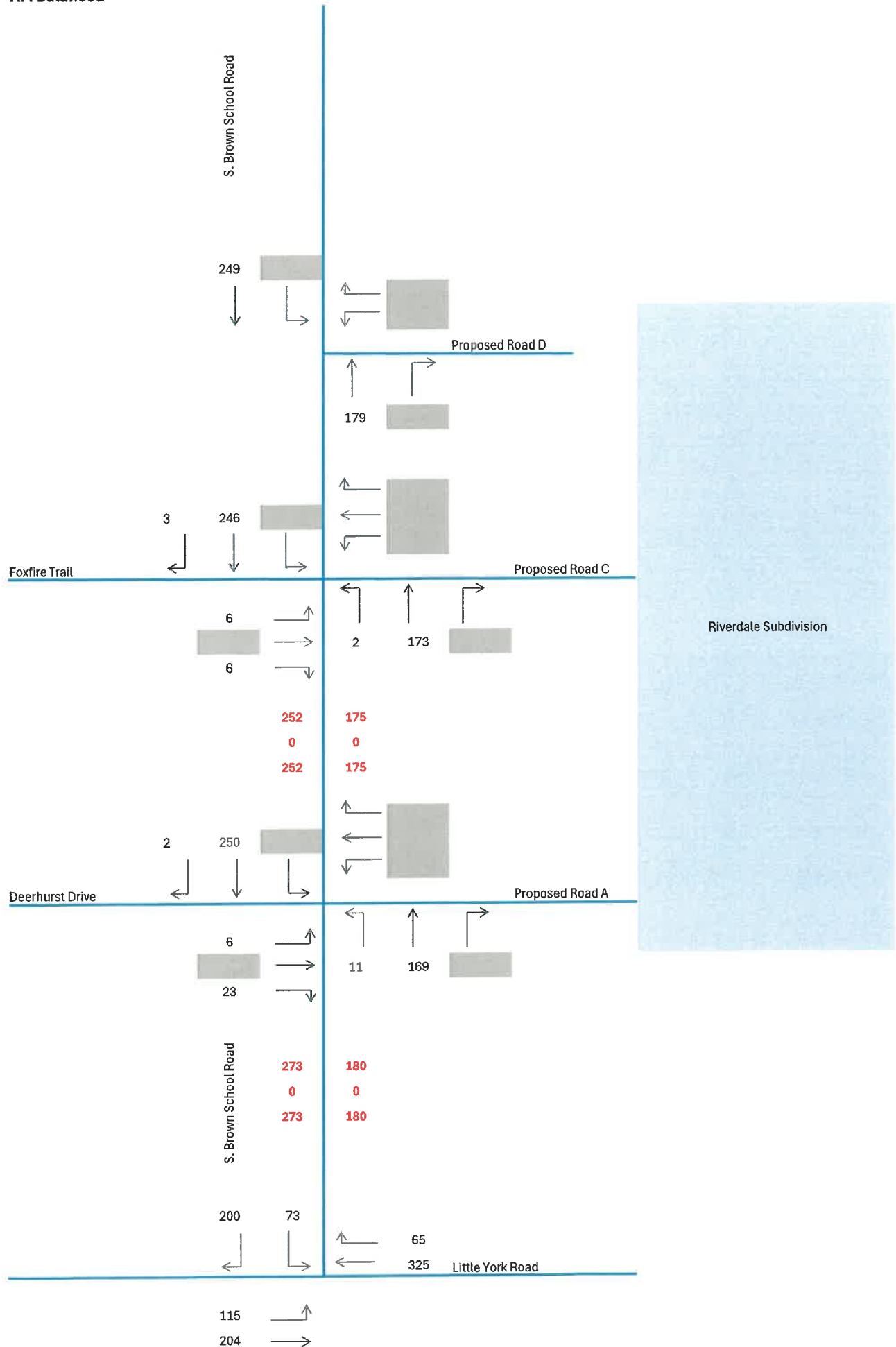
Riverdale Subdivision

PM Raw

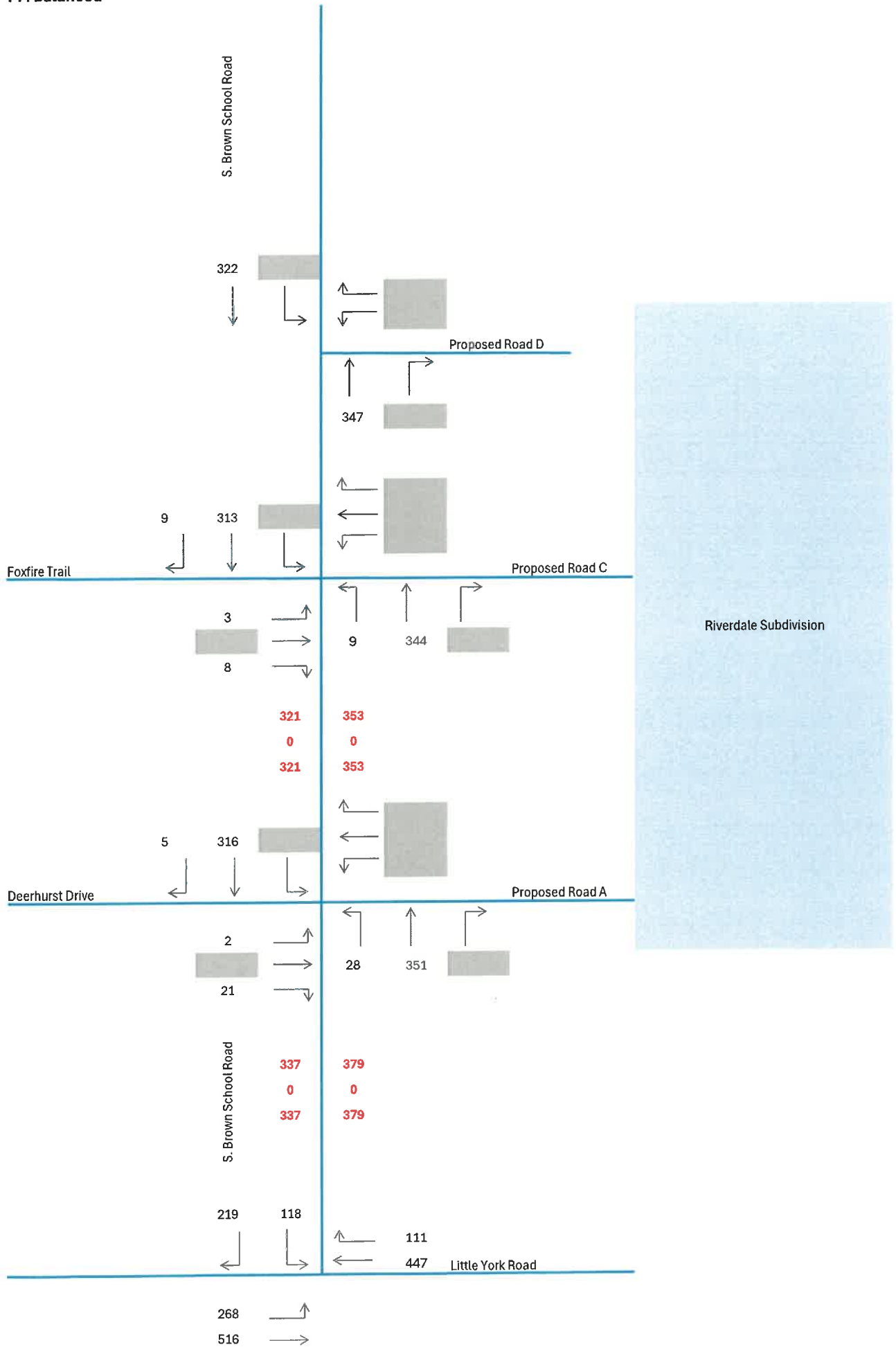
82%



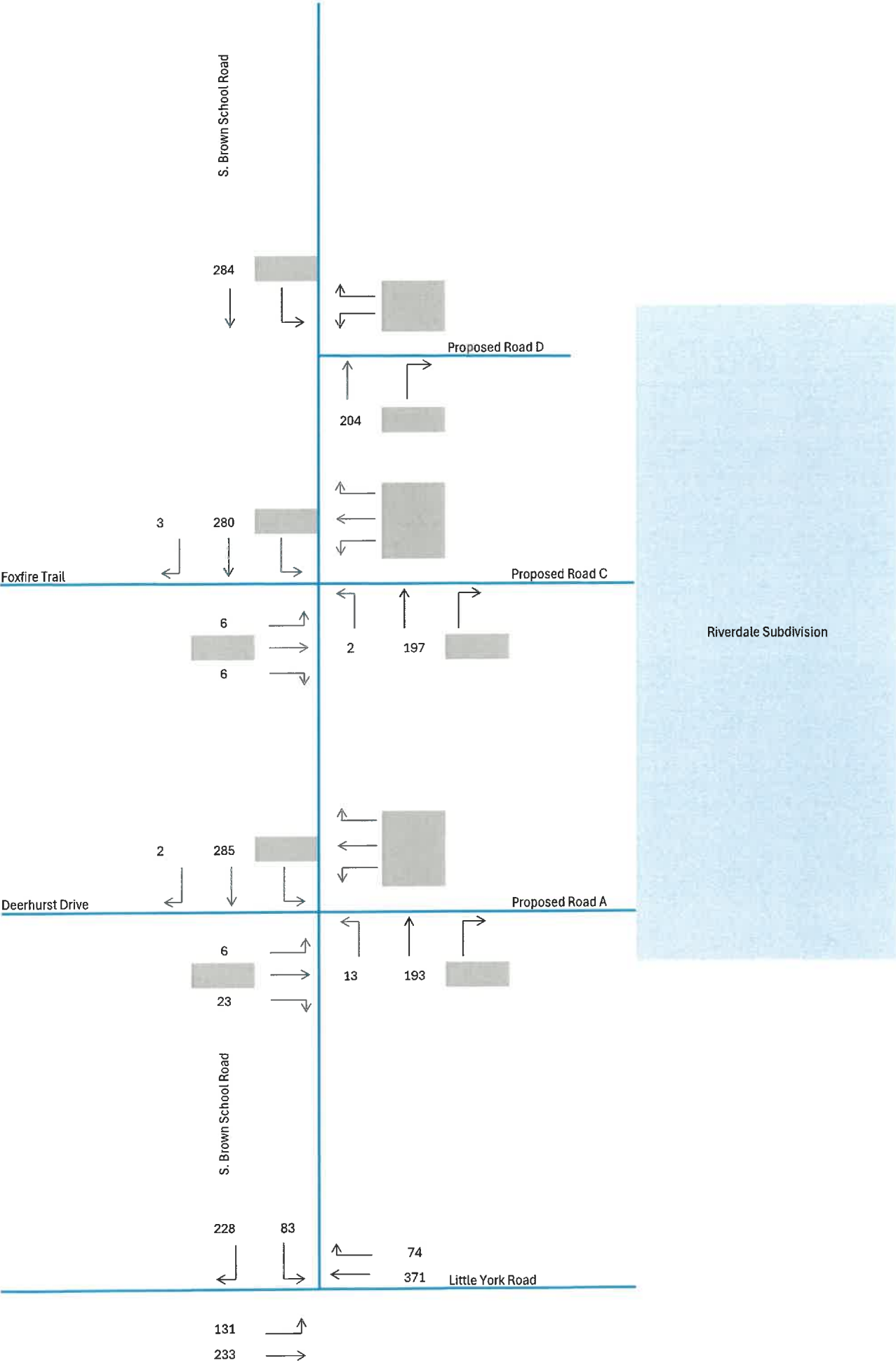
AM Balanced



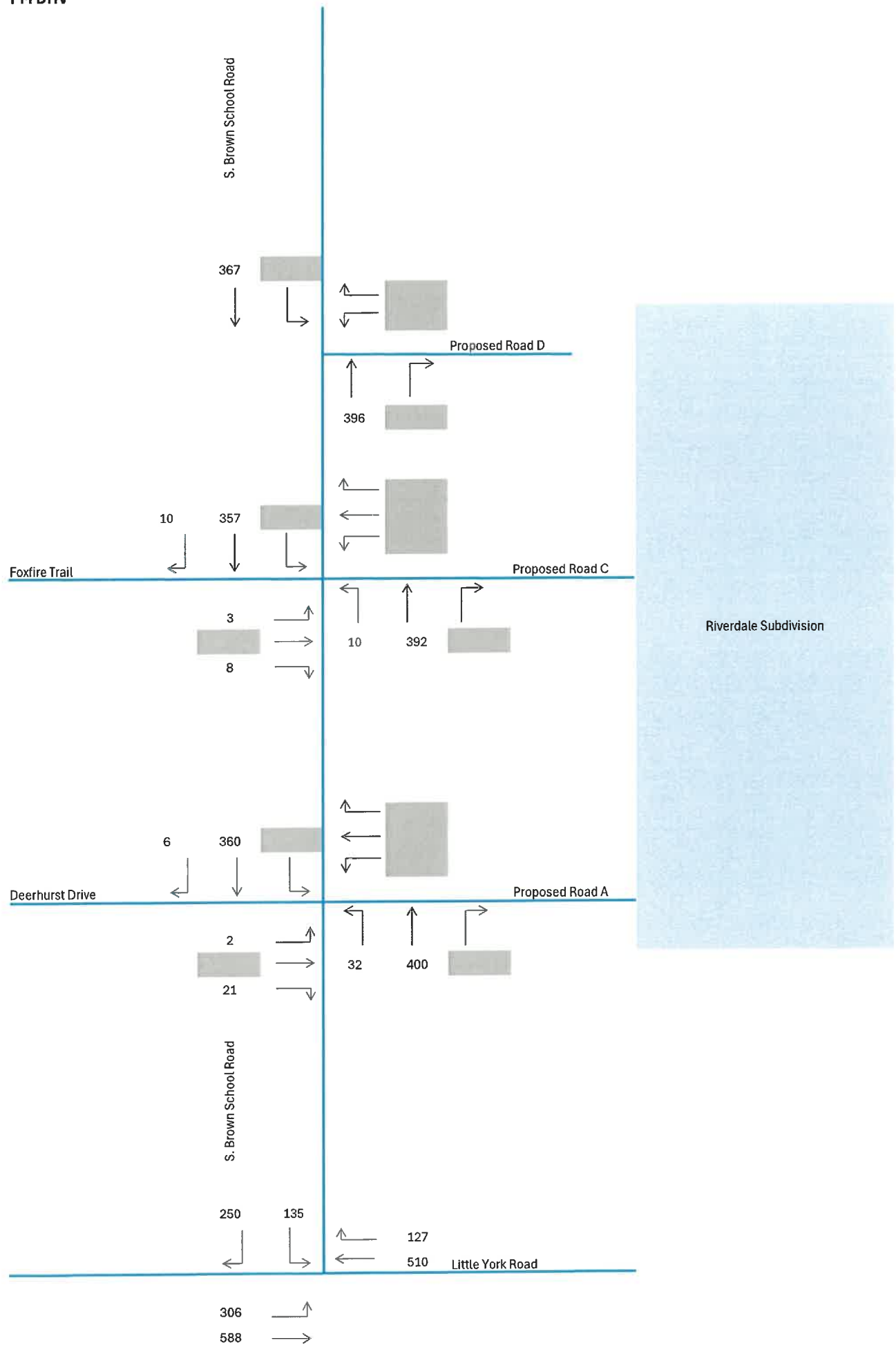
PM Balanced



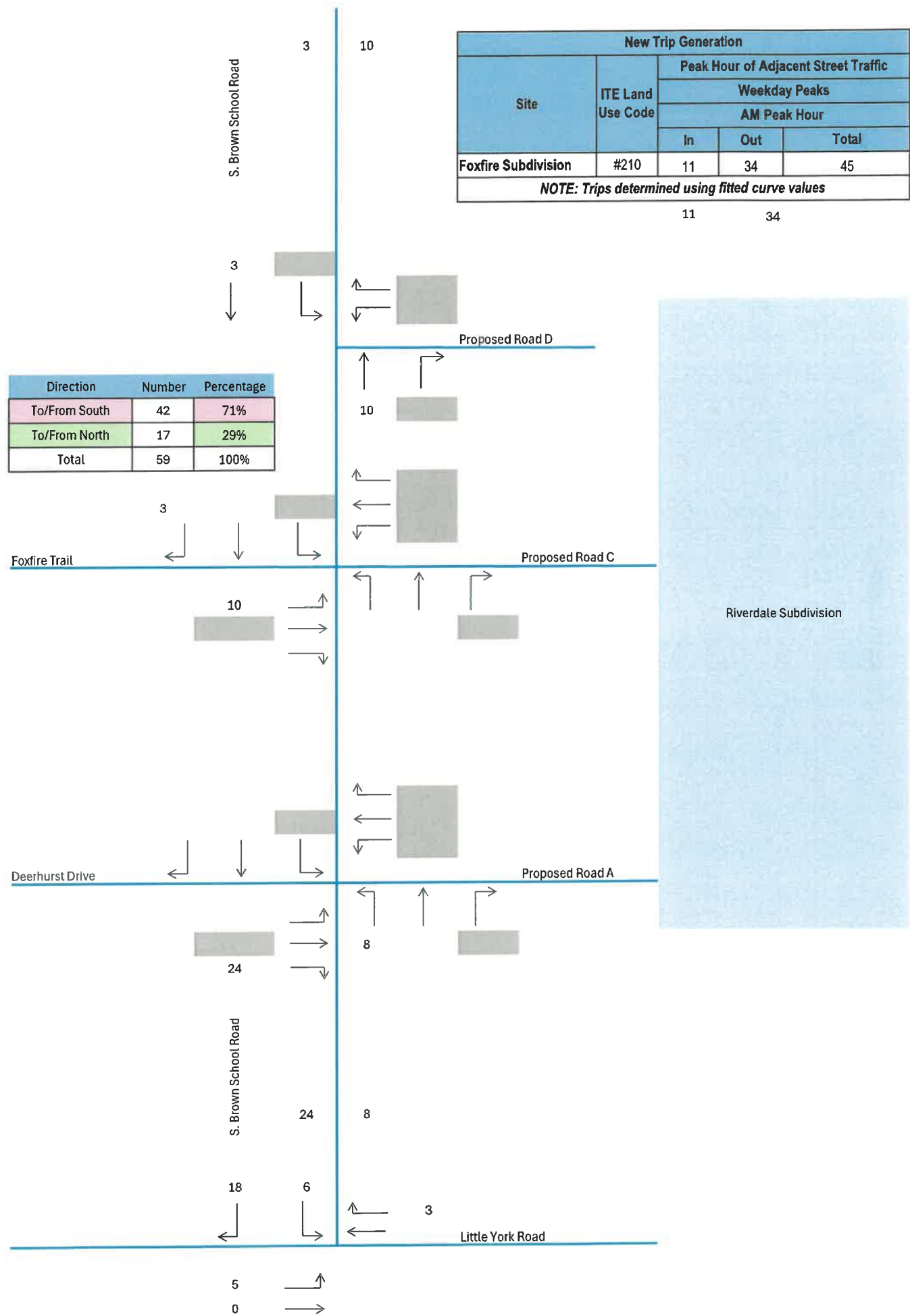
AM DHV



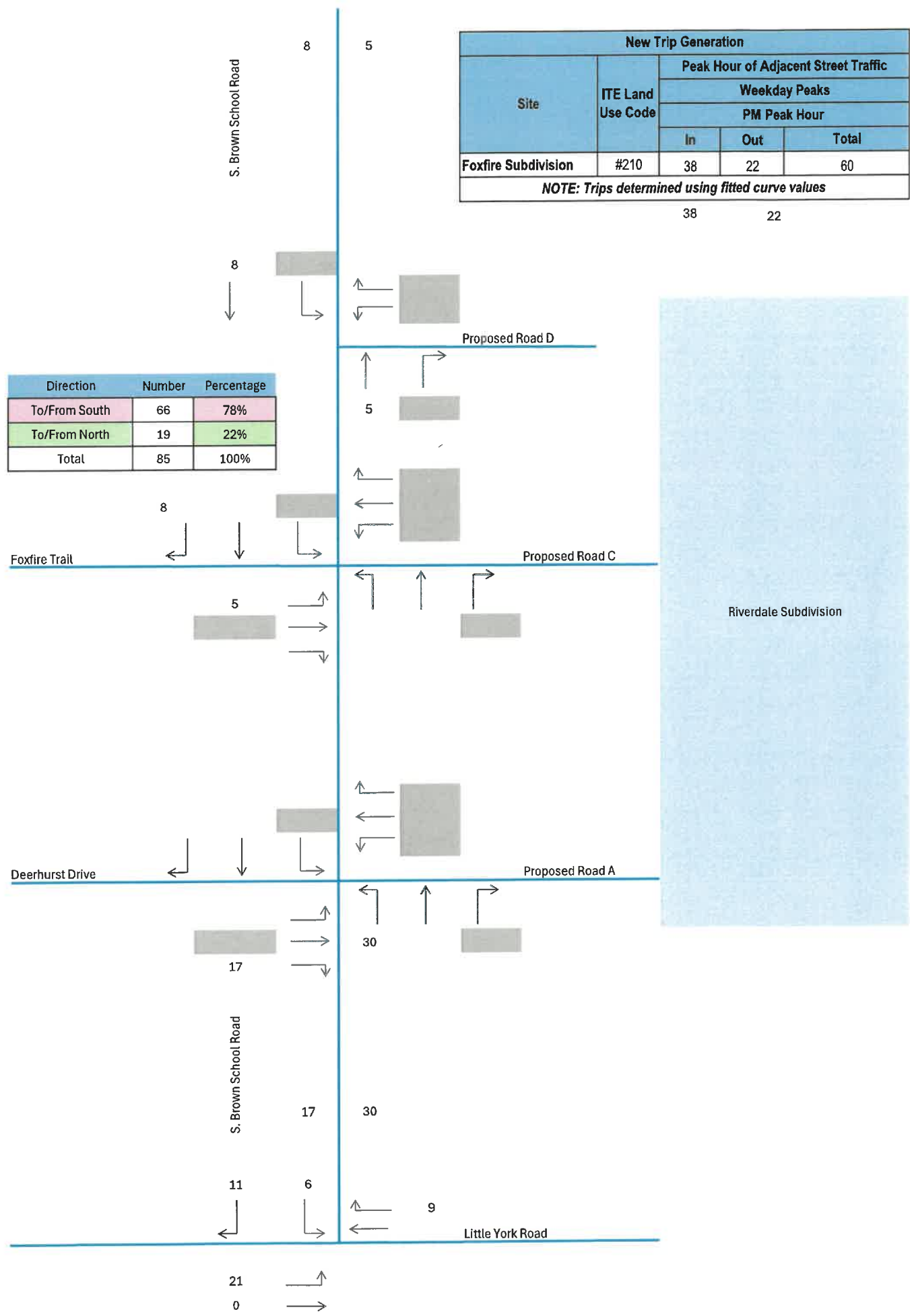
PM DHV



AM Foxfire

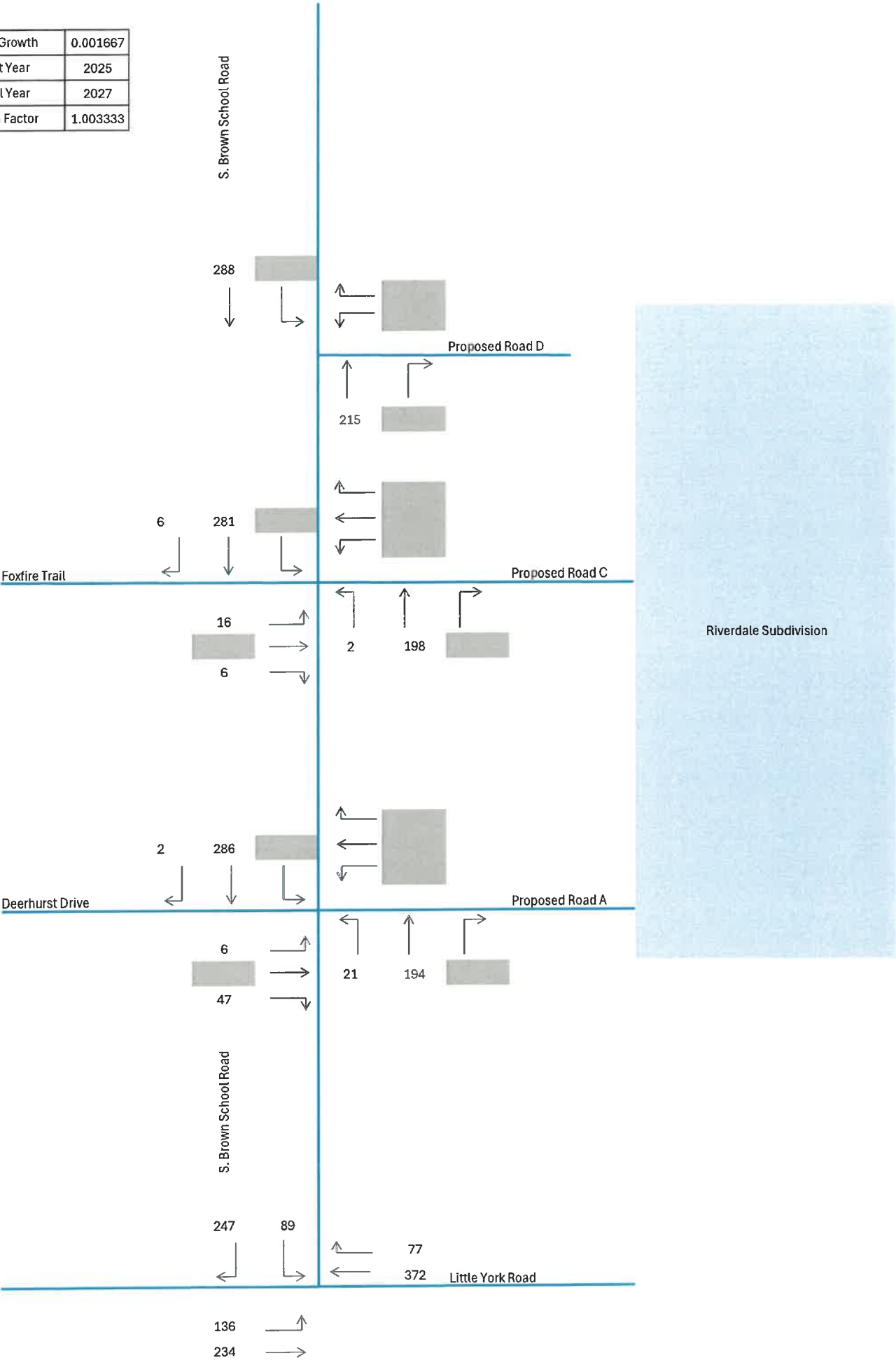


PM Foxfire



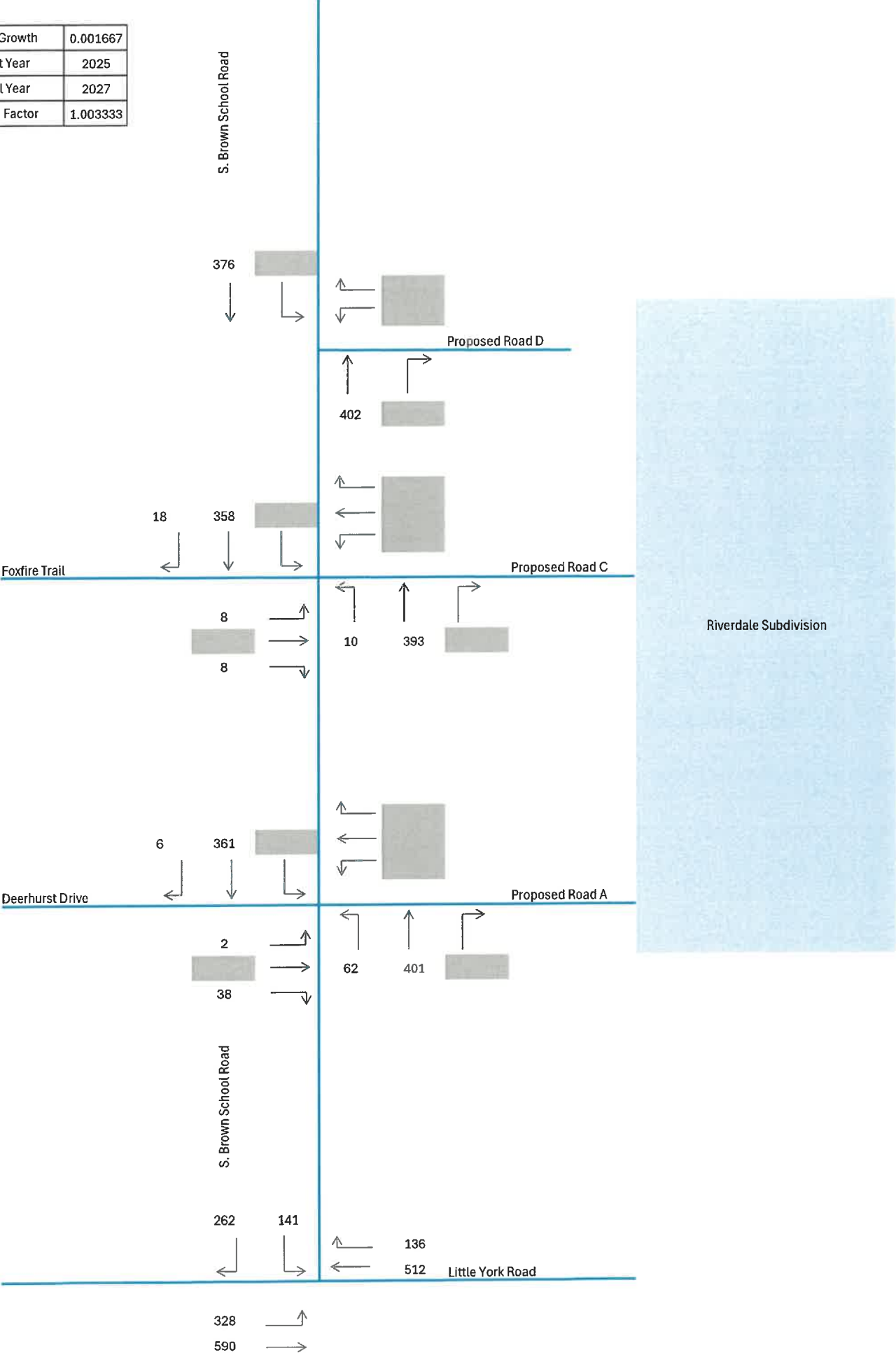
AM NB 2027

Yearly Growth	0.001667
Count Year	2025
Model Year	2027
Growth Factor	1.003333



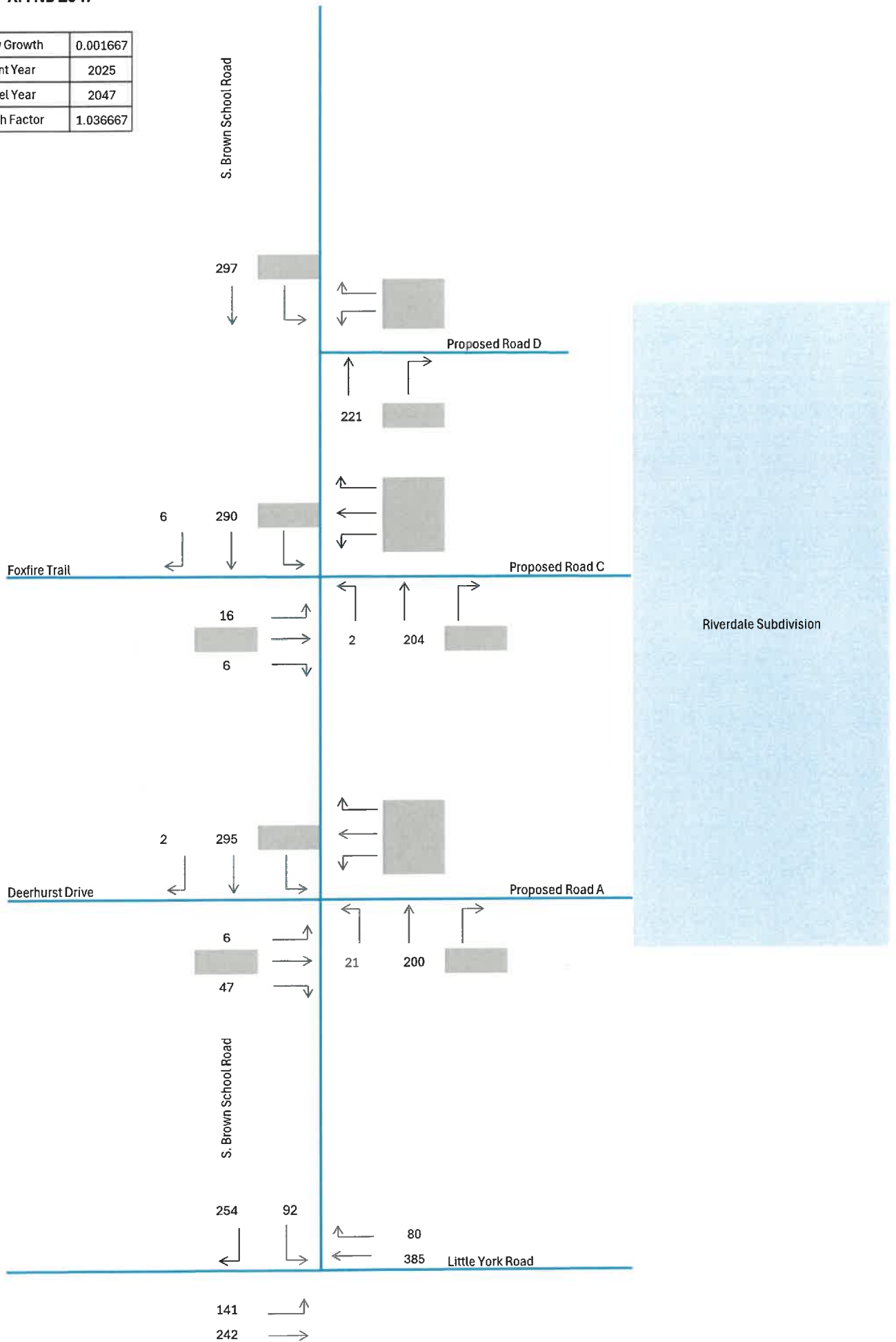
PM NB 2027

Yearly Growth	0.001667
Count Year	2025
Model Year	2027
Growth Factor	1.003333



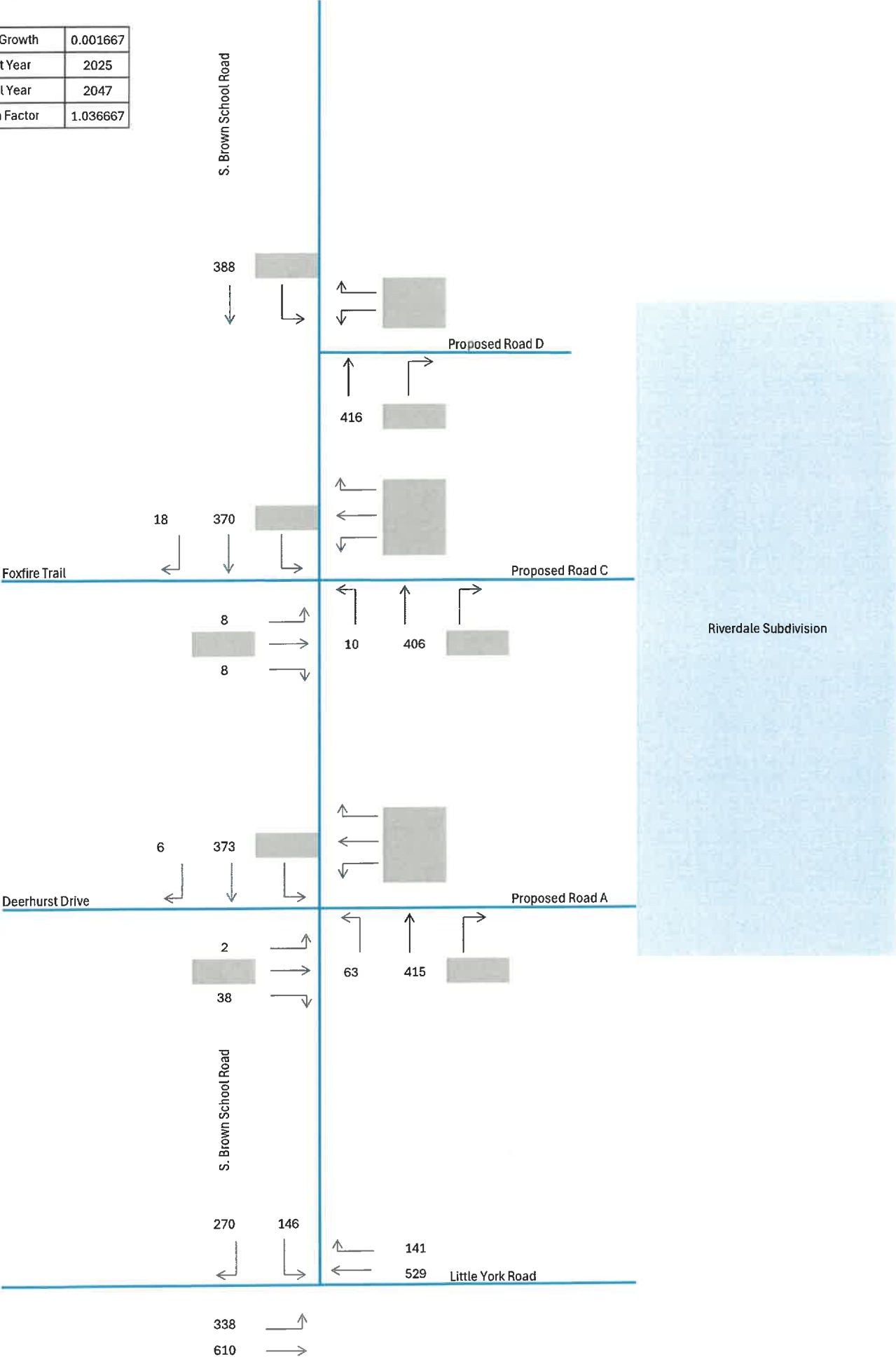
AM NB 2047

Yearly Growth	0.001667
Count Year	2025
Model Year	2047
Growth Factor	1.036667



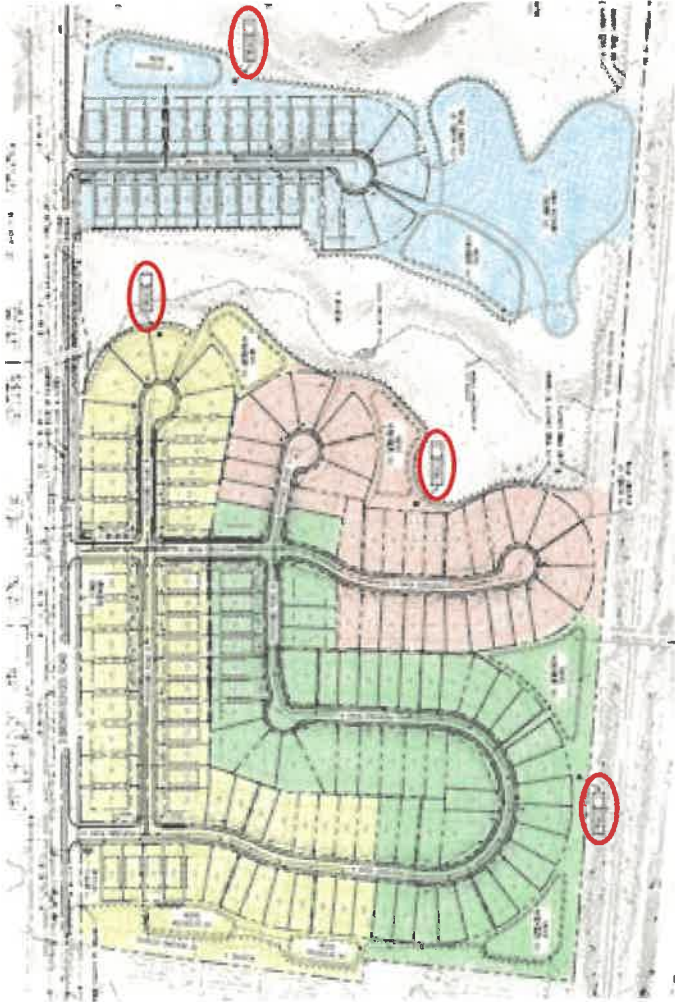
PM NB 2047

Yearly Growth	0.001667
Count Year	2025
Model Year	2047
Growth Factor	1.036667



Site	ITE Land Use Code	Independent Variable (# of Dwelling Units)	New Trip Generation						
			Peak Hour of Adjacent Street Traffic		Weekday Peaks				
			AM Peak Hour Between 7am-9am		PM Peak Between 4pm-6pm				
			In	Out	In	Out	Total	In	Out
Phase 1, 2 & 3	#210	137	25	74	99	84	50	134	
Phase 4	#210	30	6	19	25	20	12	32	
Totals		167	31	93	124	104	62	166	

NOTE: Trips determined using fitted curve values



Site	ITE Land Use Code	Independent Variable (# of Dwelling Units)	New Trip Generation						
			Peak Hour of Adjacent Street Traffic		Weekday Peaks				
			AM Peak Hour Between 7am-9am		PM Peak Between 4pm-6pm				
			In	Out	In	Out	Total	In	Out
Foxfire Subdivision	#210	58	11	34	45	38	22	60	

NOTE: Trips determined using fitted curve values

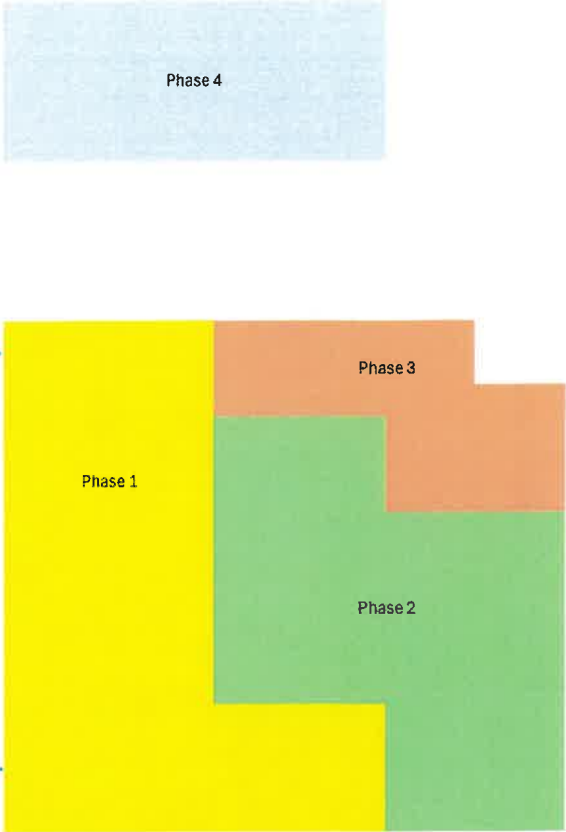
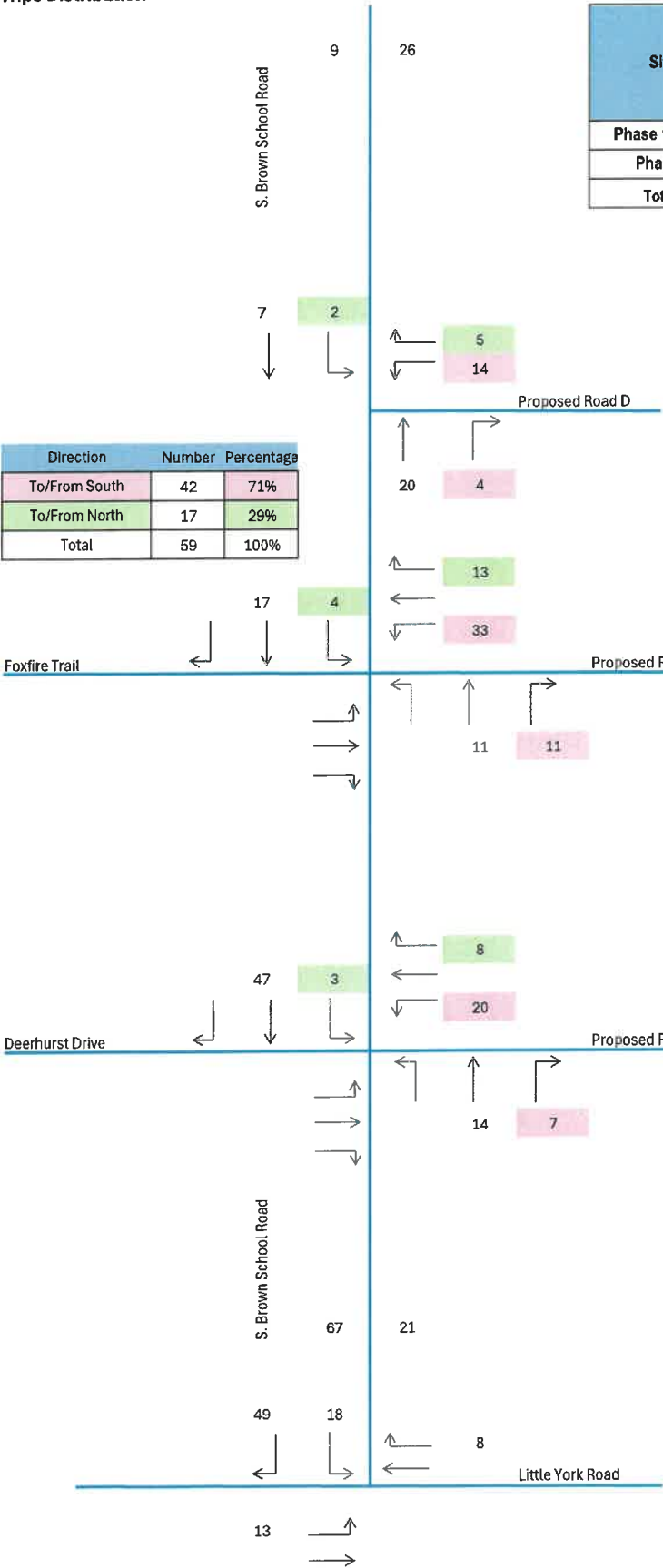
Foxfire Subdivision – 58 buildable lots with only direct access to Bolton Abbey Lane



AM New Trips Distribution

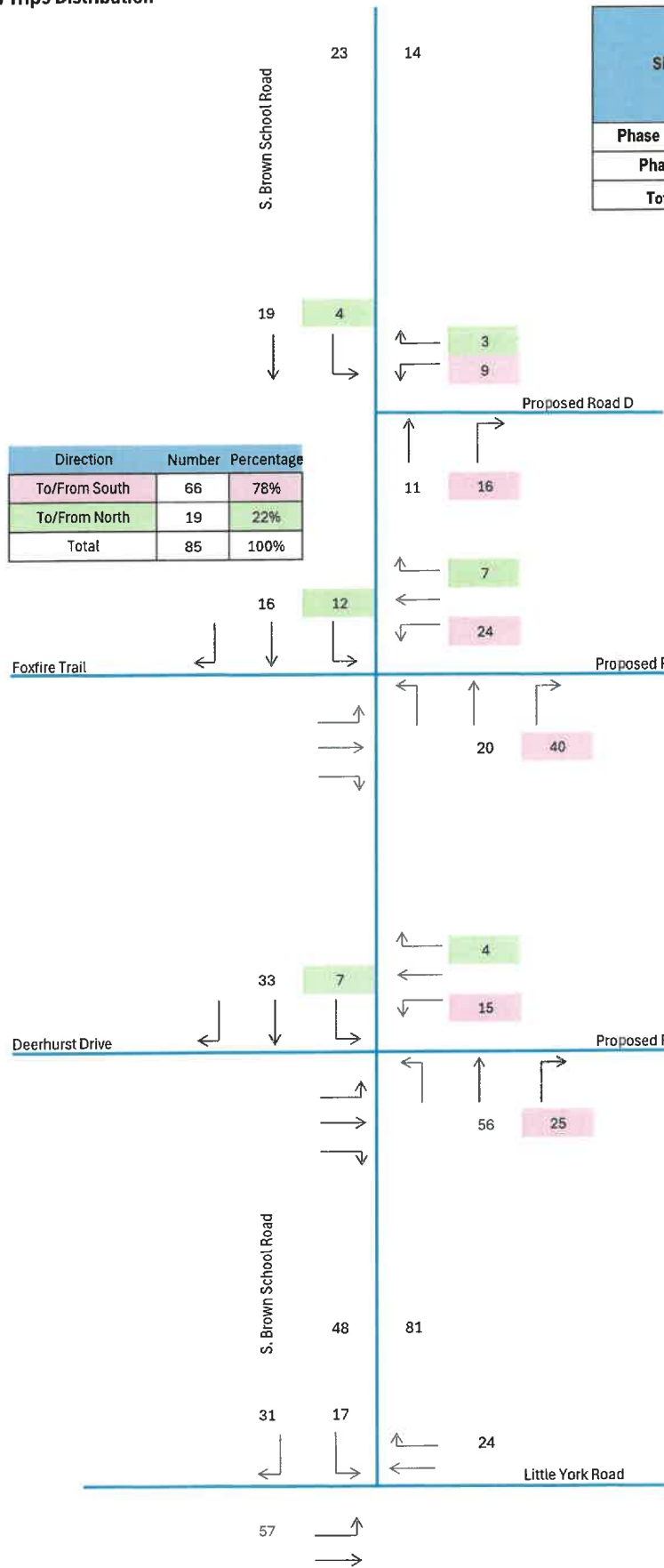
Site	Independent Variable (# of Dwelling Units)	Peak Hour of Adjacent Street Traffic		
		Weekday Peaks		
		AM Peak Hour		
		In	Out	Total
Phase 1, 2 & 3	137	25	74	99
Phase 4	30	6	19	25
Totals	167	31	93	124

Direction	Number	Percentage
To/From South	42	71%
To/From North	17	29%
Total	59	100%



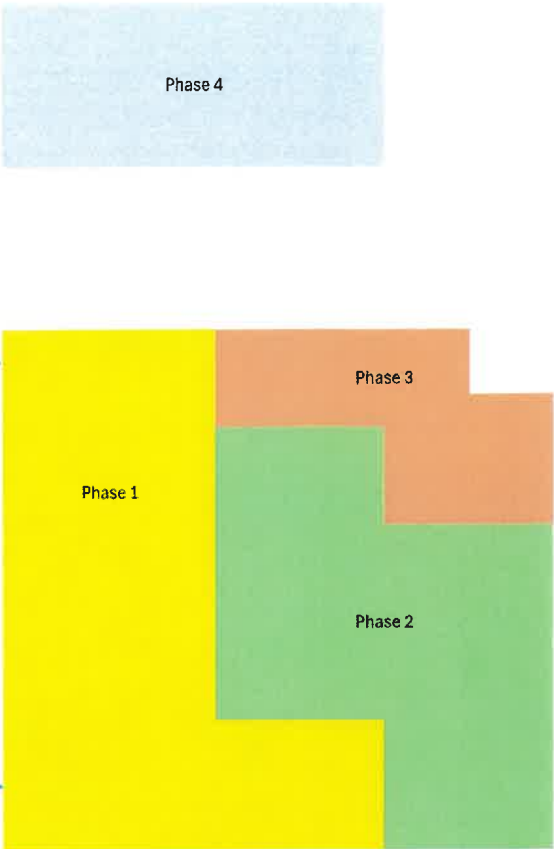
Phase	# of Lots	% of total	Road C %	Road A %
Phase 1	54	39%	50%	50%
Phase 2	51	37%	50%	50%
Phase 3	32	23%	100%	0%
Total	137	100%		

PM New Trips Distribution

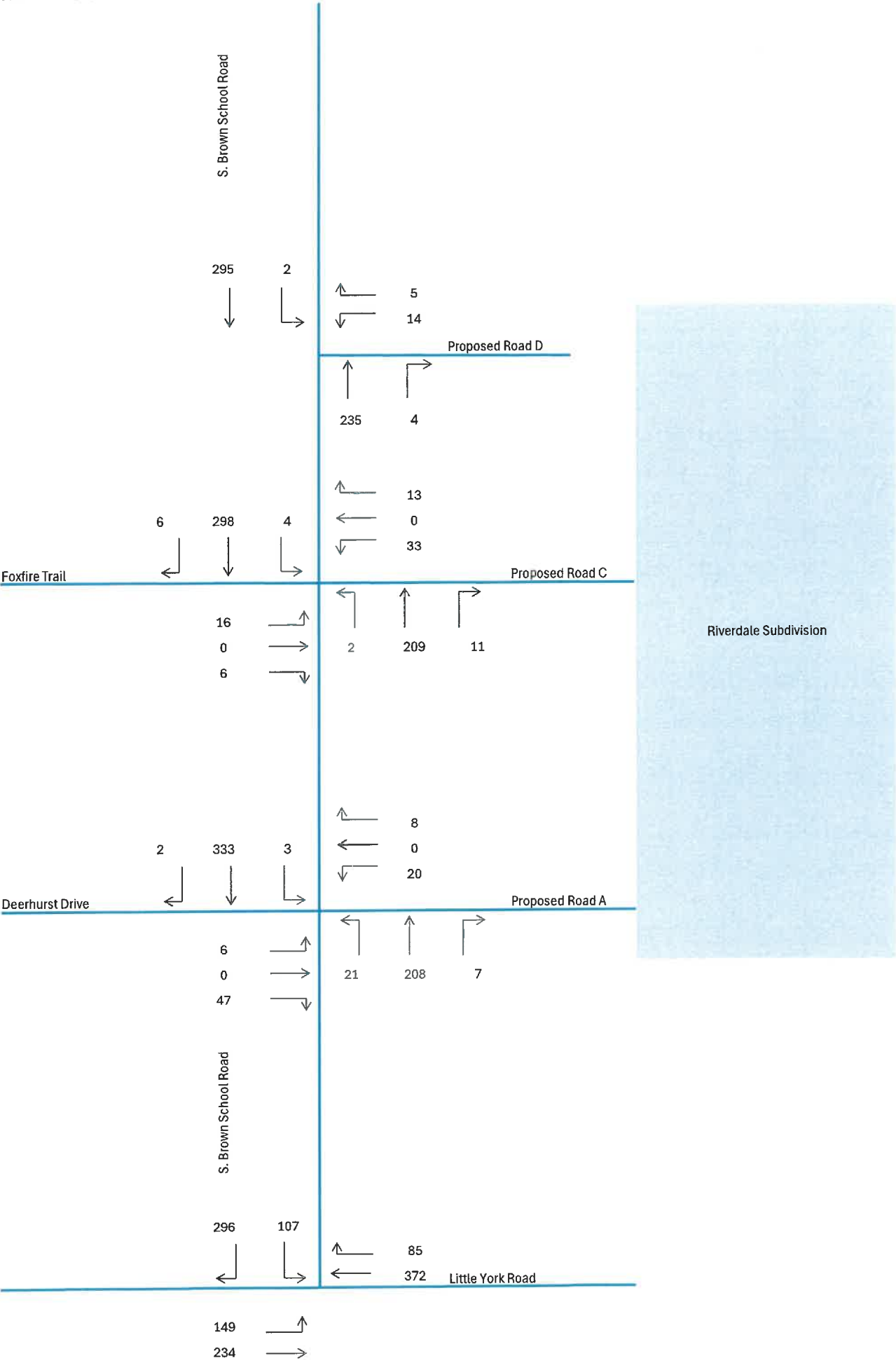


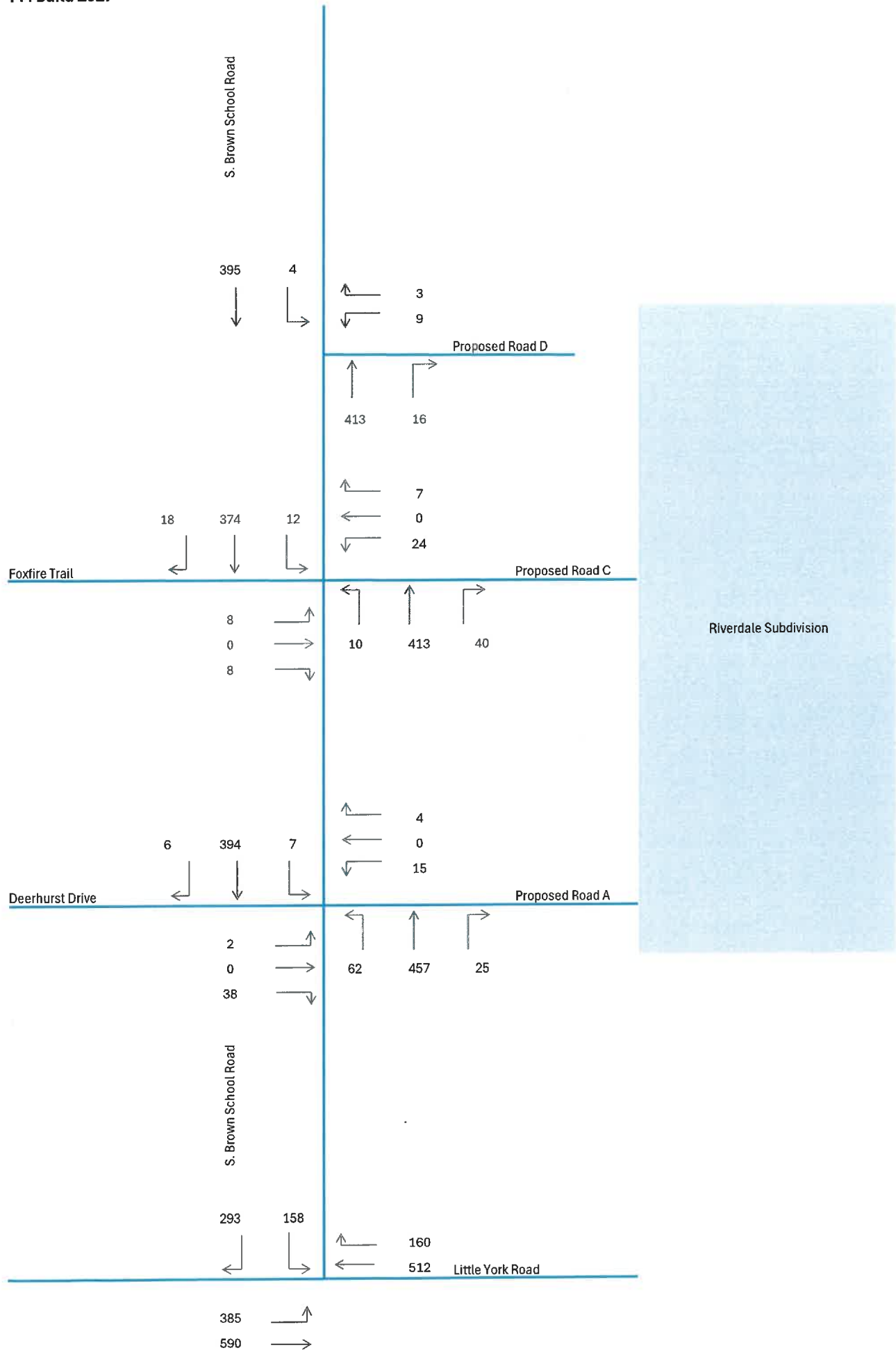
Site	Independent Variable (# of Dwelling Units)	Peak Hour of Adjacent Street Traffic		
		Weekday Peaks		
		PM Peak Hour		
		In	Out	Total
Phase 1, 2 & 3	137	84	50	134
Phase 4	30	20	12	32
Totals	167	104	62	166

104 62

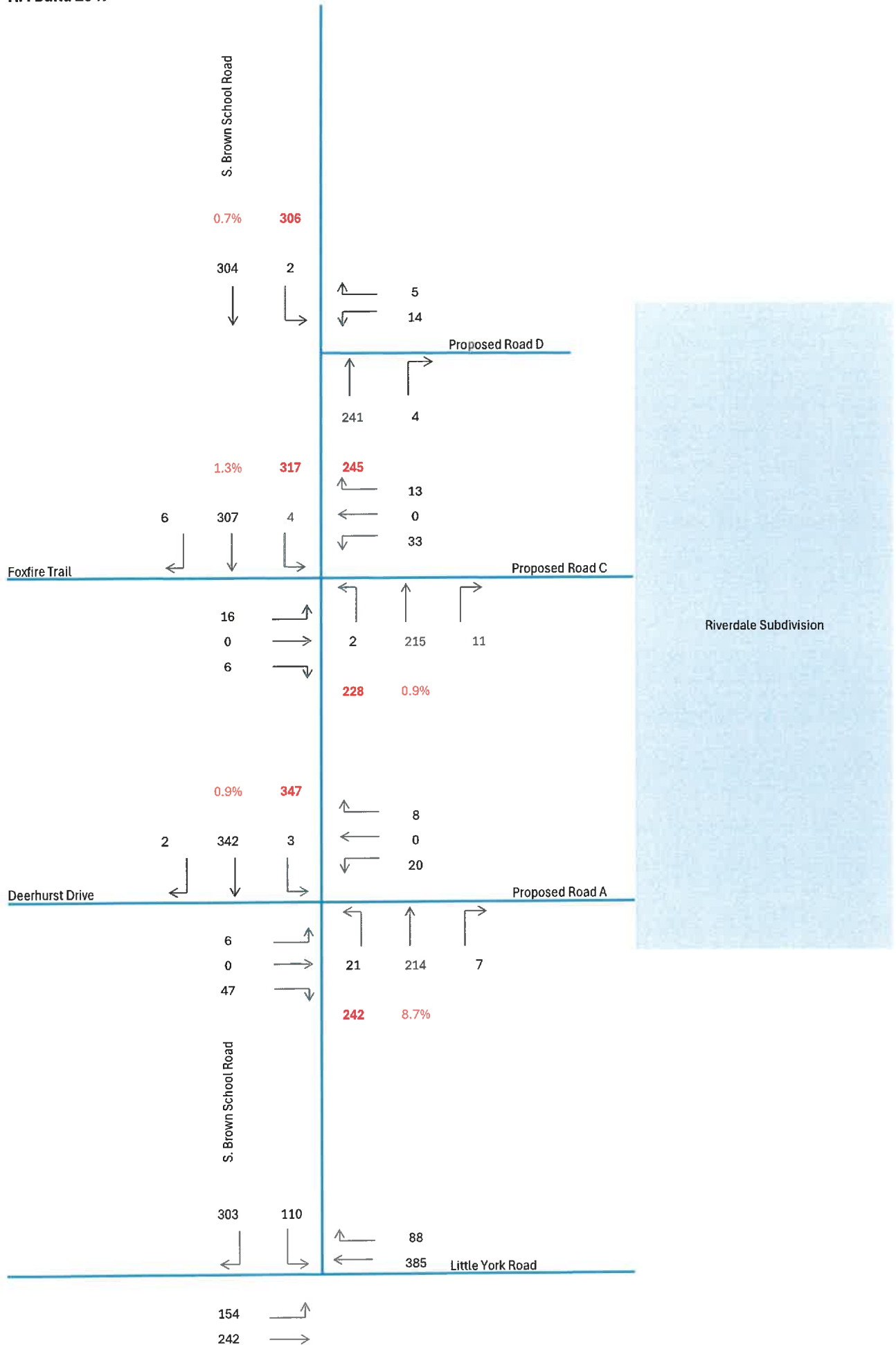


Phase	# of Lots	% of total	Road C %	Road A %
Phase 1	54	39%	50%	50%
Phase 2	51	37%	50%	50%
Phase 3	32	23%	100%	0%
Total	137	100%		

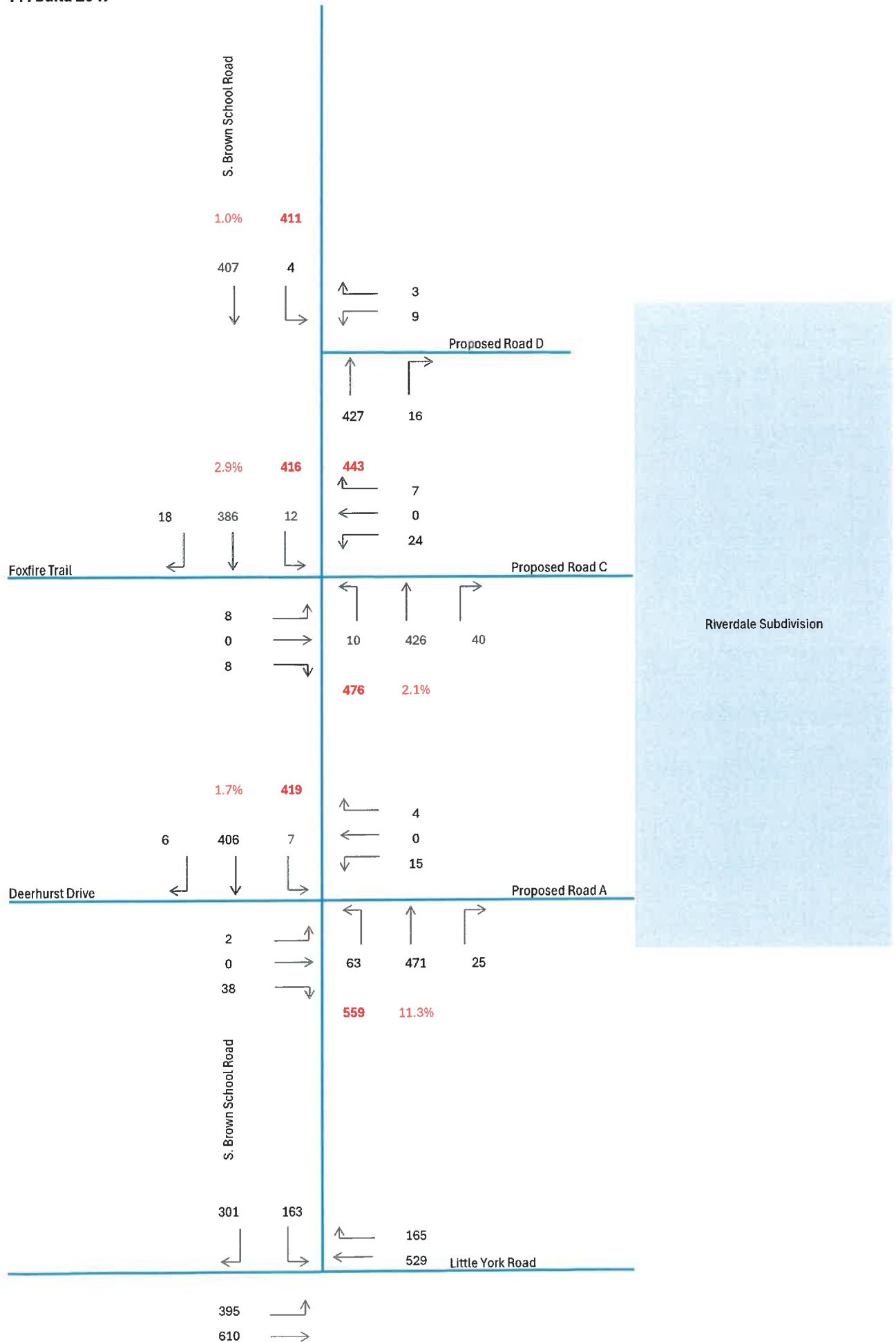




AM Build 2047



PM Build 2047



APPENDIX C
ITE LAND USE DATA



Land Use: 210

Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing – single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

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

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

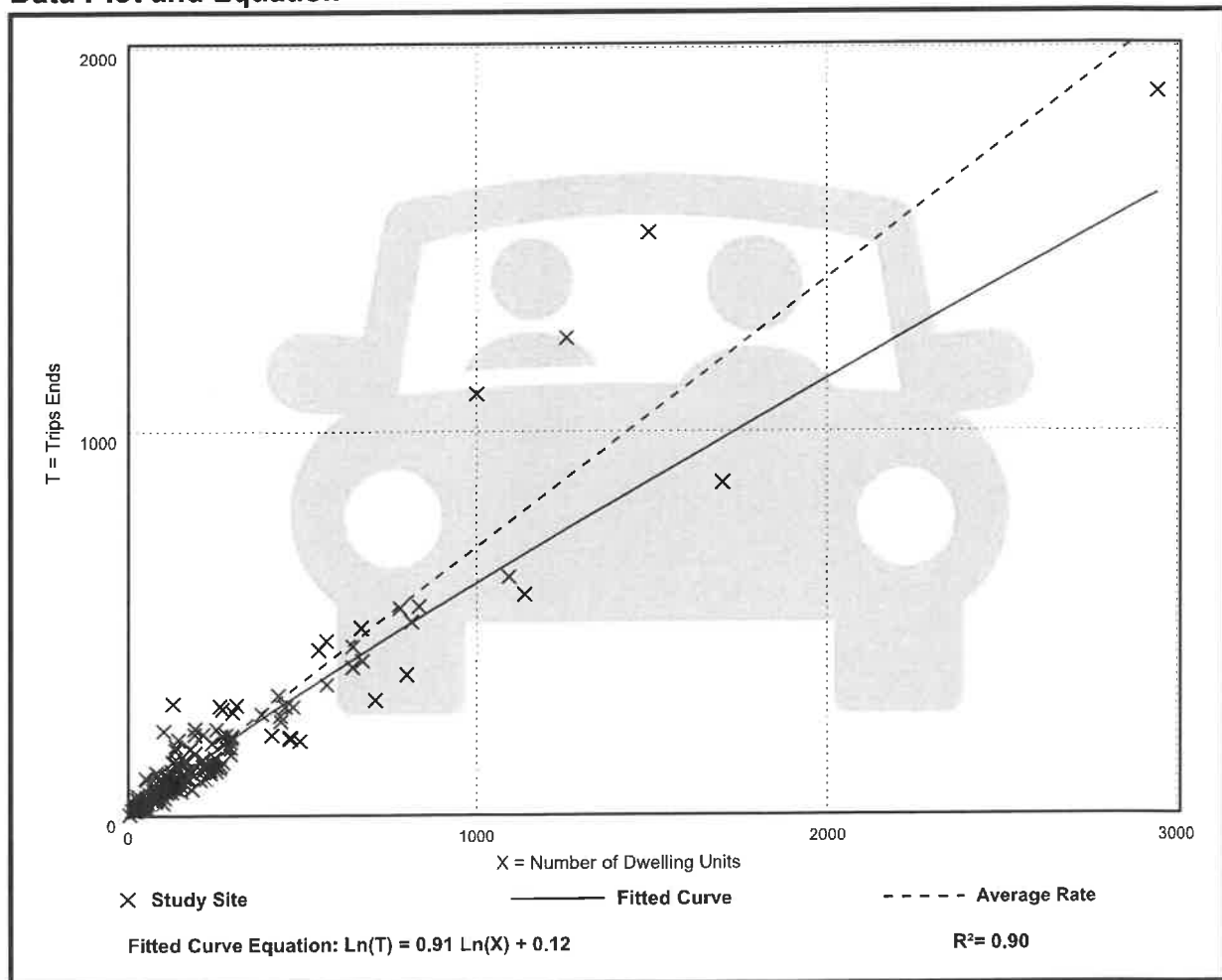
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

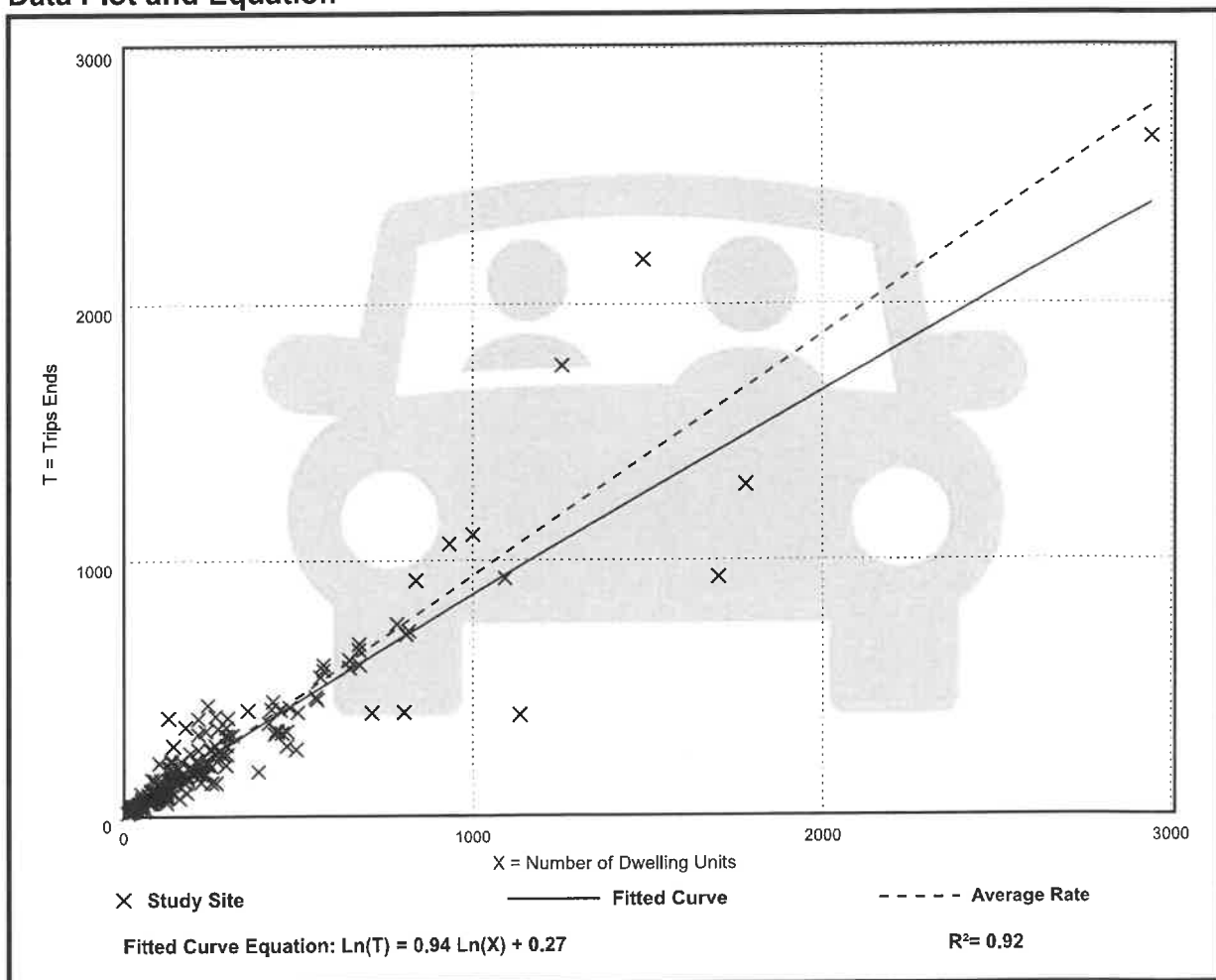
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



APPENDIX D
HCS REPORTS



HCS Two-Way Stop-Control Report

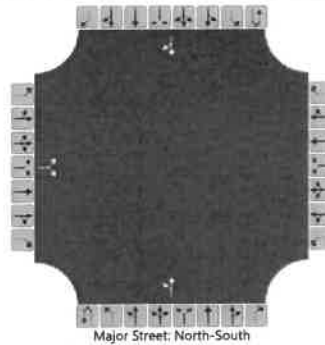
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2027
Time Analyzed	AM Peak No Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Foxfire Trl & S. Brown School Rd
Jurisdiction	
East/West Street	Foxfire Trl
North/South Street	S. Brown School Rd
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		16		6						2	198				281	6
Percent Heavy Vehicles (%)		17		17						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.57		6.37						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.65		3.45						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			27							2						
Capacity, c (veh/h)			483							1199						
v/c Ratio			0.06							0.00						
95% Queue Length, Q ₉₅ (veh)			0.2							0.0						
95% Queue Length, Q ₉₅ (ft)			5.7							0.0						
Control Delay (s/veh)			12.9							8.0	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	12.9								0.1							
Approach LOS	B								A							

HCS Two-Way Stop-Control Report

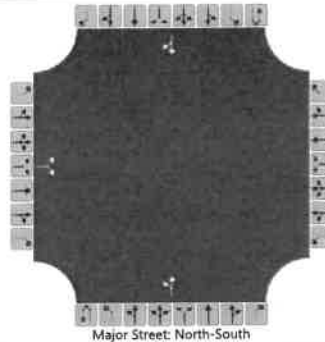
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2027
Time Analyzed	AM Peak No Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Deerhurst Dr & S. Brown School Rd
Jurisdiction	
East/West Street	Deerhurst Dr
North/South Street	S. Brown School Rd
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		6		47						21	194				286	2
Percent Heavy Vehicles (%)		3		3						6						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

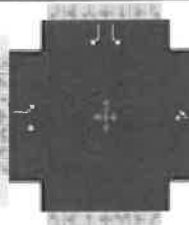
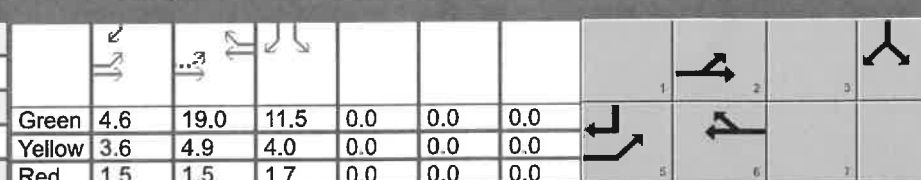
Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.25						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			63							25						
Capacity, c (veh/h)			654							1194						
v/c Ratio			0.10							0.02						
95% Queue Length, Q ₉₅ (veh)			0.3							0.1						
95% Queue Length, Q ₉₅ (ft)			7.7							2.6						
Control Delay (s/veh)			11.1							8.1	0.2					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	11.1								1.0							
Approach LOS	B								A							

HCS Signalized Intersection Results Summary

General Information					Intersection Information											
Agency					Duration, h		0.250									
Analyst					Analysis Date		7/15/2025									
Jurisdiction					Time Period		PHF		0.86							
Urban Street		Little York Rd		Analysis Year		2025		Analysis Period						1> 7:00		
Intersection		Little York Rd and S. Bro...		File Name		AM NB 2027 Little York Rd & S Brown School Rd....										
Project Description		2027 AM NB														
Demand Information					EB			WB			NB			SB		
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					136	234			372	77				89		247
Signal Information																
Cycle, s	52.3	Reference Phase	2													
Offset, s	0	Reference Point	End													
Uncoordinated	Yes	Simult. Gap E/W	On													
Force Mode	Fixed	Simult. Gap N/S	On													
					Green	4.6	19.0	11.5	0.0	0.0	0.0					
					Yellow	3.6	4.9	4.0	0.0	0.0	0.0					
					Red	1.5	1.5	1.7	0.0	0.0	0.0					
Timer Results					EBL	EBT		WBL	WBT		NBL	NBT		SBL	SBT	
Assigned Phase					5	2			6						4	
Case Number					1.0	4.0			8.3						9.0	
Phase Duration, s					9.7	35.1			25.4						17.2	
Change Period, (Y+R c), s					5.1	6.4			6.4						5.7	
Max Allow Headway (MAH), s					3.1	3.1			3.1						3.3	
Queue Clearance Time (g s), s					4.9	6.4			17.4						11.1	
Green Extension Time (g e), s					0.3	1.6			1.6						0.4	
Phase Call Probability					0.90	1.00			1.00						1.00	
Max Out Probability					0.00	0.00			0.00						0.71	
Movement Group Results					EB			WB			NB			SB		
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					5	2			6	16				7		14
Adjusted Flow Rate (v), veh/h					158	272			522					103		287
Adjusted Saturation Flow Rate (s), veh/h/ln					1641	1723			1658					1602		1425
Queue Service Time (g s), s					2.9	4.4			15.4					2.8		9.1
Cycle Queue Clearance Time (g c), s					2.9	4.4			15.4					2.8		9.1
Green Ratio (g/C)					0.49	0.55			0.36					0.22		0.31
Capacity (c), veh/h					345	946			602					353		440
Volume-to-Capacity Ratio (X)					0.459	0.288			0.868					0.293		0.652
Back of Queue (Q), ft/ln (95 th percentile)					36	52			221					43		123
Back of Queue (Q), veh/ln (95 th percentile)					1.4	2.0			8.6					1.7		4.7
Queue Storage Ratio (RQ) (95 th percentile)					0.19	0.00			0.00					0.00		0.00
Uniform Delay (d 1), s/veh					11.0	6.3			15.5					17.0		15.7
Incremental Delay (d 2), s/veh					0.4	0.1			1.5					0.2		1.1
Initial Queue Delay (d 3), s/veh					0.0	0.0			0.0					0.0		0.0
Control Delay (d), s/veh					11.4	6.4			17.1					17.2		16.8
Level of Service (LOS)					B	A			B					B		B
Approach Delay, s/veh / LOS					8.2	A		17.1	B		0.0			16.9		B
Intersection Delay, s/veh / LOS					14.2						B					
Multimodal Results					EB			WB			NB			SB		
Pedestrian LOS Score / LOS					0.67	A		1.89	B		1.70	B		1.93		B
Bicycle LOS Score / LOS					1.20	A		1.35	A							F

HCS Two-Way Stop-Control Report

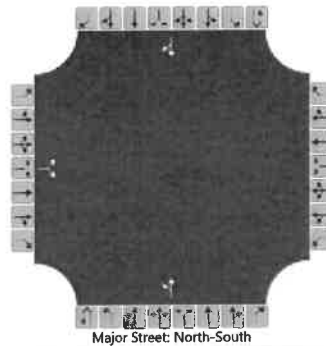
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2027
Time Analyzed	PM Peak No Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Foxfire Trl & S. Brown School Rd
Jurisdiction	
East/West Street	Foxfire Trl
North/South Street	S. Brown School Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		8		8						10	393				358	18
Percent Heavy Vehicles (%)		0		0						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			17							11						
Capacity, c (veh/h)			448							1153						
v/c Ratio			0.04							0.01						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
95% Queue Length, Q ₉₅ (ft)			2.5							0.0						
Control Delay (s/veh)			13.3							8.2	0.1					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	13.3								0.3							
Approach LOS	B								A							

HCS Two-Way Stop-Control Report

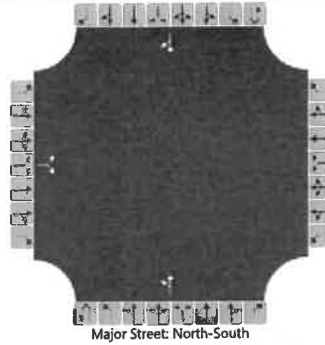
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2027
Time Analyzed	PM Peak No Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Deerhurst Dr & S. Brown School Rd
Jurisdiction	
East/West Street	Deerhurst Dr
North/South Street	S. Brown School Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		38						62	401				361	6
Percent Heavy Vehicles (%)		3		3						6						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

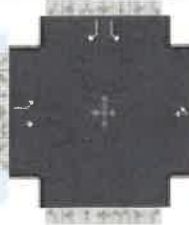
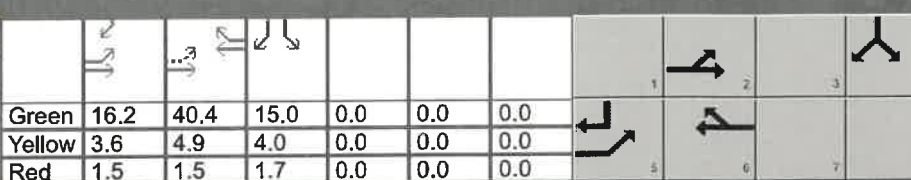
Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.25						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			43							66						
Capacity, c (veh/h)			614							1147						
v/c Ratio			0.07							0.06						
95% Queue Length, Q ₉₅ (veh)			0.2							0.2						
95% Queue Length, Q ₉₅ (ft)			5.1							5.2						
Control Delay (s/veh)			11.3							8.3	0.6					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	11.3								1.7							
Approach LOS	B								A							

HCS Signalized Intersection Results Summary

General Information					Intersection Information										
Agency					Duration, h		0.250								
Analyst					Analysis Date		7/15/2025								
Jurisdiction					Time Period										
Urban Street		Little York Rd		Analysis Year		2025		Analysis Period			1> 7:00				
Intersection		Little York Rd and S. Bro...		File Name		PM NB 2027 Little York Rd & S Brown School Rd....									
Project Description		2027 PM NB													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				328	590			512	136				141		262
Signal Information															
Cycle, s	88.8	Reference Phase	2	Green	16.2	40.4	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	3.6	4.9	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	1.5	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On												
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				5	2		6				4				
Case Number				1.0	4.0		8.3				9.0				
Phase Duration, s				21.3	68.1		46.8				20.7				
Change Period, (Y+R c), s				5.1	6.4		6.4				5.7				
Max Allow Headway (MAH), s				3.1	3.1		3.1				3.3				
Queue Clearance Time (g s), s				15.5	18.7		39.3				16.4				
Green Extension Time (g e), s				0.7	3.2		1.0				0.0				
Phase Call Probability				1.00	1.00		1.00				1.00				
Max Out Probability				0.00	0.01		0.56				1.00				
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				5	2			6	16				7		14
Adjusted Flow Rate (v), veh/h				369	663			728					158		294
Adjusted Saturation Flow Rate (s), veh/h/ln				1654	1736			1673					1654		1471
Queue Service Time (g s), s				13.5	16.7			37.3					7.8		14.4
Cycle Queue Clearance Time (g c), s				13.5	16.7			37.3					7.8		14.4
Green Ratio (g/C)				0.66	0.69			0.46					0.17		0.35
Capacity (c), veh/h				409	1207			762					279		517
Volume-to-Capacity Ratio (X)				0.901	0.549			0.955					0.568		0.570
Back of Queue (Q), ft/ln (95 th percentile)				308	213			611					145		215
Back of Queue (Q), veh/ln (95 th percentile)				12.2	8.5			24.3					5.7		8.5
Queue Storage Ratio (RQ) (95 th percentile)				1.67	0.00			0.00					0.00		0.00
Uniform Delay (d 1), s/veh				24.4	6.7			23.3					34.0		23.4
Incremental Delay (d 2), s/veh				3.0	0.3			19.2					1.7		1.0
Initial Queue Delay (d 3), s/veh				0.0	0.0			0.0					0.0		0.0
Control Delay (d), s/veh				27.4	7.0			42.5					35.7		24.4
Level of Service (LOS)				C	A			D					D		C
Approach Delay, s/veh / LOS				14.3	B			42.5	D	0.0			28.3		C
Intersection Delay, s/veh / LOS				26.5						C					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				0.66	A		1.90	B		1.72	B		1.95	B	
Bicycle LOS Score / LOS				2.19	B		1.69	B						F	

HCS Two-Way Stop-Control Report

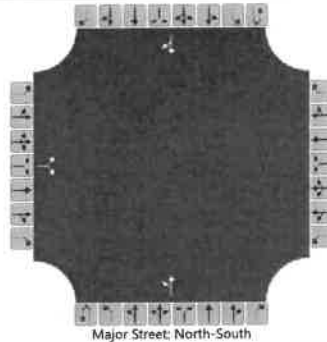
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2047
Time Analyzed	AM Peak No Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Foxfire Trl & S. Brown School Rd
Jurisdiction	
East/West Street	Foxfire Trl
North/South Street	S. Brown School Rd
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		16		6						2	204				290	6
Percent Heavy Vehicles (%)		17		17						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.57		6.37						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.65		3.45						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			27							2						
Capacity, c (veh/h)			472							1188						
v/c Ratio			0.06							0.00						
95% Queue Length, Q ₉₅ (veh)			0.2							0.0						
95% Queue Length, Q ₉₅ (ft)			5.7							0.0						
Control Delay (s/veh)			13.1							8.0	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	13.1								0.1							
Approach LOS	B								A							

HCS Two-Way Stop-Control Report

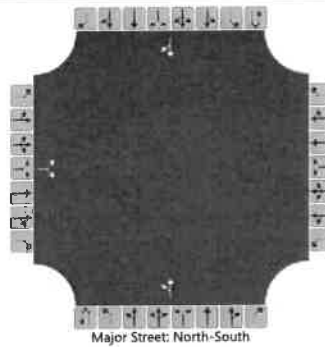
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2047
Time Analyzed	AM Peak No Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Deerhurst Dr & S. Brown School Rd
Jurisdiction	
East/West Street	Deerhurst Dr
North/South Street	S. Brown School Rd
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		6		47						21	200				295	2
Percent Heavy Vehicles (%)		3		3						6						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

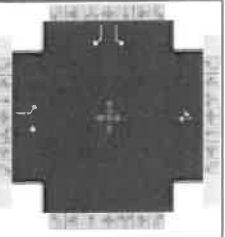
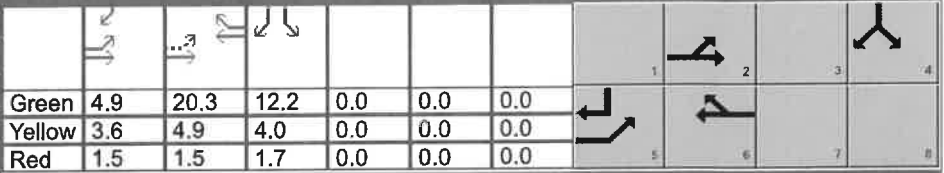
Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.25						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			63							25						
Capacity, c (veh/h)			644							1183						
v/c Ratio			0.10							0.02						
95% Queue Length, Q ₉₅ (veh)			0.3							0.1						
95% Queue Length, Q ₉₅ (ft)			7.7							2.6						
Control Delay (s/veh)			11.2							8.1	0.2					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	11.2								0.9							
Approach LOS	B								A							

HCS Signalized Intersection Results Summary

General Information						Intersection Information									
Agency						Duration, h		0.250							
Analyst						Analysis Date		7/15/2025							
Jurisdiction						Time Period									
Urban Street		Little York Rd		Analysis Year		2025		Analysis Period		1> 7:00					
Intersection		Little York Rd and S. Bro...		File Name		AM NB 2047 Little York Rd & S Brown School Rd....									
Project Description		2047 AM NB													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				141	242			385	80				92		254
Signal Information															
Cycle, s	54.6	Reference Phase	2	Green	4.9	20.3	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	3.6	4.9	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Red	1.5	1.5	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On												
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				5	2		6				4				
Case Number				1.0	4.0		8.3				9.0				
Phase Duration, s				10.0	36.7		26.7				17.9				
Change Period, (Y+R c), s				5.1	6.4		6.4				5.7				
Max Allow Headway (MAH), s				3.1	3.1		3.1				3.3				
Queue Clearance Time (g s), s				5.0	6.7		18.6				11.8				
Green Extension Time (g e), s				0.3	1.6		1.6				0.3				
Phase Call Probability				0.92	1.00		1.00				1.00				
Max Out Probability				0.00	0.00		0.00				1.00				
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				5	2		6	16				7		14	
Adjusted Flow Rate (v), veh/h				164	281		541					107		295	
Adjusted Saturation Flow Rate (s), veh/h/ln				1641	1723		1658					1602		1425	
Queue Service Time (g s), s				3.0	4.7		16.6					3.0		9.8	
Cycle Queue Clearance Time (g c), s				3.0	4.7		16.6					3.0		9.8	
Green Ratio (g/C)				0.50	0.56		0.37					0.22		0.31	
Capacity (c), veh/h				339	957		617					357		446	
Volume-to-Capacity Ratio (X)				0.484	0.294		0.876					0.299		0.662	
Back of Queue (Q), ft/ln (95 th percentile)				39	57		237					47		137	
Back of Queue (Q), veh/ln (95 th percentile)				1.5	2.2		9.3					1.8		5.3	
Queue Storage Ratio (RQ) (95 th percentile)				0.21	0.00		0.00					0.00		0.00	
Uniform Delay (d 1), s/veh				11.5	6.5		16.0					17.7		16.3	
Incremental Delay (d 2), s/veh				0.4	0.1		1.6					0.2		1.6	
Initial Queue Delay (d 3), s/veh				0.0	0.0		0.0					0.0		0.0	
Control Delay (d), s/veh				11.9	6.5		17.6					17.9		17.9	
Level of Service (LOS)				B	A		B					B		B	
Approach Delay, s/veh / LOS				8.5	A		17.6	B		0.0		17.9		B	
Intersection Delay, s/veh / LOS				14.8						B					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				0.67	A		1.89	B		1.70	B		1.93		B
Bicycle LOS Score / LOS				1.22	A		1.38	A						F	

HCS Two-Way Stop-Control Report

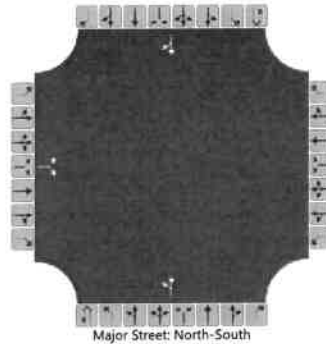
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2047
Time Analyzed	PM Peak No Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Foxfire Trl & S. Brown School Rd
Jurisdiction	
East/West Street	Foxfire Trl
North/South Street	S. Brown School Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		8		8						10	406				370	18
Percent Heavy Vehicles (%)		0		0						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			17							11						
Capacity, c (veh/h)			435							1141						
v/c Ratio			0.04							0.01						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
95% Queue Length, Q ₉₅ (ft)			2.5							0.0						
Control Delay (s/veh)			13.6							8.2	0.1					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	13.6								0.3							
Approach LOS	B								A							

HCS Two-Way Stop-Control Report

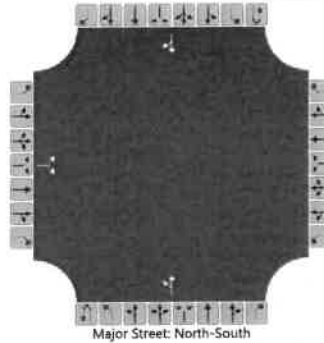
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2047
Time Analyzed	PM Peak No Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Deerhurst Dr & S. Brown School Rd
Jurisdiction	
East/West Street	Deerhurst Dr
North/South Street	S. Brown School Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		38						63	415				373	6
Percent Heavy Vehicles (%)		3		3						6						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.25						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			43							67						
Capacity, c (veh/h)			602							1134						
v/c Ratio			0.07							0.06						
95% Queue Length, Q ₉₅ (veh)			0.2							0.2						
95% Queue Length, Q ₉₅ (ft)			5.1							5.2						
Control Delay (s/veh)			11.4							8.4	0.7					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	11.4								1.7							
Approach LOS	B								A							

HCS Two-Way Stop-Control Report

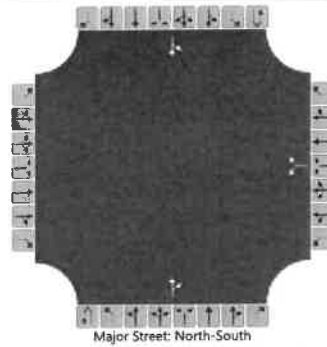
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2027
Time Analyzed	AM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Proposed Drive D & S. Brown School Rd
Jurisdiction	
East/West Street	Proposed Drive D
North/South Street	S. Brown School Rd
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						14		5			235	4		2	295	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						20								2		
Capacity, c (veh/h)						531								1302		
v/c Ratio						0.04								0.00		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
95% Queue Length, Q ₉₅ (ft)						2.6								0.0		
Control Delay (s/veh)						12.1								7.8	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)						12.1								0.1		
Approach LOS						B								A		

HCS Two-Way Stop-Control Report

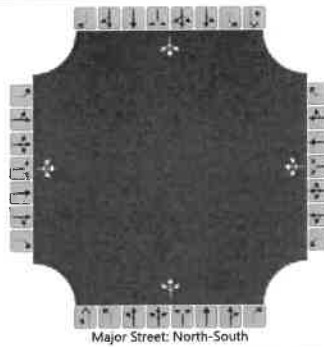
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2027
Time Analyzed	AM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Foxfire Trl & S. Brown School Rd
Jurisdiction	
East/West Street	Foxfire Trl
North/South Street	S. Brown School Rd
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		16	0	6		33	0	13		2	209	11		4	298	6
Percent Heavy Vehicles (%)		17	3	17		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.27	6.53	6.37		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.65	4.03	3.45		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			27				57			2				5		
Capacity, c (veh/h)			397				435			1178				1286		
v/c Ratio			0.07				0.13			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.2				0.4			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			5.7				10.2									
Control Delay (s/veh)			14.7				14.5			8.1	0.0	0.0		7.8	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	14.7				14.5				0.1				0.1			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

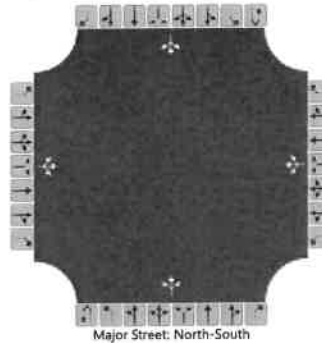
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2027
Time Analyzed	AM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Deerhurst Dr & S. Brown School Rd
Jurisdiction	
East/West Street	Deerhurst Dr
North/South Street	S. Brown School Rd
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		6	0	47		20	0	8		21	208	7		3	333	2
Percent Heavy Vehicles (%)		3	3	3		3	3	3		6				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.16				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.25				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			63				33			25				4		
Capacity, c (veh/h)			586				361			1138				1303		
v/c Ratio			0.11				0.09			0.02				0.00		
95% Queue Length, Q ₉₅ (veh)			0.4				0.3			0.1				0.0		
95% Queue Length, Q ₉₅ (ft)			10.2				7.7									
Control Delay (s/veh)			11.9				16.0			8.2	0.2	0.2		7.8	0.0	0.0
Level of Service (LOS)			B				C			A	A	A		A	A	A
Approach Delay (s/veh)	11.9				16.0				0.9				0.1			
Approach LOS	B				C				A				A			

HCS Two-Way Stop-Control Report

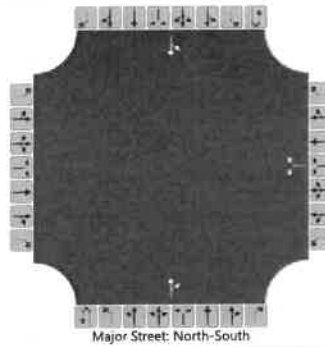
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2027
Time Analyzed	PM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Proposed Drive D & S. Brown School Rd
Jurisdiction	
East/West Street	Proposed Drive D
North/South Street	S. Brown School Rd
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						9		3			413	16		4	395	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						13								4		
Capacity, c (veh/h)						355								1095		
v/c Ratio						0.04								0.00		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
95% Queue Length, Q ₉₅ (ft)						2.6								0.0		
Control Delay (s/veh)						15.5								8.3	0.0	
Level of Service (LOS)						C								A	A	
Approach Delay (s/veh)					15.5								0.1			
Approach LOS					C								A			

HCS Two-Way Stop-Control Report

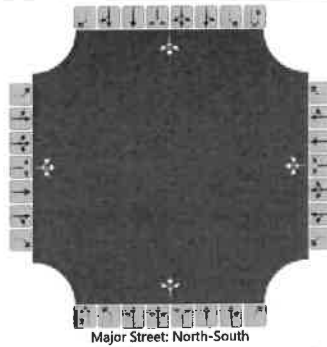
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2027
Time Analyzed	PM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Foxtire Trl & S. Brown School Rd
Jurisdiction	
East/West Street	Foxtire Trl
North/South Street	S. Brown School Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	0	8		24	0	7		10	413	40		12	374	18
Percent Heavy Vehicles (%)		0	3	0		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.53	6.20		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.03	3.30		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			17				33			11				13		
Capacity, c (veh/h)			354				278			1137				1075		
v/c Ratio			0.05				0.12			0.01				0.01		
95% Queue Length, Q ₉₅ (veh)			0.2				0.4			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			5.0				10.2									
Control Delay (s/veh)			15.7				19.7			8.2	0.1	0.1		8.4	0.1	0.1
Level of Service (LOS)			C				C			A	A	A		A	A	A
Approach Delay (s/veh)	15.7				19.7				0.3				0.4			
Approach LOS	C				C				A				A			

HCS Two-Way Stop-Control Report

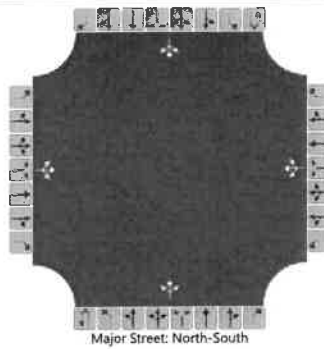
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2027
Time Analyzed	PM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Deerhurst Dr & S. Brown School Rd
Jurisdiction	
East/West Street	Deerhurst Dr
North/South Street	S. Brown School Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	0	38		15	0	4		62	457	25		7	394	6
Percent Heavy Vehicles (%)		3	3	3		3	3	3		6				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.16				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.25				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			43				20			66				7		
Capacity, c (veh/h)			558				192			1113				1048		
v/c Ratio			0.08				0.11			0.06				0.01		
95% Queue Length, Q ₉₅ (veh)			0.2				0.3			0.2				0.0		
95% Queue Length, Q ₉₅ (ft)			5.1				7.7									
Control Delay (s/veh)			12.0				26.0			8.4	0.7	0.7		8.5	0.1	0.1
Level of Service (LOS)			B				D			A	A	A		A	A	A
Approach Delay (s/veh)	12.0				26.0				1.6				0.2			
Approach LOS	B				D				A				A			

HCS Two-Way Stop-Control Report

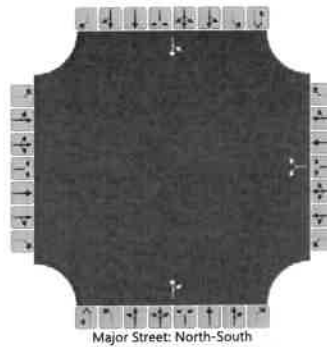
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2047
Time Analyzed	AM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Proposed Drive D & S. Brown School Rd
Jurisdiction	
East/West Street	Proposed Drive D
North/South Street	S. Brown School Rd
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						14		5			241	4		2	304	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						20								2		
Capacity, c (veh/h)						521								1295		
v/c Ratio						0.04								0.00		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
95% Queue Length, Q ₉₅ (ft)						2.6								0.0		
Control Delay (s/veh)						12.2								7.8	0.0	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					12.2								0.1			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

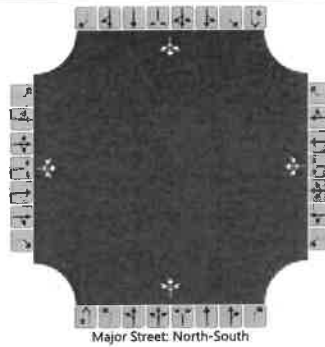
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2047
Time Analyzed	AM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Foxfire Trl & S. Brown School Rd
Jurisdiction	
East/West Street	Foxfire Trl
North/South Street	S. Brown School Rd
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		16	0	6		33	0	13		2	215	11		4	307	6
Percent Heavy Vehicles (%)		17	3	17		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.27	6.53	6.37		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.65	4.03	3.45		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			27				57			2				5		
Capacity, c (veh/h)			386				424			1167				1278		
v/c Ratio			0.07				0.13			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.2				0.5			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			5.7				12.8									
Control Delay (s/veh)			15.0				14.8			8.1	0.0	0.0		7.8	0.0	0.0
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)	15.0				14.8				0.1				0.1			
Approach LOS	C				B				A				A			

HCS Two-Way Stop-Control Report

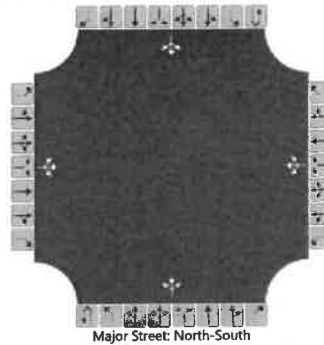
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2047
Time Analyzed	AM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Deerhurst Dr & S. Brown School Rd
Jurisdiction	
East/West Street	Deerhurst Dr
North/South Street	S. Brown School Rd
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		6	0	47		20	0	8		21	214	7		3	342	2
Percent Heavy Vehicles (%)		3	3	3		3	3	3		6				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

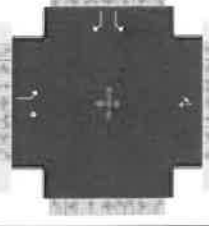
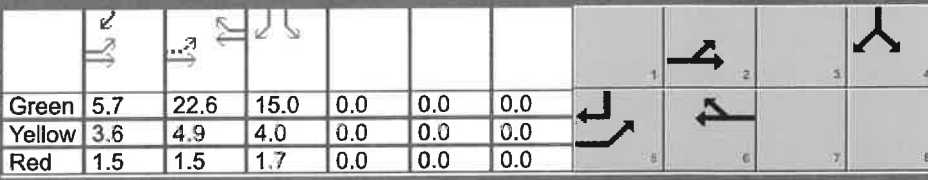
Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.16				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.25				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			63				33			25				4		
Capacity, c (veh/h)			577				351			1128				1295		
v/c Ratio			0.11				0.09			0.02				0.00		
95% Queue Length, Q ₉₅ (veh)			0.4				0.3			0.1				0.0		
95% Queue Length, Q ₉₅ (ft)			10.2				7.7									
Control Delay (s/veh)			12.0				16.3			8.3	0.2	0.2		7.8	0.0	0.0
Level of Service (LOS)			B				C			A	A	A		A	A	A
Approach Delay (s/veh)	12.0				16.3				0.9				0.1			
Approach LOS	B				C				A				A			

HCS Signalized Intersection Results Summary

General Information					Intersection Information											
Agency					Duration, h		0.250									
Analyst					Analysis Date		7/15/2025									
Jurisdiction					Time Period											
Urban Street		Little York Rd		Analysis Year		2025		Analysis Period						1> 7:00		
Intersection		Little York Rd and S. Bro...		File Name		AM B 2047 Little York Rd & S Brown School Rd.xus										
Project Description		2047 AM B														
Demand Information					EB			WB			NB			SB		
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h					154	242			385	88				110		303
Signal Information																
Cycle, s	60.5	Reference Phase	2													
Offset, s	0	Reference Point	End													
Uncoordinated	Yes	Simult. Gap E/W	On													
Force Mode	Fixed	Simult. Gap N/S	On													
Green	5.7	22.6	15.0	0.0	0.0	0.0										
Yellow	3.6	4.9	4.0	0.0	0.0	0.0										
Red	1.5	1.5	1.7	0.0	0.0	0.0										
Timer Results					EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					5	2		6				4				
Case Number					1.0	4.0		8.3				9.0				
Phase Duration, s					10.8	39.8		29.0				20.7				
Change Period, (Y+R c), s					5.1	6.4		6.4				5.7				
Max Allow Headway (MAH), s					3.1	3.1		3.1				3.3				
Queue Clearance Time (g s), s					5.7	7.3		20.9				15.1				
Green Extension Time (g e), s					0.3	1.7		1.6				0.0				
Phase Call Probability					0.95	1.00		1.00				1.00				
Max Out Probability					0.00	0.00		0.00				1.00				
Movement Group Results					EB			WB			NB			SB		
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					5	2			6	16				7		14
Adjusted Flow Rate (v), veh/h					179	281		550				128		352		
Adjusted Saturation Flow Rate (s), veh/h/ln					1641	1723		1654				1602		1425		
Queue Service Time (g s), s					3.7	5.3		18.9				3.9		13.1		
Cycle Queue Clearance Time (g c), s					3.7	5.3		18.9				3.9		13.1		
Green Ratio (g/C)					0.50	0.55		0.37				0.25		0.34		
Capacity (c), veh/h					327	951		617				397		488		
Volume-to-Capacity Ratio (X)					0.548	0.296		0.892				0.322		0.721		
Back of Queue (Q), ft/ln (95 th percentile)					50	69		272				63		201		
Back of Queue (Q), veh/ln (95 th percentile)					2.0	2.7		10.6				2.4		7.7		
Queue Storage Ratio (RQ) (95 th percentile)					0.27	0.00		0.00				0.00		0.00		
Uniform Delay (d 1), s/veh					12.9	7.3		17.8				18.6		17.4		
Incremental Delay (d 2), s/veh					0.5	0.1		1.9				0.2		4.5		
Initial Queue Delay (d 3), s/veh					0.0	0.0		0.0				0.0		0.0		
Control Delay (d), s/veh					13.4	7.3		19.7				18.8		21.9		
Level of Service (LOS)					B	A		B				B		C		
Approach Delay, s/veh / LOS					9.7	A	19.7	B	0.0		21.0	C				
Intersection Delay, s/veh / LOS					17.0						B					
Multimodal Results					EB			WB			NB			SB		
Pedestrian LOS Score / LOS					0.67	A	1.90	B	1.71	B	1.93	B				
Bicycle LOS Score / LOS					1.25	A	1.40	A				F				

HCS Two-Way Stop-Control Report

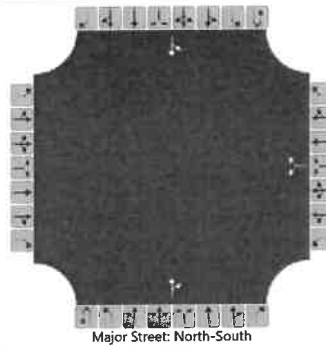
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2047
Time Analyzed	PM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Proposed Drive D & S. Brown School Rd
Jurisdiction	
East/West Street	Proposed Drive D
North/South Street	S. Brown School Rd
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						9		3			427	16		4	407	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						13								4		
Capacity, c (veh/h)						343								1081		
v/c Ratio						0.04								0.00		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
95% Queue Length, Q ₉₅ (ft)						2.6								0.0		
Control Delay (s/veh)						15.9								8.3	0.0	
Level of Service (LOS)						C								A	A	
Approach Delay (s/veh)					15.9								0.1			
Approach LOS					C								A			

HCS Two-Way Stop-Control Report

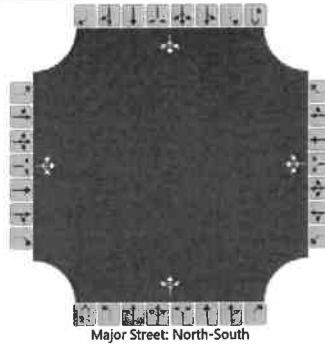
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2047
Time Analyzed	PM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Foxtire Trl & S. Brown School Rd
Jurisdiction	
East/West Street	Foxtire Trl
North/South Street	S. Brown School Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	0	8		24	0	7		10	426	40		12	386	18
Percent Heavy Vehicles (%)		0	3	0		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.53	6.20		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.03	3.30		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			17				33			11				13		
Capacity, c (veh/h)			342				267			1124				1063		
v/c Ratio			0.05				0.12			0.01				0.01		
95% Queue Length, Q ₉₅ (veh)			0.2				0.4			0.0				0.0		
95% Queue Length, Q ₉₅ (ft)			5.0				10.2									
Control Delay (s/veh)			16.1				20.4			8.2	0.1	0.1		8.4	0.1	0.1
Level of Service (LOS)			C				C			A	A	A		A	A	A
Approach Delay (s/veh)	16.1				20.4				0.3				0.4			
Approach LOS	C				C				A				A			

HCS Two-Way Stop-Control Report

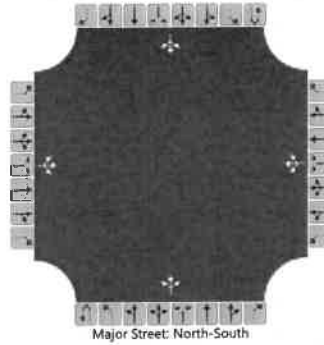
General Information

Analyst	Mannik Smith Group
Agency/Co.	
Date Performed	7/14/2025
Analysis Year	2047
Time Analyzed	PM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Deerhurst Dr & S. Brown School Rd
Jurisdiction	
East/West Street	Deerhurst Dr
North/South Street	S. Brown School Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	0	38		15	0	4		63	471	25		7	406	6
Percent Heavy Vehicles (%)		3	3	3		3	3	3		6				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

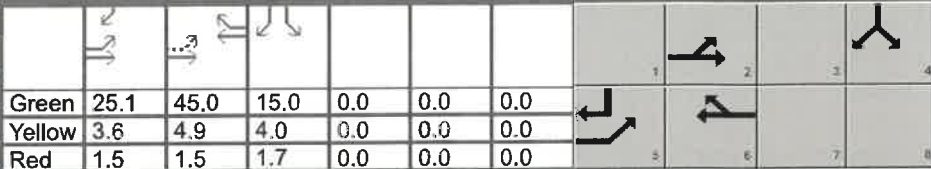
Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.16				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.25				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			43				20			67				7		
Capacity, c (veh/h)			546				183			1101				1034		
v/c Ratio			0.08				0.11			0.06				0.01		
95% Queue Length, Q ₉₅ (veh)			0.3				0.4			0.2				0.0		
95% Queue Length, Q ₉₅ (ft)			7.7				10.2									
Control Delay (s/veh)			12.1				27.2			8.5	0.7	0.7		8.5	0.1	0.1
Level of Service (LOS)			B				D			A	A	A		A	A	A
Approach Delay (s/veh)	12.1				27.2				1.6				0.2			
Approach LOS	B				D				A				A			

HCS Signalized Intersection Results Summary

General Information					Intersection Information												
Agency					Duration, h		0.250										
Analyst					Analysis Date		7/15/2025										
Jurisdiction					Time Period												
Urban Street		Little York Rd		Analysis Year		2025		Analysis Period			1> 7:00						
Intersection		Little York Rd and S. Bro...		File Name		PM B 2047 Little York Rd & S Brown School Rd.xus											
Project Description		2047 PM B															
Demand Information				EB			WB			NB			SB				
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R		
Demand (v), veh/h				395	610			529	165				163		301		
Signal Information																	
Cycle, s	102.3	Reference Phase	2	Green	25.1	45.0	15.0	0.0	0.0	0.0	Yellow	3.6	4.9	4.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Red	1.5	1.5	1.7	0.0	0.0	0.0	Force Mode	Fixed	Simult. Gap E/W	On	Simult. Gap N/S	On	
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT						
Assigned Phase				5	2		6				4						
Case Number				1.0	4.0		8.3				9.0						
Phase Duration, s				30.2	81.6		51.4				20.7						
Change Period, (Y+R c), s				5.1	6.4		6.4				5.7						
Max Allow Headway (MAH), s				3.1	3.1		3.1				3.3						
Queue Clearance Time (g s), s				24.4	19.7		47.0				17.0						
Green Extension Time (g e), s				0.7	3.5		0.0				0.0						
Phase Call Probability				1.00	1.00		1.00				1.00						
Max Out Probability				0.01	0.01		1.00				1.00						
Movement Group Results				EB			WB			NB			SB				
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R		
Assigned Movement				5	2			6	16				7		14		
Adjusted Flow Rate (v), veh/h				444	685			780					183		338		
Adjusted Saturation Flow Rate (s), veh/h/ln				1654	1736			1665					1654		1471		
Queue Service Time (g s), s				22.4	17.7			45.0					10.9		15.0		
Cycle Queue Clearance Time (g c), s				22.4	17.7			45.0					10.9		15.0		
Green Ratio (g/C)				0.70	0.74			0.44					0.15		0.39		
Capacity (c), veh/h				476	1276			732					242		577		
Volume-to-Capacity Ratio (X)				0.932	0.537			1.065					0.755		0.586		
Back of Queue (Q), ft/ln (95 th percentile)				459	222			946					222		265		
Back of Queue (Q), veh/ln (95 th percentile)				18.2	8.8			37.6					8.8		10.5		
Queue Storage Ratio (RQ) (95 th percentile)				2.48	0.00			0.00					0.00		0.00		
Uniform Delay (d 1), s/veh				31.0	5.9			28.6					41.9		24.6		
Incremental Delay (d 2), s/veh				15.4	0.2			51.8					11.4		1.1		
Initial Queue Delay (d 3), s/veh				0.0	0.0			0.0					0.0		0.0		
Control Delay (d), s/veh				46.4	6.2			80.4					53.3		25.6		
Level of Service (LOS)				D	A			F					D		C		
Approach Delay, s/veh / LOS				22.0	C		80.4	F		0.0			35.3		D		
Intersection Delay, s/veh / LOS				43.6						D							
Multimodal Results				EB			WB			NB			SB				
Pedestrian LOS Score / LOS				0.65	A		1.91	B		1.73	B		1.96		B		
Bicycle LOS Score / LOS				2.35	B		1.77	B							F		

APPENDIX E
TURN LANE WARRANTS



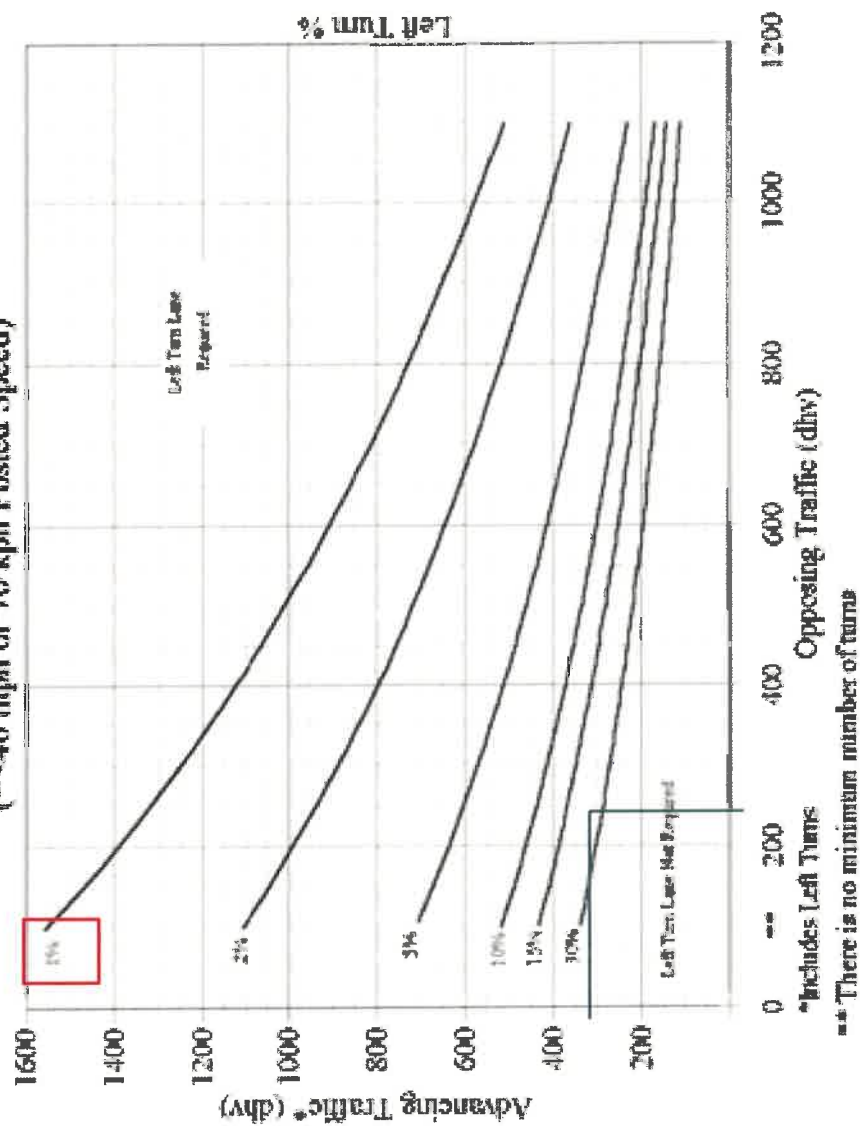
2047 Build AM Peak Hour – Road D & S. Brown School Road

306 Advancing
245 Opposing
0.7% Left Turns

Southbound Left

2-Lane Highway Left Turn Lane Warrant

(=<40 mph or 70 kph Posted Speed)



October 2004

2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

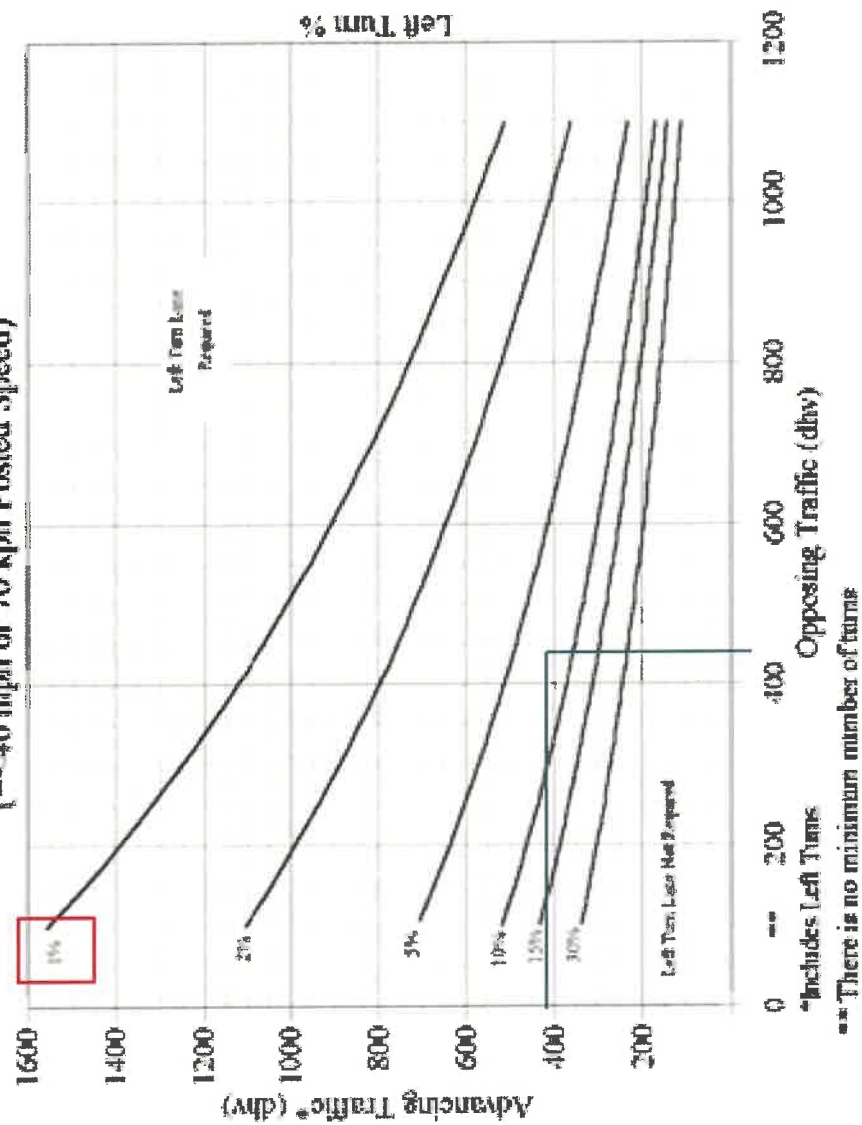
401-5a
REFERENCE SECTION
401.6.1

2047 Build PM Peak Hour – Road D & S. Brown School Road
Southbound Left

411 Advancing
443 Opposing
1% Left Turns

2-Lane Highway Left Turn Lane Warrant

(=<40 mph or 70 kph Posted Speed)



October 2004

2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

401-5a

REFERENCE SECTION
401.6.1

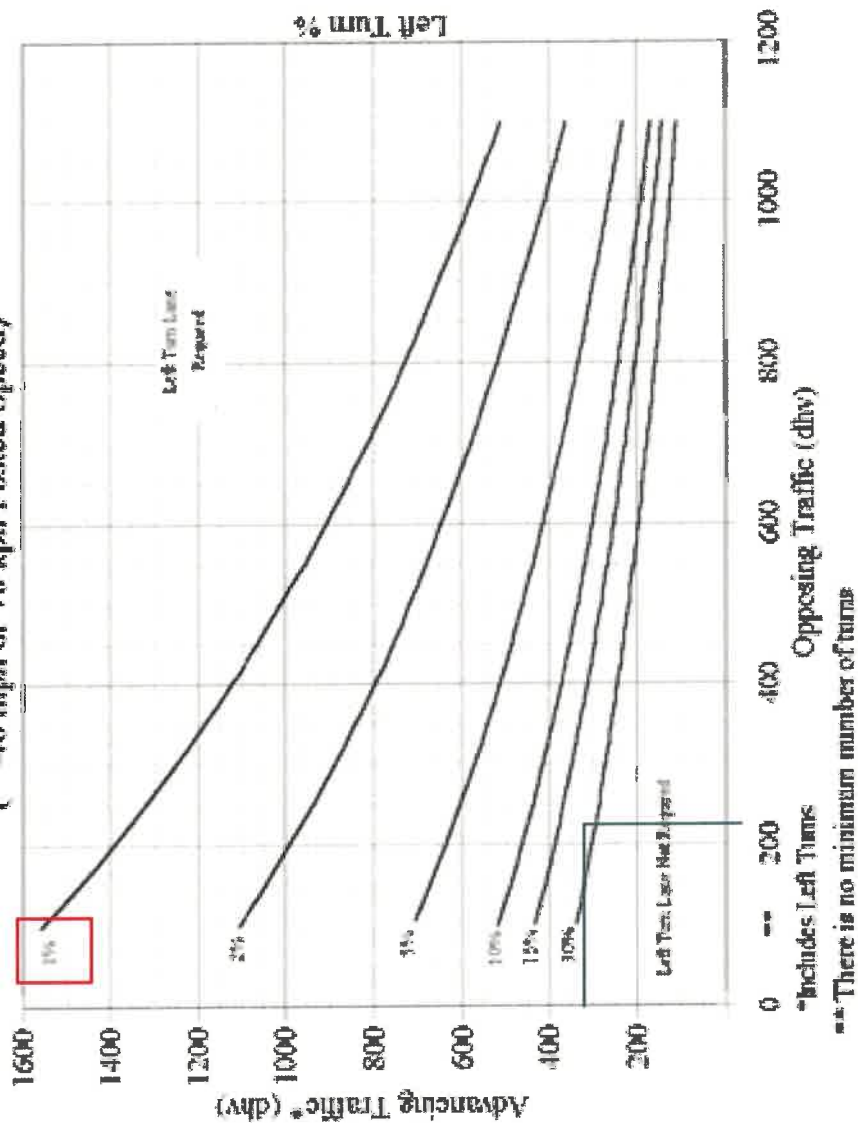
2047 Build AM Peak Hour – Foxfire Trail/Road C & S. Brown School Road

317 Advancing
228 Opposing
1.3% Left Turns

Southbound Left

2-Lane Highway Left Turn Lane Warrant

(≤40 mph or 70 kph Posted Speed)



October 2004

2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

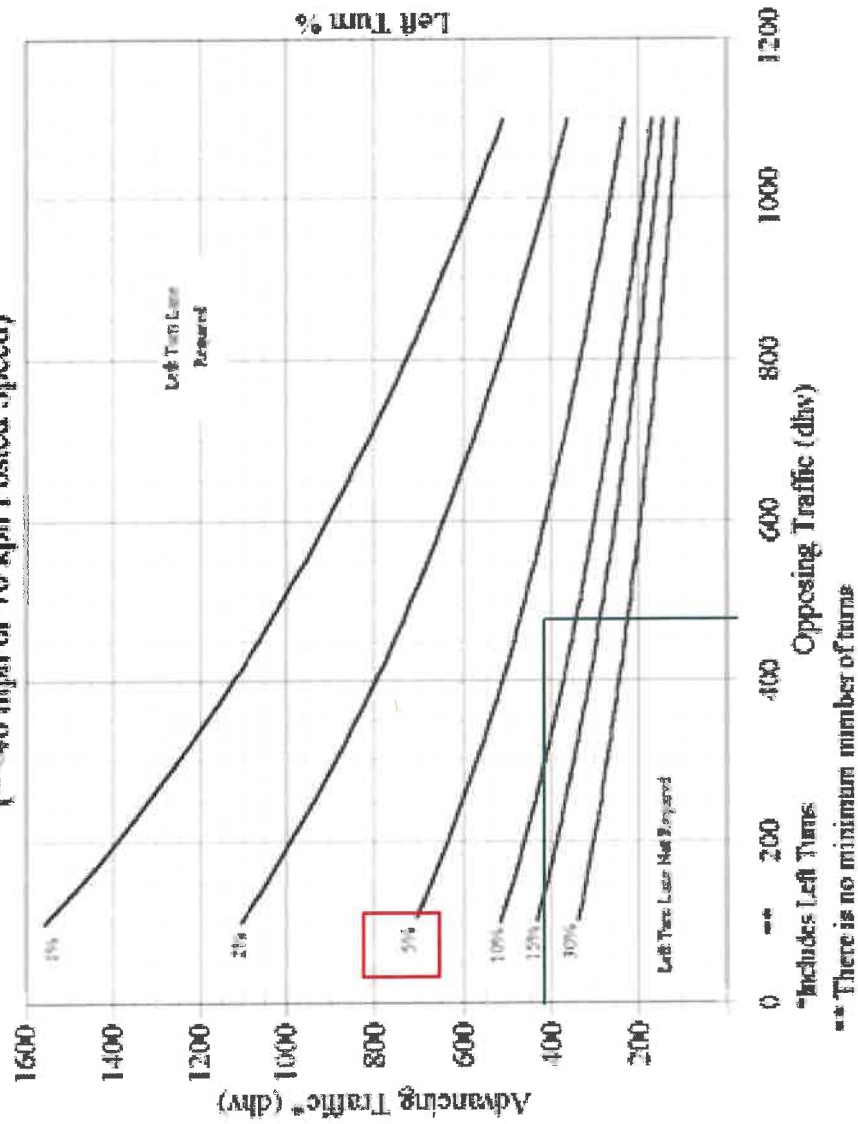
401-5a

REFERENCE SECTION
401.6.1

2047 Build PM Peak Hour – Foxfire Trail/Road C & S. Brown School Road
Southbound Left

416 Advancing
476 Opposing
2.9% Left Turns

2-Lane Highway Left Turn Lane Warrant (≤40 mph or 70 kph Posted Speed)



October 2004

2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

401-5a

REFERENCE SECTION
401.6.1

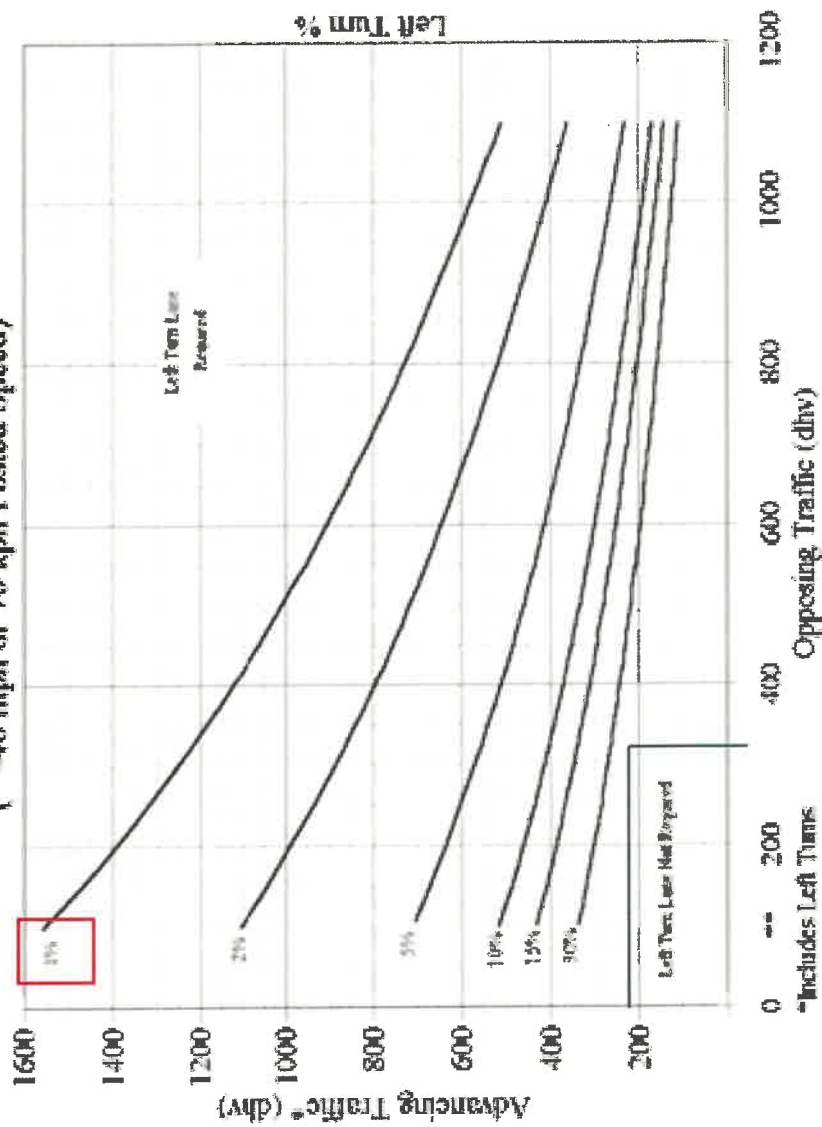
2047 Build AM Peak Hour – Foxfire Trail/Road C & S. Brown School Road

225 Advancing
326 Opposing
0.9% Left Turns

Northbound Left

2-Lane Highway Left Turn Lane Warrant

(≤ 40 mph or 70 kph Posted Speed)



October 2004

2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

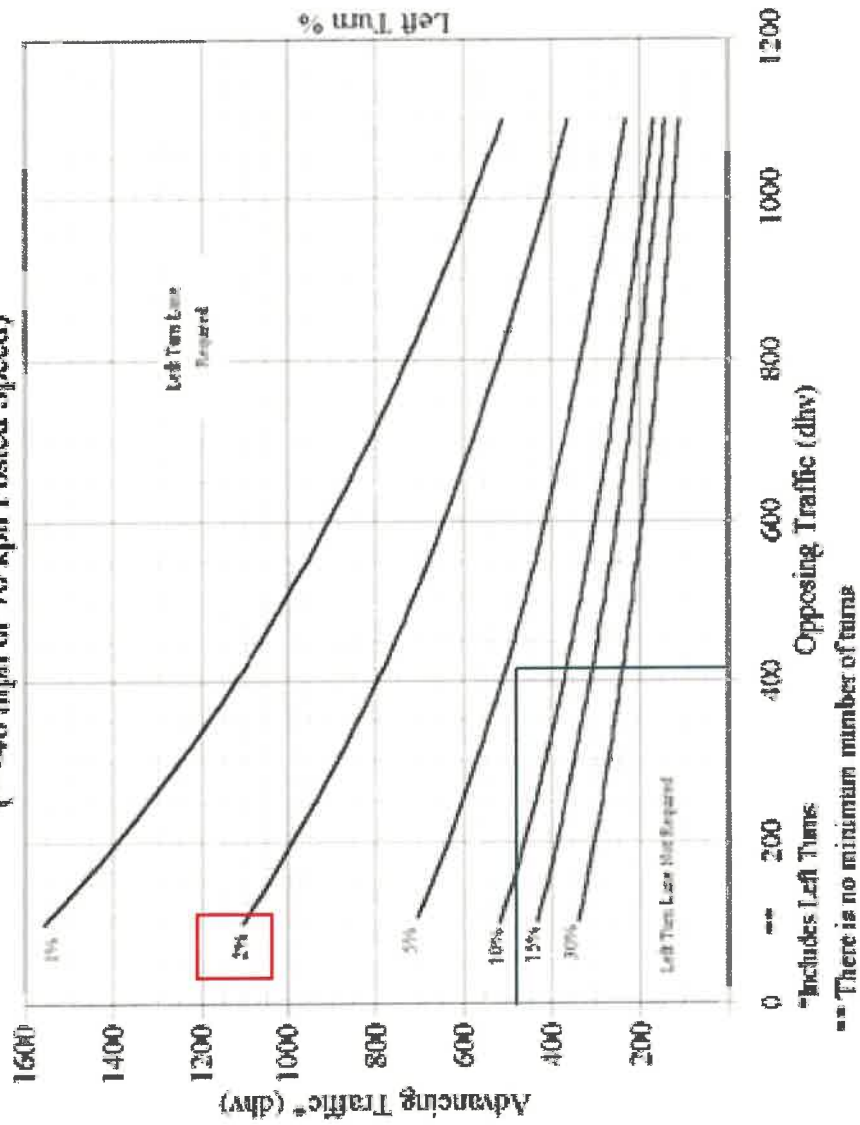
401-5a

REFERENCE SECTION
401.6.1

2047 Build PM Peak Hour – Foxfire Trail/Road C & S. Brown School Road
Northbound Left

476 Advancing
416 Opposing
2.1% Left Turns

2-Lane Highway Left Turn Lane Warrant (≤40 mph or 70 kph Posted Speed)



October 2004

2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

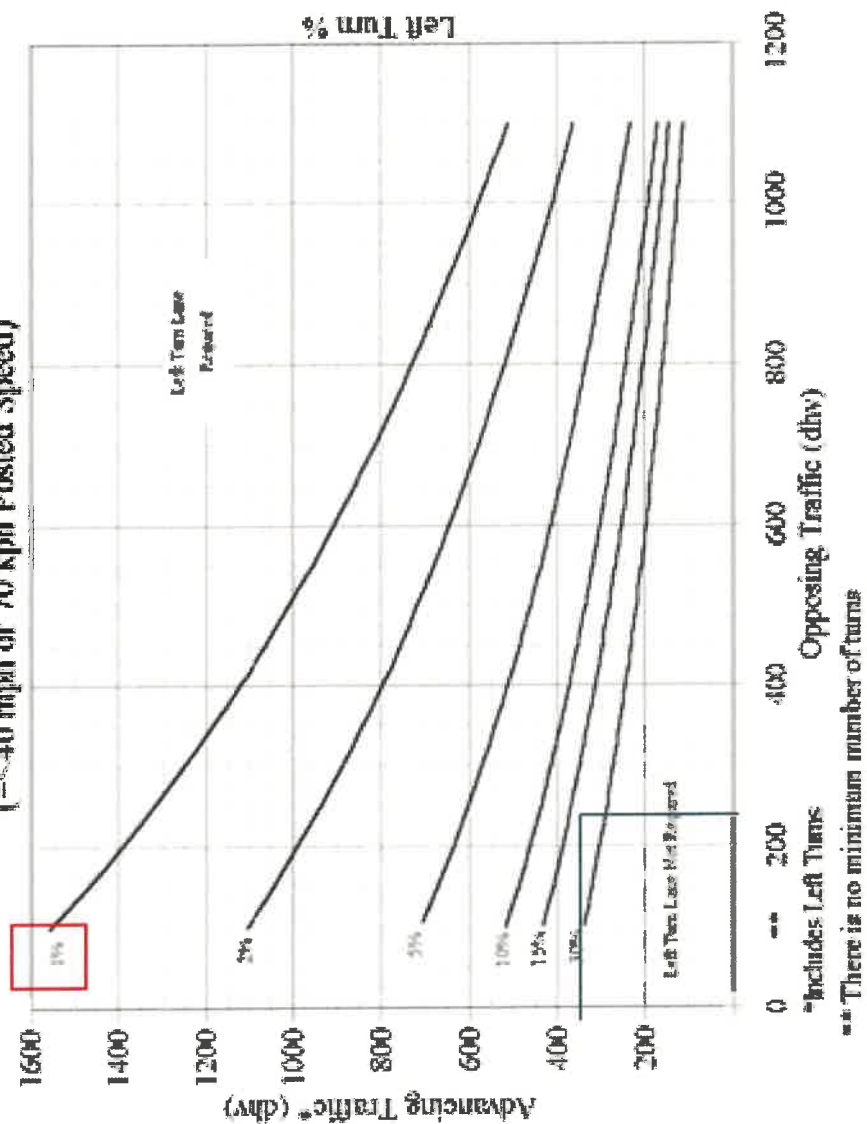
401-5a

**REFERENCE SECTION
401.6.1**

2047 Build AM Peak Hour – Deerhurst Drive/Road A & S. Brown School Road
 Southbound Left

347 Advancing
 242 Opposing
 0.9% Left Turns

2-Lane Highway Left Turn Lane Warrant (= <40 mph or 70 kph Posted Speed)



October 2004

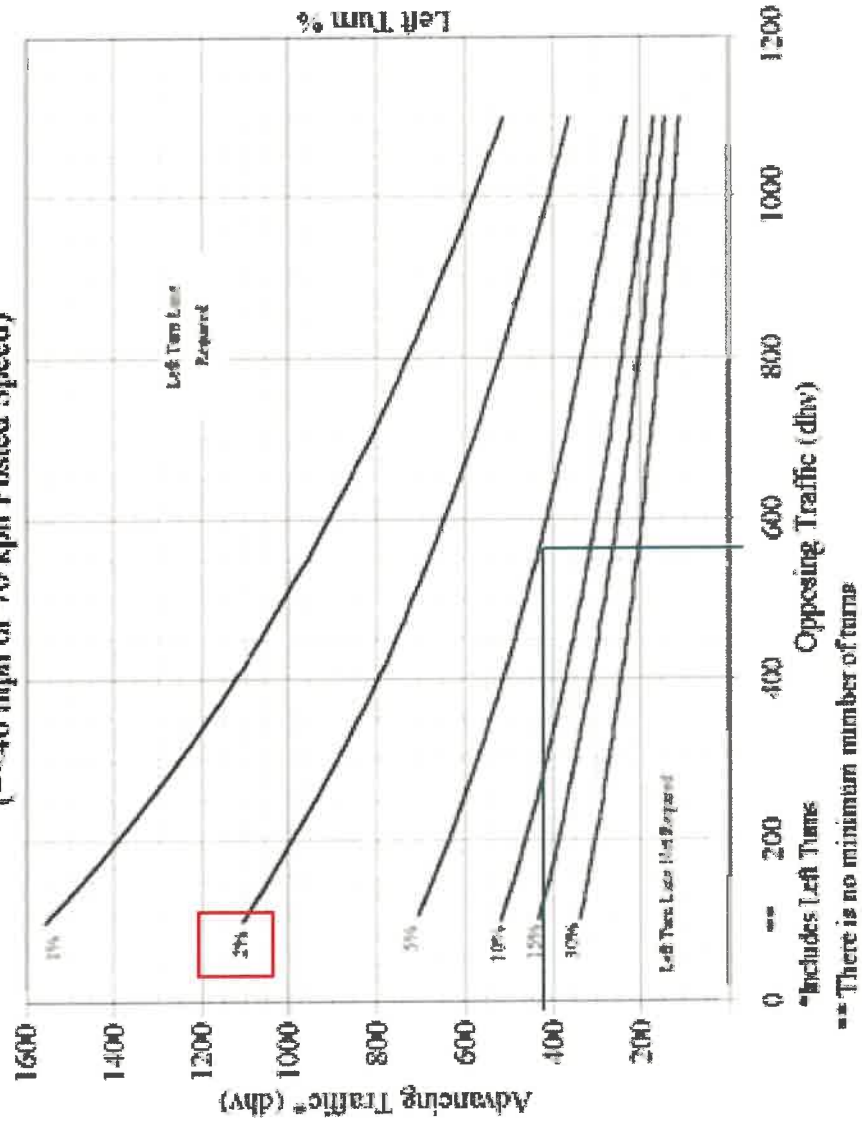
2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

401-5a
 REFERENCE SECTION
 401.6.1

419 Advancing
 559 Opposing
 1.7% Left Turns

2047 Build PM Peak Hour – Deerhurst Drive/Road A & S. Brown School Road
 Southbound Left

2-Lane Highway Left Turn Lane Warrant (≤40 mph or 70 kph Posted Speed)



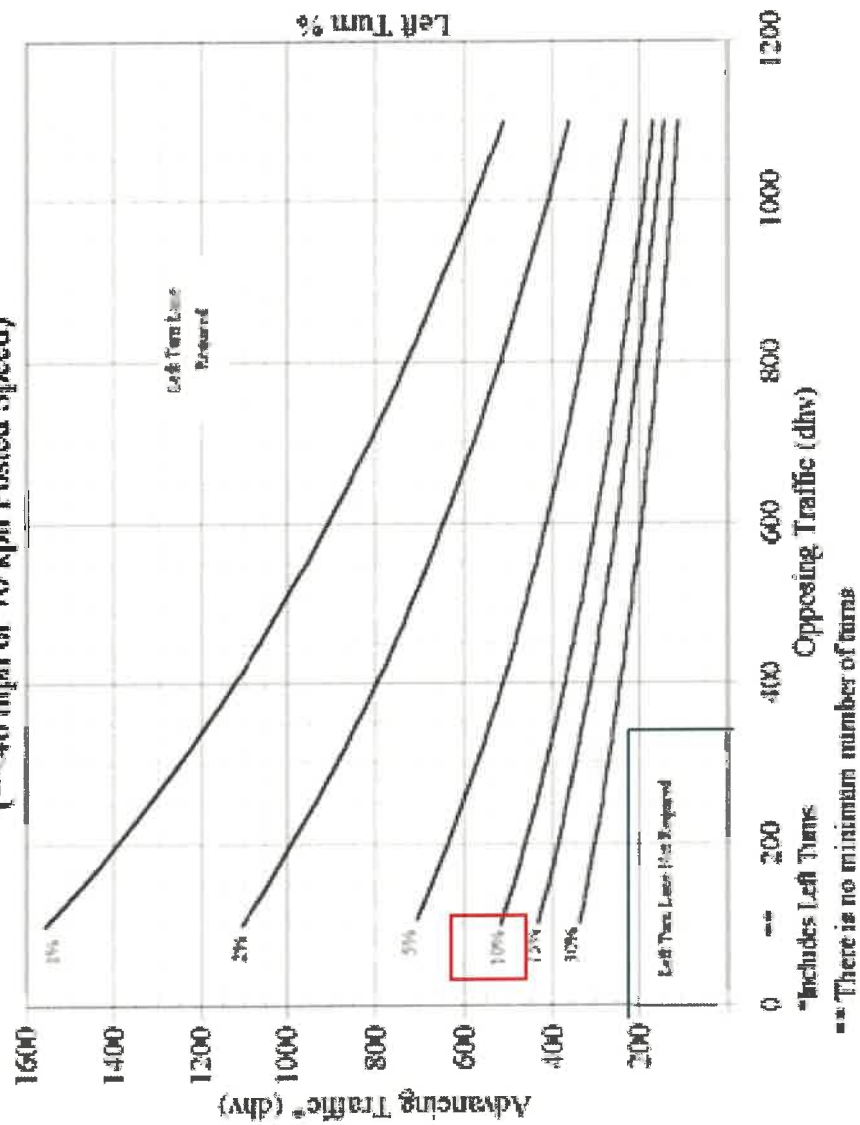
October 2004

2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

401-5a
 REFERENCE SECTION
 401.6.1

2047 Build AM Peak Hour – Deerhurst Drive/Road A & S. Brown School Road
 Northbound Left

2-Lane Highway Left Turn Lane Warrant (= < 40 mph or 70 kph Posted Speed)



October 2004

2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

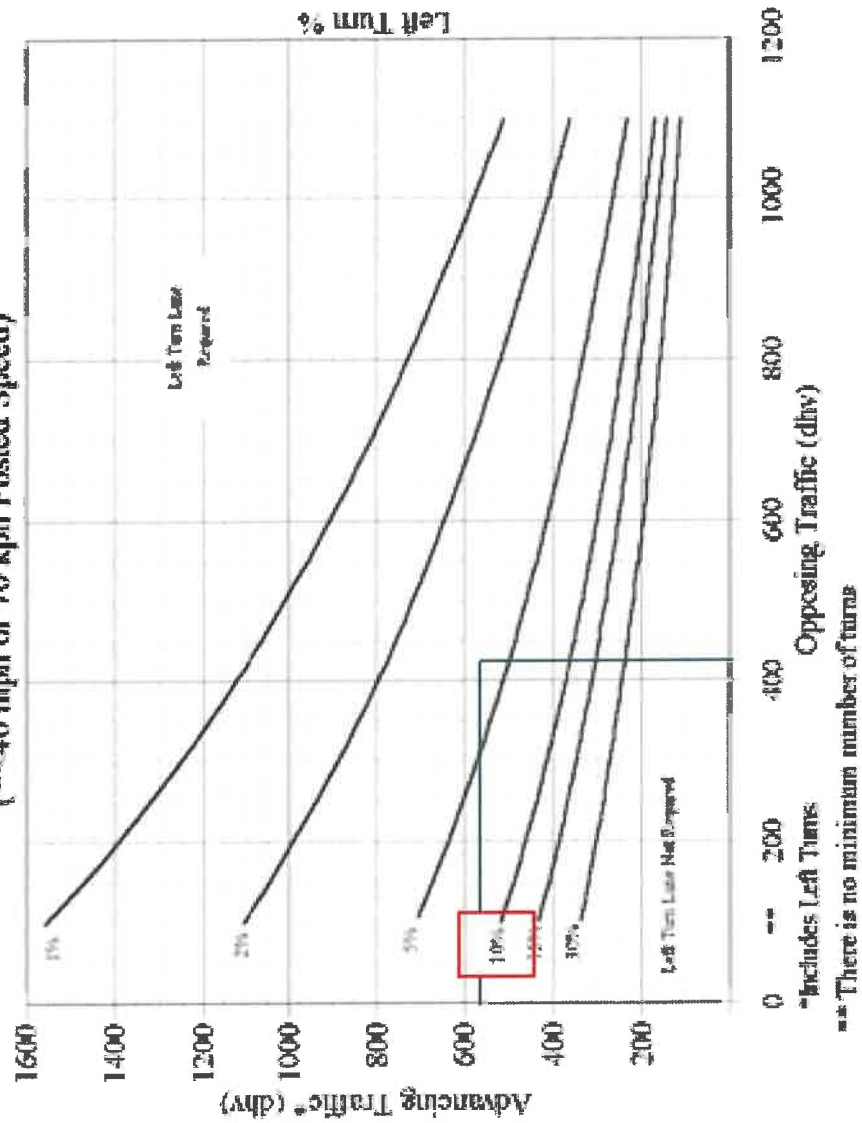
401-5a

**REFERENCE SECTION
 401.6.1**

2047 Build PM Peak Hour – Deerhurst Drive/Road A & S. Brown School Road
Northbound Left

559 Advancing
419 Opposing
11.3% Left Turns

2-Lane Highway Left Turn Lane Warrant (≤40 mph or 70 kph Posted Speed)



October 2004

2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

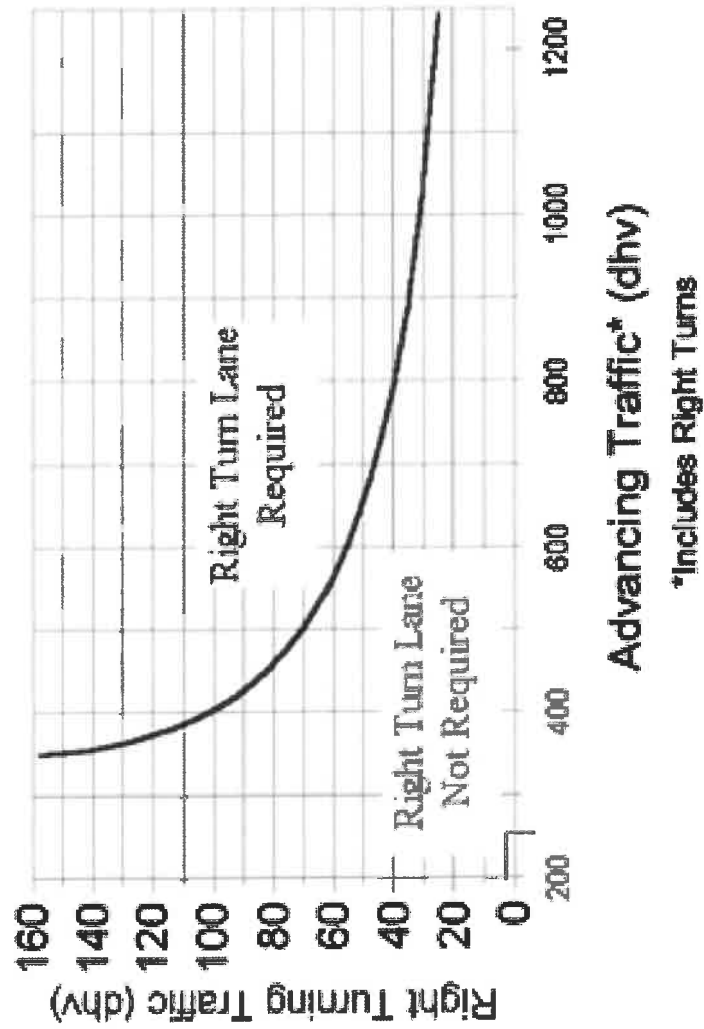
401-5a

REFERENCE SECTION
401.6.1

245 Advancing
4 Right Turns

2047 Build AM Peak Hour – Road D & S. Brown School Road
Northbound Right

2-Lane Highway Right Turn Lane Warrant =< 40 mph or 70 kph Posted Speed



October 2004

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

401-6a

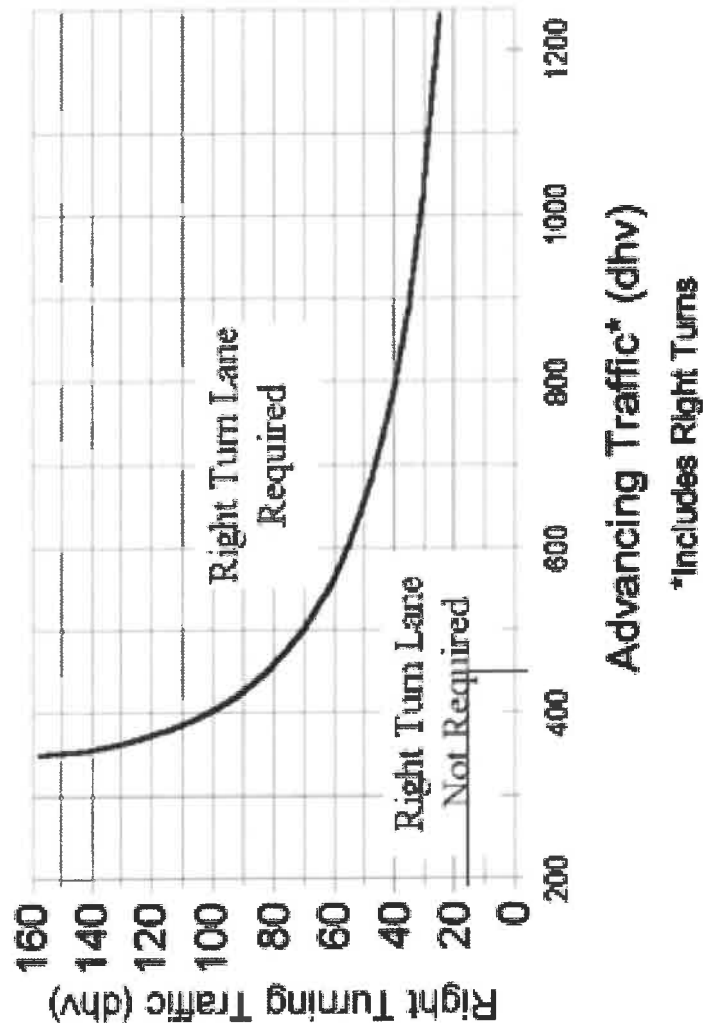
REFERENCE SECTION
401.6.3

443 Advancing
16 Right Turns

2047 Build PM Peak Hour – Road D & S. Brown School Road
Northbound Right

2-Lane Highway Right Turn Lane Warrant

= < 40 mph or 70 kph Posted Speed



October 2004

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

401-6a

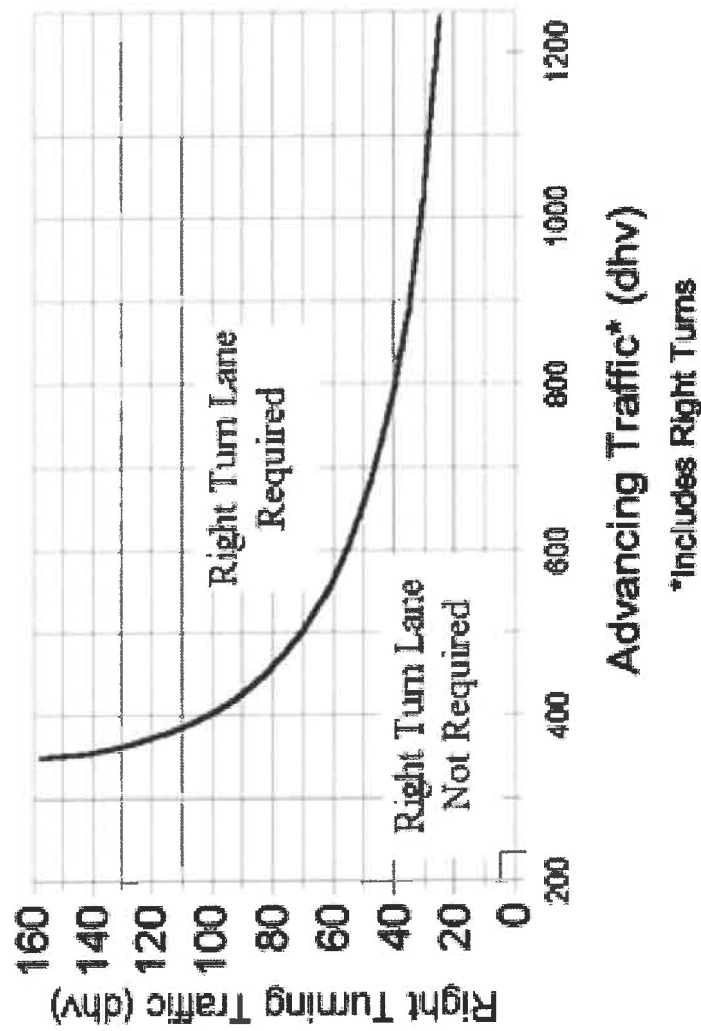
REFERENCE SECTION
401.6.3

228 Advancing
7 Right Turns

2047 Build AM Peak Hour – Foxfire Trail/Road C & S. Brown School Road
Northbound Right

2-Lane Highway Right Turn Lane Warrant

= < 40 mph or 70 kph Posted Speed



October 2004

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

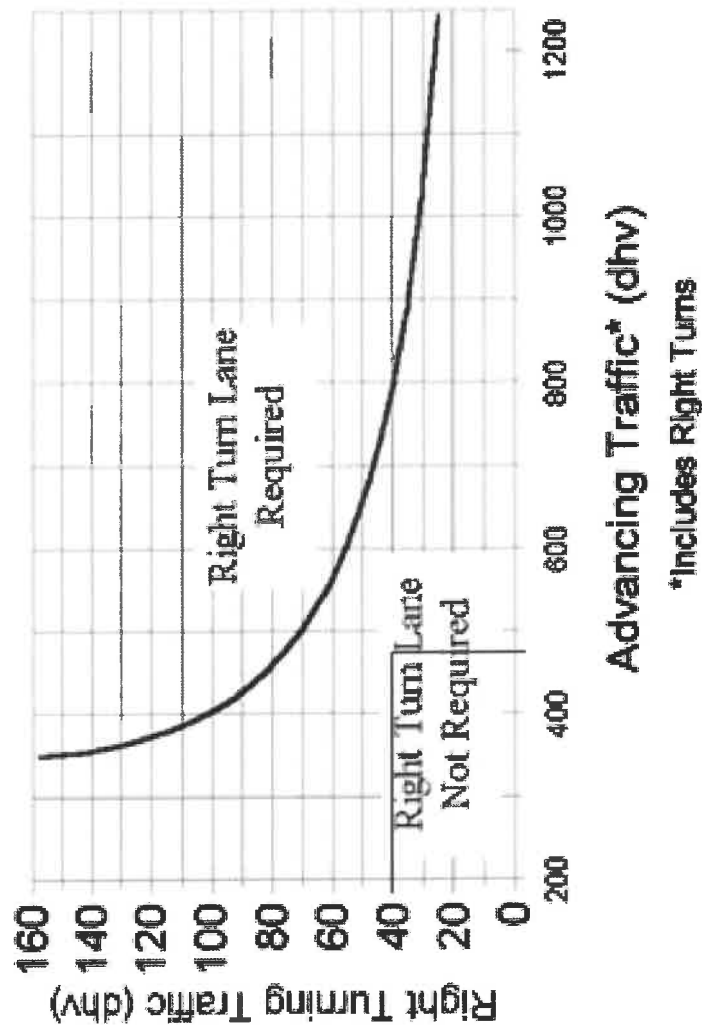
401-6a

REFERENCE SECTION
401.8.3

476 Advancing
40 Right Turns

2047 Build PM Peak Hour – Foxfire Trail/Road C & S. Brown School Road
Northbound Right

2-Lane Highway Right Turn Lane Warrant
=< 40 mph or 70 kph Posted Speed



October 2004

**2-LANE RIGHT TURN LANE
WARRANT (LOW SPEED)**

401-6a

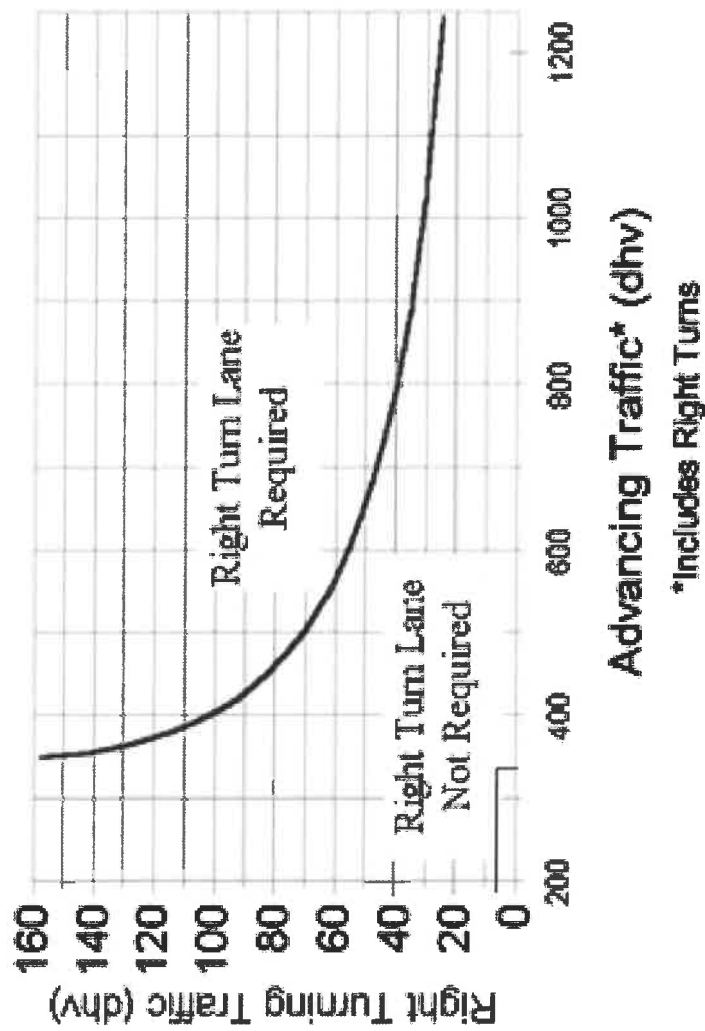
REFERENCE SECTION
401.6.3

317 Advancing
6 Right Turns

2047 Build AM Peak Hour – Foxfire Trail/Road C & S. Brown School Road
Southbound Right

2-Lane Highway Right Turn Lane Warrant

= < 40 mph or 70 kph Posted Speed



October 2004

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

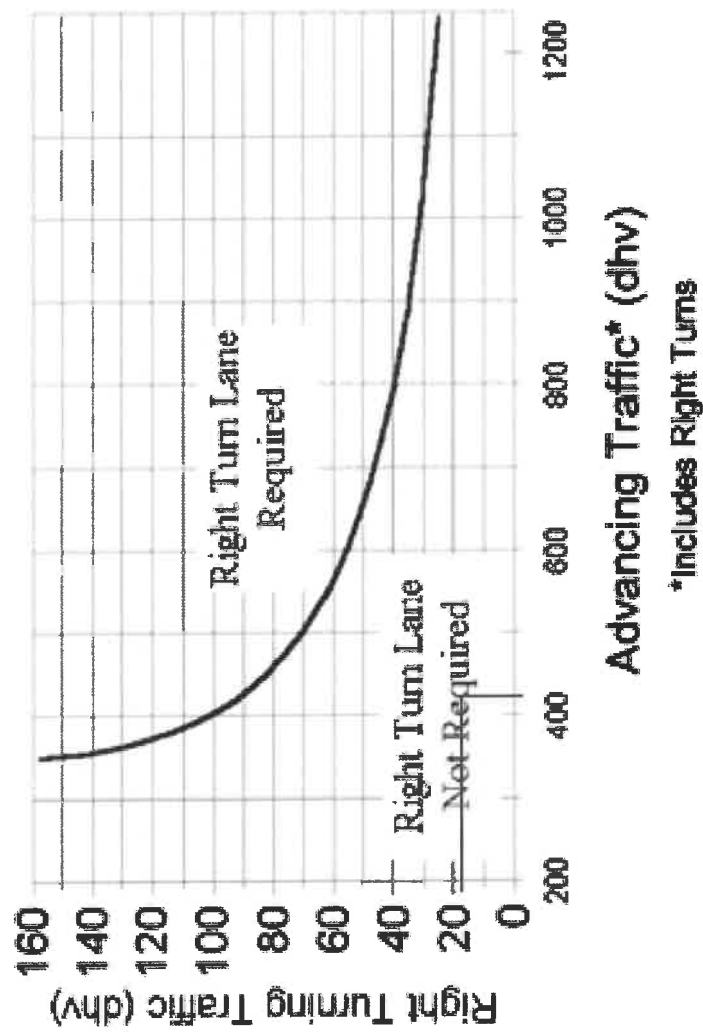
401-6a

REFERENCE SECTION
401.8.3

416 Advancing
18 Right Turns

2047 Build PM Peak Hour – Foxfire Trail/Road C & S. Brown School Road
Southbound Right

2-Lane Highway Right Turn Lane Warrant =< 40 mph or 70 kph Posted Speed



October 2004

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

401-6a

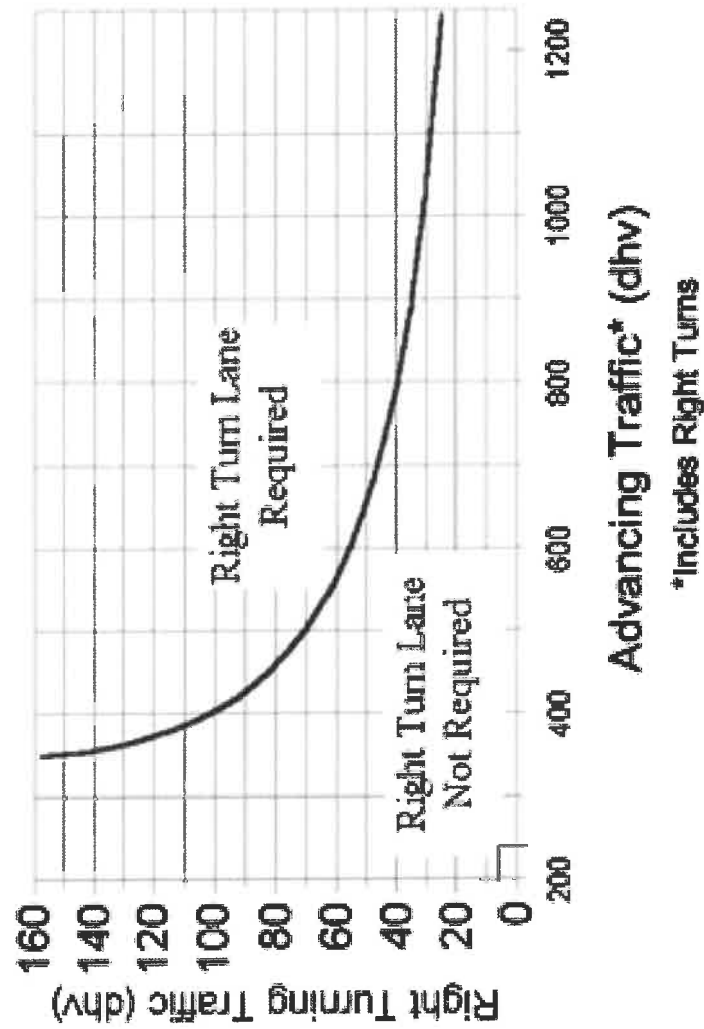
REFERENCE SECTION
401.6.3

242 Advancing
7 Right Turns

2047 Build AM Peak Hour – Deerhurst Drive/Road A & S. Brown School Road
Northbound Right

2-Lane Highway Right Turn Lane Warrant

= < 40 mph or 70 kph Posted Speed



October 2004

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

401-6a

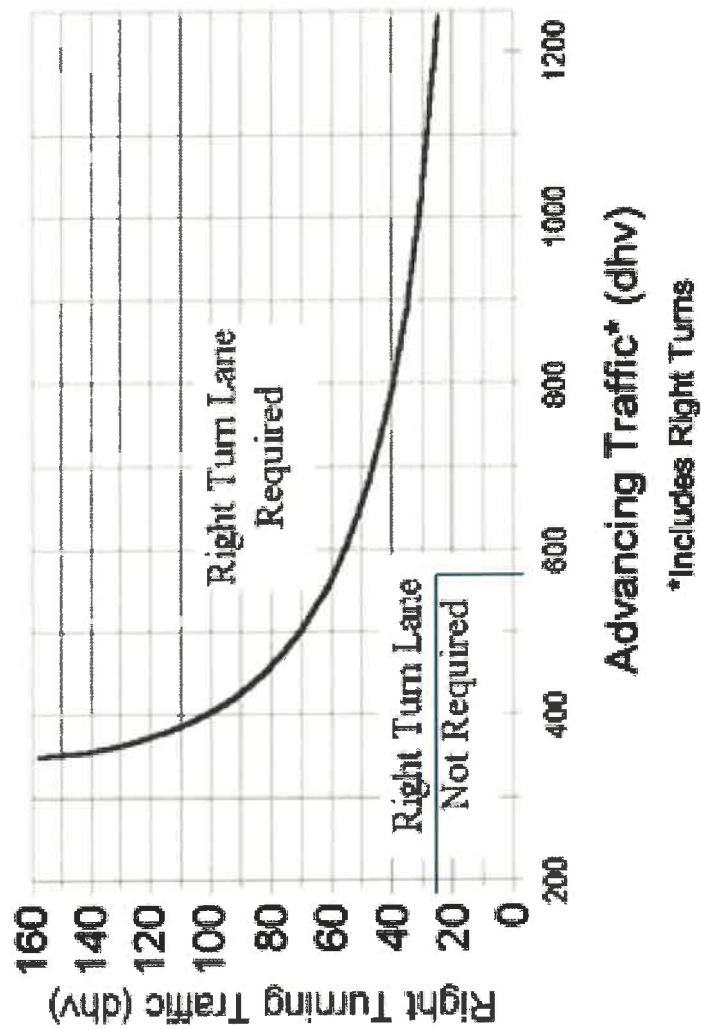
REFERENCE SECTION
401.6.3

559 Advancing
25 Right Turns

2047 Build PM Peak Hour – Deerhurst Drive/Road A & S. Brown School Road
Northbound Right

2-Lane Highway Right Turn Lane Warrant

= < 40 mph or 70 kph Posted Speed



October 2004

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

401-6a

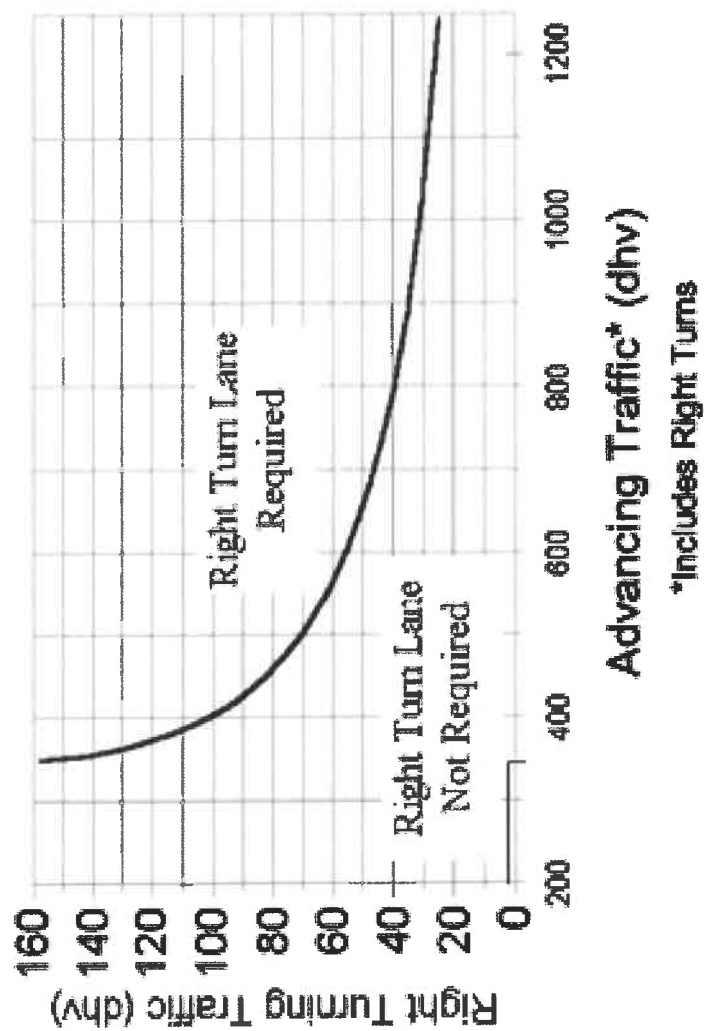
REFERENCE SECTION
401.8.3

347 Advancing
2 Right Turns

2047 Build AM Peak Hour – Deerhurst Drive/Road A & S. Brown School Road
Southbound Right

2-Lane Highway Right Turn Lane Warrant

= < 40 mph or 70 kph Posted Speed



October 2004

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

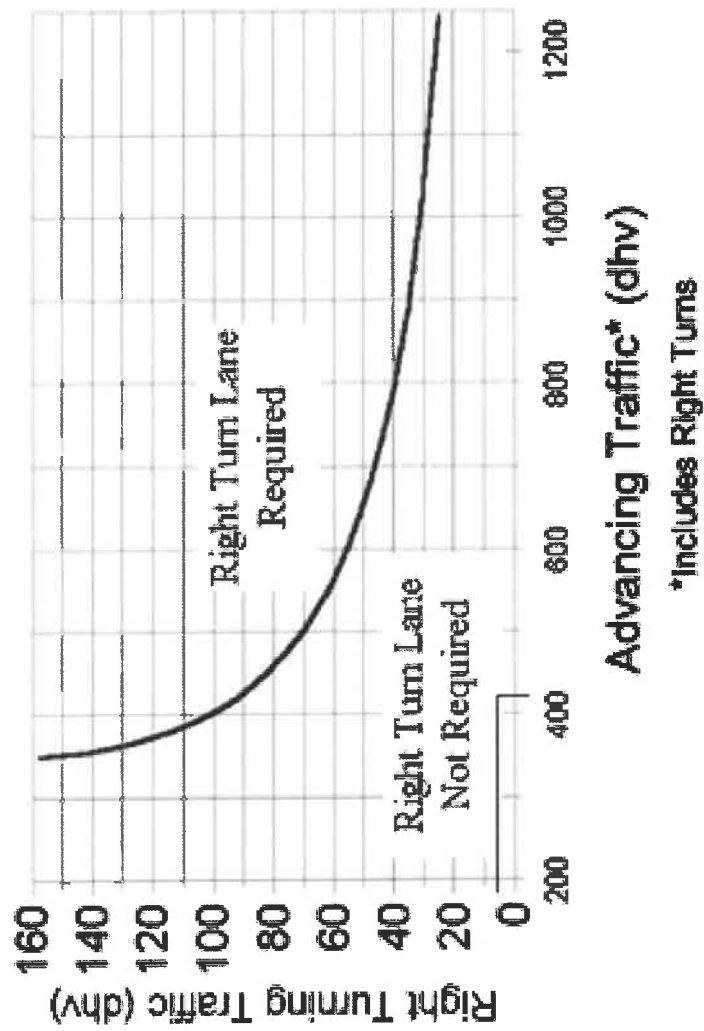
401-6a

REFERENCE SECTION
401.6.3

419 Advancing
6 Right Turns

2047 Build PM Peak Hour – Deerhurst Drive/Road A & S. Brown School Road
Southbound Right

2-Lane Highway Right Turn Lane Warrant =< 40 mph or 70 kph Posted Speed



October 2004

2-LANE RIGHT TURN LANE WARRANT (LOW SPEED)

401-6a

REFERENCE SECTION
401.6.3

SUPPLEMENTAL MEMORANDUM

TO: Planning Commission
FROM: Michael Hammes, AICP, City Planner
DATE: October 27th, 2025
SUBJECT: PC 25-0014 – Final PUD Plan – Section 1 – Riverdale Subdivision

As part of the meeting packet for this application, the Planning Commission was given a copy of an email from Michael Goettemoeller, PE, PTOE, of Choice One Engineering. In that email, Mr. Goettemoeller made the following recommendations:

1. Addison Properties should consent to contribute a fee-in-lieu. From the email: *“This approach recognizes that the existing deficiencies are not solely attributable to the proposed development but acknowledges its contribution to the need for future improvements. The fee-in-lieu would allow the City to allocate funds toward long term intersection improvements.”*
2. Addison Properties should prepare a conceptual layout for specific 2047 Horizon Year improvements.

Staff has received a schematic drawing of the proposed improvements to the intersection at Little York Road and South Brown School Road. This preliminary document comes to us from Mannik-Smith Group, an engineering firm working with and on behalf of Addison Properties. The distances and locations included in the schematic are derived from Mr. Goettemoeller’s recommendation.

When the preliminary development plan was approved in March 2025, Council required the following: *“Prior to the approval of any Final Development Plan, an independent traffic study meeting the requirements of the City Code shall be completed, with any recommendations of the traffic study being addressed as part of the Final Plan to the extent approved by the City’s traffic engineering consulting firm.”*

In reviewing the proposed final development plan, Commission members are asked to determine whether the final plan complies with the requirements of the preliminary plan. The preliminary plan required a) that a Traffic Impact Study be conducted, and b) that recommendations from the City’s third-party engineering firm be incorporated into the Final Plan.

Based on the documents provided by Mannik-Smith Group, on behalf of Addison Properties, the applicant appears to satisfy both elements of this requirement.

Michael Hammes

From: Michael Goettemoeller <mkg@choiceneengineering.com>
Sent: Friday, October 17, 2025 12:45 PM
To: Rob Cron
Cc: Ben Borton; Michael Hammes; Mitch Thobe
Subject: RE: Riverdale TIS

Rob,

As previously discussed with the City, the traffic impact study confirms existing deficiencies at the intersection of Brown School Road & Little York Road under current conditions. The study further indicates that the proposed development will worsen these issues.

To address the development's proportional impact, we recommend that the developer contribute a fee-in-lieu. This approach recognizes that the existing deficiencies are not solely attributable to the proposed development but acknowledges its contribution to the need for future improvements. The fee-in-lieu would allow the City to allocate funds toward long term intersection improvements.

As next steps, we recommend that the developer prepare a conceptual layout for the 2047 Horizon Year improvements for the intersection, including:

- 479 feet of storage for the eastbound left turn lane
- 276 feet of storage for the southbound left turn lane

The City should have the opportunity to review and provide feedback on this layout. Following approval, the developer should prepare a preliminary construction cost estimate to serve as the basis for determining their proportionate share of costs.

Please let us know if you would like to schedule a meeting to discuss these recommendations or review next steps with the City and the developer. We are available to assist with reviewing the conceptual layout and determining the proportionate cost share.

Thank you,

Michael Goettemoeller, PE, PTOE

Project Manager for **Choice One Engineering**
937.497.0200 **Office** | 937.251.5573 **Cell**

OFFSITE ROADWAY IMPROVEMENTS		RIVERDALE SUBDIVISION SECTION 1		7848 S BROWN SCHOOL RD., VANDALIA OH 45377	
SITE IMPROVEMENT PLANS FOR		ADDITION		PREPARED FOR	
PROJECT NO. 2019035 PROJECT DATE 08/14/2019 PROJECT NAME 7848 S BROWN SCHOOL RD. IMPROVEMENTS PREPARED BY: JAV CHECKED BY: JAV DRAWN BY: JAV DATE: 08/14/2019		Smith Group TECHNICAL SERVICES 1150 DUBLIN ROAD COLUMBUS, OH 43215 TEL: 614.441.4222 FAX: 614.441.7240		BEACHWOOD, OH 44122 2461 ENTERPRISE BEACHWOOD, OH 44122	
NO. DATE BY DESCRIPTION					



Minutes of the City of Vandalia Planning Commission
October 28, 2025

Members Present:	Ms. Kristin Cox, Mr. Lucious Plant, Ms. Kelli Back, Mr. Robert Hussong, Mr. Marcus O'Brien
Members Absent:	None
Staff Present:	Michael Hammes, City Planner Ben Graham, Zoning & Planning Coordinator Ben Borton, Director of Public Service Rob Cron, Assistant City Manager Kurt Althouse, City Manager
Others Present:	Eddie Hunt, Addison Properties Christopher Vanderhorst, Amy Vanderhorst, Jon Back, Phyllis White, Donna Plant, Ed Kelker, Barbara Spurgeon, Ed Burke, Tammy Weatherhead, Robert Shanahan, Barbara Breisch, Susie Betts

Call to Order

Ms. Cox called the meeting to order at 6:00 p.m.

Attendance

Ms. Cox noted that all members were in attendance. She noted that the Commission had a full quorum, and welcomed new members Mr. O'Brien and Ms. Back.

Approval of Minutes of the Planning Commission

Mr. Hussong made a motion to approve the September 23rd, 2025 minutes. Mr. Plant seconded the motion. The motion was 5-0.

Swearing in of Attendees Wishing to Speak at Meeting

The attendees were sworn in.¹

Old Business

Mr. Hammes confirmed that there was no Old Business on the agenda.

¹ Members of the public who arrived after this point in the meeting were sworn in at the podium prior to addressing the Commission. No one addressed the Commission without first being sworn.

New Business – PC 25-0014 – Final PUD Plan – Riverdale Section One

Mr. Hammes introduced Case PC 25-0014. The applicant, Addison Properties, seeks approval for the Final PUD Plan for Section 1 of the Riverdale Subdivision, as well as approval of the associated Final Record Plan.

Mr. Hammes explained that the PUD zoning and preliminary plan for the Riverdale Subdivision had been approved by Council in March 2025. The preliminary plan includes the entire development across all 84+ acres of the site, all 167 residential lots, open space, roadways, and other amenities. The approval of the preliminary plan included standards and requirements for landscaping, structural standards, and a traffic study.

Mr. Hammes discussed the process of approving a Planned Unit Development. By approving the preliminary plan, the question of whether the development should happen was answered, and the developer is obligated to follow that plan. Now, the developer must submit a final plan to show how they will execute the plan that was approved in March 2025. It is the task of the Planning Commission to determine if the final plan complies with the approved preliminary plan.

Mr. Hammes presented an overview of the final plan for section 1. He pointed out that the location of section 1 had changed due to the requirements of Montgomery County with regard to water and sanitary services. He noted that the order in which lots are constructed does not strictly matter, so long as the new arrangement is logical from an engineering perspective. In this case, the new location for section 1 is an incidental change.

Mr. Hammes reported that the design and location of specific lots matches the lots indicated in the preliminary plan. Each lot included in section 1 has the appropriate dimensions and size, and the lots that have wider minimum frontage requirements satisfy those requirements.

Mr. Hammes reviewed the detailed maps provided with the final plan beginning at the south end of the site. He pointed out that stormwater retention south of Riverdale Place had been deleted from the final plan for this section, mainly because the lots served would be built with a later phase. Stormwater retention originally intended for later phases was added at the north end of the site to account for this change in the phasing plan.

Mr. Hammes pointed out that new street names had been assigned to the development, replacing Proposed Road A, B, and so on. He also noted that Riverdale Place is across from Deerhurst Drive, and Pendleton Place is across from Foxfire Trail. The existing street names were not carried over to prevent confusion. He offered the example of someone visiting the Foxfire neighborhood ending up in Riverdale, because they turned onto that part of Foxfire Trail.

Mr. Hammes pointed out that there would be a small reserve lot at both Riverdale Place and Pendleton Place, each of which would have a sign. Both streets would also have 60' right-of-way, as opposed to the standard 50'.

Mr. Hammes discussed properties along Archibald Place moving north. He pointed out the wider lots along the west side of that street, noting that these wider lots meet the standards of the preliminary plan.

Mr. Hammes discussed the Archibald Place cul-de-sac, and noted that the design matches the preliminary plan.

Mr. Hammes discussed the next cul-de-sac to the east at Montana Place. He explained that this cul-de-sac and lots further east were the lots added to this section of the development. He pointed out incidental changes involving access to the stormwater basin at the cul-de-sac where an access point had been moved.

Mr. Hammes discussed the landscaping plan for this section. He pointed out that Council had required an adequate landscape buffer that meets the requirements of the Zoning Code. Mr. Hammes confirmed that the proposed landscaping at the entranceways, around the proposed signs, and along South Brown School Road meets those requirements.

Mr. Hammes reported that the applicant had provided a list of every change between the preliminary plan and the final plan. Staff reviewed each deviation from the preliminary plan and determined that the changes were incidental in nature. Each lot proposed in the final plan has the same dimensions and acreage as the approved preliminary plan, for example. The roadways in the preliminary plan match those proposed in the final plan. There are no changes from the preliminary plan that would require a major or minor amendment to the preliminary plan.

Mr. Hammes explained that the approval of the final plan also includes approval of a record plan. A copy of the record plan is provided in the packet. He reported that the arrangements of lots and roadways in the record plan meets the standards of the Zoning Code.

Mr. Hammes discussed the Traffic Impact Study. He noted that the preliminary plan required that a) the applicant complete a Traffic Impact Study, b) the City's third-party engineer review that study and provide recommendations, and c) the final plan include those recommendations, to the extent possible.

Mr. Hammes reported that Mannik-Smith Group performed the traffic impact study over the course of Summer 2025, and a copy was provided in the meeting packet. The study indicated that deficiencies currently exist at the intersection of Little York Road and South Brown School Road. The study further indicates that the development of the Riverdale subdivision would make the problem marginally worse.

Mr. Hammes discussed the recommendations of Choice One Engineering, the City's third-party engineering firm. Choice One recommended that the applicant contribute a fee-in-lieu to cover a portion of the cost of improvements to the intersection. Mr. Hammes noted that the City had not had the study long enough to have put the project out for design or conduct the appropriate engineering to perform the project.

Mr. Hammes explained that a fee-in-lieu allows the developer to contribute part of the cost of the project in advance of that engineering and design. He added that projects of this type and scale would typically be done by the City (or ODOT), not by the developer.

Mr. Hammes referred to the proposed schematic for the proposed improvements. He reported that the proposed fee-in-lieu would comply with the requirements of the preliminary plan.

Ms. Cox opened the floor for questions from the Commission.

Mr. Plant asked about the logistics of getting from the study to a viable project, and asked why there had not been a study before now.

Mr. Rob Cron addressed the Commission. He explained that that intersection was improved by ODOT in the late 1990's. Since that time, the Foxfire subdivision was constructed and the City added a traffic signal. The intersection has not been studied since. He added that the Zoning Code did not require a traffic impact study for the Foxfire subdivision, and would not have required one for Riverdale but for the requirement set by Council as part of the PUD.

Mr. Cron discussed the process of reviewing the study. The applicant's engineer performed the study, which was then given to the City's third-party engineering firm for review. Mr. Cron pointed out that the deficiencies identified by the study were mainly found in the left turn lanes along eastbound Little York Road and southbound South Brown School Road. Widening both roads would allow for additional storage space in the turn lanes.

Mr. Cron added that the deficiencies identified by the study were part of the present conditions at that intersection. Additional homes in Riverdale would worsen those deficiencies. The proposed improvements would need to be properly designed and engineered.

Mr. Plant noted that there are frequent backups up to Poe Avenue, and that multiple residents had informed the Commission and Council that this is a problem. He suggested that the study did not go far enough to include these other issues. He argued that the City should consider how to fix this now for the long term, not for 20 years from now.

In response to Mr. Plant, Mr. Hammes noted that the reference to 2047 refers to future projections of traffic levels, not to improvements scheduled for calendar year 2047. Traffic levels are evaluated for current conditions and for estimated conditions in 20 years. Any improvements resulting from the study would be scheduled much sooner than that.

Mr. Plant asked if the proposed improvements are in the Capital Improvement Plan. Mr. Hammes replied that the schematic had been received less than 48 hours before the meeting. More engineering would be necessary before the project (in whatever form it takes) is added to the Capital Improvement Plan.

Mr. Hussong noted that the Traffic Impact Study, while important, is a small piece of the final plan under review. He asked for clarification about what the Commission is voting on with regard to the study.

Mr. Cron replied that the Commission is being asked to determine whether the final plan complies with the approved preliminary plan, and whether the applicant performed a traffic study and included recommendations from that study in their final plan.

Mr. Hammes read the text of the condition into the record. "Prior to the approval of any Final Development Plan, an independent traffic Study meeting the requirements of the City Code shall be completed, with any recommendations of the traffic study being addressed as part of the Final Plan to the extent approved by the City's traffic engineering consulting firm." Mr. Hammes confirmed that the traffic study does meet the requirements of the Zoning Code with regard to methodology and process. He added that a number of engineers would need to work on the project before any work is performed at the intersection itself.

Mr. Plant thanked staff for their comments, and asked if Council had received a copy of the traffic study. Mr. Hammes replied that they would receive a copy with the application materials from the Planning Commission, if they had not already.

Ms. Cox invited the applicant to address the Commission.

Mr. Eddie Hunt, of Addison Properties, addressed the Commission. He made himself available to answer any questions the Commission may have.

Hearing no further questions, Ms. Cox opened the public portion of the meeting.

Public Hearing

Ms. Susie Betts, of 3333 Woodland Meadows Drive, asked whether the builder could proceed with the project if the City disagrees with the plan for improvements. Mr. Cron replied that no, they could not build the development until an agreement is reached regarding improvements and fees, as recommended.

Mr. Ed Burke, of 2337 Upper Trent Way, asked if the traffic study would be made available to the public. He identified himself as an engineer dealing with material handling and high-speed traffic flow, and stated that the proposed improvements would not solve the problem. He identified problems with the timing of traffic lights along Little York Road.

Mr. Hammes reported that the complete Planning Commission packet is available on the City's website, and that the traffic study is included in that packet. Mr. Burke stated that he had read the report, but that he wanted to know about the inputs. Mr. Hammes confirmed that the entire report, including the data, was posted online.

Ms. Cox noted that she had also experienced issues with traffic signals along Little York Road. Mr. Cron replied that the City had recently identified timing problems with those signals, and that the City's signal contractor is working to resolve the problem.

Ms. Barbara Breisch, of 898 Deerhurst Drive, addressed the Commission. She noted that she had repeatedly addressed Council and the Commission arguing that the proposed streets should not be placed directly across from Deerhurst Drive and Foxfire Trail. She reported that motorcycles race up South Brown School Road, which did not happen 30 years ago.

Ms. Breisch reported that her husband reported that one of the traffic engineers performing the study said that a traffic light would be installed at the top of the hill.

Ms. Breisch suggested that other builders could have designed a less dense development for this site. She recommended that the entrances be moved north so that they do not create a conflict with existing roads. She characterized the current layout as a nightmare, and said that she was appalled that no one else had noticed this issue. She added that the existing conditions were dangerous, and would only get worse with a dense development going the other way.

Hearing no further comments, Ms. Cox closed the public portion of the meeting.

Planned Unit Development Final Plan Review Criteria

For the benefit of new members, Mr. Hammes asked that members who disagree with any of the criteria, or who may have concerns relating to that criterion, provide as much detail as possible about their concerns. Knowing that a member disagrees is more useful if the record can reflect *why* that member disagrees.

Ms. Cox introduced the Final Plan review criteria. Prior to Planning Commission recommending in favor of or City Council approving a final development plan for a planned unit development each body shall find that:

- A. The final development plan conforms to and is consistent with the approved preliminary plan;

Staff Comment: Staff feels that the proposed Final Development Plan is consistent with the approved preliminary plan. Staff adds that all deviations from the approved preliminary plan are incidental in nature and have been approved administratively.

The Planning Commission agreed with the staff comment by a vote of 5-0.

- B. The final development plan complies with any and all conditions that may have been imposed in the approval of the preliminary plan;

Staff Comment: Staff feels that all relevant conditions imposed upon this development have been met. Staff notes that standards relating to structures will be evaluated as part of the building permit process.

The Planning Commission agreed with the staff comment by a vote of 5-0.

Planned Unit Development Final Plan Review Criteria (Cont'd)

- C. The final development plan complies with the requirements of Section 1214.08 and Chapter 1222 – Planned Unit Developments.

Staff Comment: Staff feels that the proposed final development plan complies with the relevant provisions of the Zoning Code.

The Planning Commission agreed with the staff comment by a vote of 5-0.

Major Subdivision (Final Plat) Review Criteria

In reviewing and making recommendations and decisions on final plats, the Planning Commission and City Council shall take into consideration the following criteria:

- A. That the proposed subdivision complies with the preliminary plat review criteria established in Section 1214.09(d)(1);

Staff Comment: Staff feels that the proposed record plan meets this criterion.

The Planning Commission agreed with the staff comment by a vote of 5-0.

- B. That the final plat complies with all applicable provisions of this code;

Staff Comment: Staff feels that the proposed record plan meets this criterion.

The Planning Commission agreed with the staff comment by a vote of 5-0.

- C. That the final plat and construction drawings substantially complies with all specific requirements, the purposes, intent and basic objectives of the preliminary plat, and any commitments made or conditions agreed to with approval of the preliminary plat, and any applicable regulations in this code.

Staff Comment: Staff feels that the proposed record plan meets this criterion.

The Planning Commission agreed with the staff comment by a vote of 5-0.

Major Subdivision (Final Plat) Review Criteria (Cont'd)

- D. That applicable review agencies have no objections that cannot be resolved by the applicant; and

Staff Comment: Staff notes that the proposed record plan has been reviewed and approved by the Montgomery County Engineer, Montgomery County Environmental Services, and the Vandalia Director of Public Service. Staff has no evidence that the applicable review agencies have any unresolvable objections to the proposed record plan.

Ms. Cox, Mr. O'Brien, and Ms. Back agreed. Mr. Hussong and Mr. Plant disagreed. The Planning Commission agreed with the staff comment by a vote of 3-2.

Mr. Hussong argued that the concerns regarding traffic must be dealt with appropriately, and that all options are explored to correct the issue.

Mr. Hammes thanked Mr. Hussong for his concerns. He clarified that the agencies listed in this criterion all review a different aspect of the record plan. The Montgomery County Engineer reviews the accuracy and precision of the survey itself. Montgomery County Environmental Services reviews only the utilities for which they are responsible. With the roads being City roads, the Director of Public Service is responsible for approving their design and construction. He added that Mr. Hussong's concerns are valid and would be noted in the record, but that they may not strictly apply to this specific criterion.

Mr. Plant argued that there should have been a traffic impact study done before the approval of the preliminary plan. He concurred with the comments provided by Mr. Hussong.

- E. That the final plat is in full compliance with the approved preliminary plat, where applicable.

Staff Comment: Staff feels that the proposed record plan meets this criterion.

The Planning Commission agreed with the staff comment by a vote of 5-0.

Recommendation

Ms. Cox asked whether a motion would be required for each approval, or if one motion could apply to both the final plan and record plan. Mr. Hammes replied that a single motion would work so long as the member making the motion explicitly includes both approvals.

Ms. Cox reported that staff recommended approval of both the Final Development Plan and Final Record Plan for Section 1 of the Riverdale Subdivision.

Mr. Hussong made a motion to approve both the Final Development Plan and Final Record Plan for Section 1 of the Riverdale Subdivision. Mr. O'Brien seconded the motion.

Ms. Back, Ms. Cox, Mr. Hussong, and Mr. O'Brien voted in favor of the motion. Mr. Plant voted against. The motion was carried by a vote of 4-1.

By a vote of 4-1, the Planning Commission recommended **Approval** of the Final Development Plan and Final Record Plan for Section 1 of the Riverdale Subdivision. Mr. Hammes noted that the recommendation of the Planning Commission would be placed on the November 3rd Study Session agenda for further review.

Communications

Mr. Hammes welcomed Mr. O'Brien and Ms. Back to the Planning Commission, and stated that he looked forward to working with them.

Mr. Hammes reported that there would be a meeting on Tuesday, November 11th. For the benefit of the new members, he added that the Commission traditionally does not hold meetings during the 4th week of November or December.

Mr. Hammes invited the members of the Commission to attend the 37th Annual Miami Valley Planning & Zoning Workshop on December 5th. Members wishing to attend should notify Mr. Hammes before the November 11th meeting.

Ms. Cox added that she had attended previous workshops. She encouraged members to attend if possible.

Adjournment

Mr. Hussong made a motion to adjourn. Mr. Plant seconded the motion. The vote passed 5-0.

Ms. Cox adjourned the meeting at 7:06 p.m.

Chair

DEPARTMENTAL CORRESPONDENCE

TO: Mayor Herbst & Council members
FROM: Kurt E. Althouse, City Manager
DATE: October 27, 2025
SUBJECT: Dayton Area Chamber of Commerce Request

In partnership with the City of Dayton, Montgomery County, and the Dayton International Airport (DAY), the Dayton Area Chamber of Commerce has been focused on strengthening one of our region's most vital assets – our airport. Like many across the country, DAY was significantly impacted by the COVID-19 pandemic and has recovered to approximately 80% of its pre-pandemic passenger levels. These organizations are now focused on restoring and expanding air service to key markets currently underserved by non-stop flights. Area airports, such as Cincinnati (CVG) and Columbus (CMH) are facing significant projects over the next four years that will impact traveler access to their facilities. The Chamber, along with the other entities, see this as a prime opportunity to market DAY and recapture regional air traffic leakage at the Dayton International Airport.

Together with the Dayton Area Chamber of Commerce and JobsOhio, DAY leadership has identified a unique opportunity to position the DAY airport – and our region – for accelerated growth. DAY is among a select group of airports being evaluated by multiple airlines for potential route expansion in the first half of 2026. Securing these routes would bring not only enhanced connectivity but also increased competition and more affordable travel options for businesses and residents alike.

To support this opportunity, JobsOhio has committed to a \$4-to-\$1 match for every dollar raised locally for air service incentive funding. The JobsOhio match helped successfully launch United Airlines' non-stop service to Denver in 2023. We now have the opportunity to go further by attracting additional carriers to serve new markets.

The goal is to secure commitments for \$600,000 locally by December 1, 2025. This local investment will unlock \$2.4 million in matching funds from JobsOhio, creating a powerful \$3

million air service incentive fund for the Dayton International Airport. The City of Dayton, Montgomery County, and CareSource have already committed to providing half of the funding toward the \$600,000 goal.

These entities are seeking additional commitments from regional business community and local government partners for the remaining \$300,000 local match. While funds do not need to be disbursed until after December 31, 2025, they are working to secure all funding commitments by December 1, 2025, to meet airline planning timelines. The Dayton Area Chamber of Commerce EPI Foundation (501c3) will be receiving all funds.

At the October 6, 2025, Study Session, Dayton Chamber President Chris Kerschner presented to Council the goal and efforts to enhance airport operations, attract and increase airline flights to more destinations, and provide greater opportunities to attract business and enhance local economic development through this endeavor. The City of Vandalia is asked to consider whether they wish to partner with the Dayton Chamber, City of Dayton, and Montgomery County in supporting the regional efforts to enhance and increase flights through DAY that could potentially benefit the City and surrounding communities.



WANT MORE FLIGHTS FROM DAY?

CHALLENGE

The current level of air service at Dayton International Airport (DAY) does not adequately serve the region's business, education communities, convention, or tourism needs.

SOLUTION

Improve air service at DAY by adding service to its top five unserved markets.

THE PLAN TO GET MORE AIR SERVICE

The plan to get more flights from DAY is to use the Minimum Revenue Guarantee (MRG) to attract more airlines and flights from DAY.

Improved air service, with nonstop service to top markets, is vital to the region's economic success. Individuals, businesses, government, and other organizations can support increasing air service growth at DAY by making a tax-deductible pledge to fund a Minimum Revenue Guarantee (MRG) bank.

TIMELINE

The initial deadline for raising \$600,000 is September 15, 2025.

MORE AIR SERVICE MEANS MORE OPPORTUNITY

- **Economic Development:** Air service to target markets will create new jobs, attract more visitors to the region, and improve the quality of life for residents.
- **Quality of Life:** Improved nonstop air service will make it easier to attract and retain employees who travel for business and leisure.
- **Better Compete with Peer Cities:** With improved air service to key destinations, more travel-related funds stay in the region instead of flowing to other markets.
- **Easier Access to Dayton:** Visitors, employees, clients, and tourists would have improved access to the region and its businesses.
- **MRGs Improve Air Service:** Hometown airports around the country have used MRGs to improve air service for their communities. Some examples include:
 - United Airlines (UA) from Dayton, OH (DAY) to Denver, CO (DEN)
 - American Airlines (AA) from Waterloo, Iowa (ALO) to Chicago, IL (ORD)
 - Aer Lingus (EL) from Indianapolis, IN (IND) to Dublin, Ireland (DUB)
 - Breeze Airlines (MX) from Akron-Canton (CAK) to numerous markets

WHAT YOU CAN DO

Individuals, business leaders, government officials, and other organizations can improve nonstop air service at DAY by committing to:

1. Participate in an MRG bank to share the upfront risk of improving air service with airlines.
2. Fly from DAY for all your air service needs.
3. Maximize airport-based incentives and marketing support for each route.



WANT MORE FLIGHTS FROM DAY?

WHAT ARE MRGs?

Minimum Revenue Guarantees (MRGs) are funds offered by communities to guarantee a set revenue for an airline to begin operations from a local airport, sharing the risk of entering a new market. MRGs are confidential contracts between a community and an airline that last for up to two years. Funds from the MRG are used to offset any revenue shortfalls during the contract period.

HOW IT WORKS

- Funds used for MRGs are typically raised from private and public sources and placed into a dedicated account to support the new service.
- If the airline falls short of its agreed-upon revenue target, the community uses MRG funds to make up the difference.
- Any funds remaining in the MRG account at the end of the contract period are rolled over to support additional new service.

MRG BANK TARGET

The MRG bank target is **\$3,000,000**.

Through the Air Service Restoration Program, JobsOhio will match every \$200,000 raised with \$800,000, for a total of \$1,000,000. City of Dayton, Montgomery County, and CareSource have collectively committed to \$300,000. To reach our target, we need to raise \$600,000.

The funds will offset revenue shortfalls that new service may incur and provide marketing dollars that the region will use to promote/market the air service.



WHAT IS DAY'S ROLE?

Per FAA regulations (No. FAA-2022-1204; and, Revenue Use Policy, Feb. 1999, 64 Fed. Reg. at 7699.29 49 U.S.C. § 47133(b)), airports cannot offer airlines MRGs.

Airport staff may not handle non-airport funds, which must be kept separate from airport revenues. On the airport's behalf, the Dayton Area Chamber of Commerce has a foundation and manages the funds for the local MRGs.

Airport staff are permitted to provide technical assistance to non-airport entities regarding incentives that do not use airport revenue, but airport staff cannot be involved in the decision-making process.

The regulations define technical guidance as consultation on the economic viability of prospective markets, airline business models, aircraft specifications, the airport's air service incentive plan to support new service, and other information consistent with an advisory role.



November 17, 2025

Study Session

- Resolution: Final Plat: PC 25-0017 – 9085 Peters Pike
- Ordinance: PUD Amendment: PC 25-0015 – Flying J (Add'l Structure - EV Canopy)
- Ordinance: Code Amendment: PC 25-0020 – Processes & Review Criteria (Law Director / Staff)
- Ordinance: Code Amendment: PC 25-0021 – Thoroughfare Plan Update (Staff)
- Discussion: Conditional Use: PC 25-0018 - 9085 Peters Pike (Warehouse)
- Discussion: Variance: BZA 25-0010 – Chickens – 411 Birdsong Drive
- Discussion: Variance: BZA 25-0011 – Maximum Retail Floor Area – 9375 North Dixie Drive (Dollar General)
- Discussion: Variance: BZA 25-0012 – Front Yard Setback – 112 Gabriel Street
- Discussion: Public Works Facility Update
- October 2025 Financial Reports

Council Meeting

Communications, Petitions and Awards

Action Item

Resolution

- GSP Pay Plan for 2026
- PT Pay Plan for 2026
- Amendment to Contract with Pickrel, Shaeffer & Eberling Co. LPA (PSE) for Legal Services

Ordinance – First

- Riverdale Section One – Final PUD Plan

Ordinance – Second Reading

Ordinance – Emergency

- 2026 Budget
- Notes Public Works Facility

Variance/Conditional Use

Bill Listing October

Executive Session

December 1, 2025

Study Session

Presentation: Summary of Cybersecurity Plan

Council Meeting

Communications, Petitions and Awards

Action Item

Resolution

- Final Plat: PC 25-0017 – 9085 Peters Pike

Ordinance – First

- PUD Amendment: PC 25-0015 – Flying J (Add'l Structure - EV Canopy)
- Code Amendment: PC 25-0020 – Processes & Review Criteria (Law Director / Staff)
- Code Amendment: PC 25-0021 – Thoroughfare Plan Update (Staff)

Ordinance – Second Reading

- Riverdale Section One – Final PUD Plan

Ordinance – Emergency

Variance/Conditional Use

- Variance: BZA 25-0010 – Chickens – 411 Birdsong Drive
- Variance: BZA 25-0011 – Maximum Retail Floor Area – 9375 North Dixie Drive (Dollar General)
- Variance: BZA 25-0012 – Front Yard Setback – 112 Gabriel Street
- Conditional Use: PC 25-0018 - 9085 Peters Pike (Warehouse)

Executive Session - Matters required to be kept confidential by federal law or regulations or state statutes and to consider the employment or compensation of a public employee.

December 15, 2025

Study Session

- Resolution: Cybersecurity Plan
- Ordinance: Clean Up Supplemental
- November 2025 Financial Reports

Council Meeting

Communications, Petitions and Awards

Action Item

Resolution

- Cybersecurity Plan

Ordinance – First

Ordinance – Second Reading

- PUD Amendment: PC 25-0015 – Flying J (Add'l Structure - EV Canopy)
- Code Amendment: PC 25-0020 – Processes & Review Criteria (Law Director / Staff)
- Code Amendment: PC 25-0021 – Thoroughfare Plan Update (Staff)

Ordinance – Emergency

November 3, 2025

- Clean Up Supplemental

Variance/Conditional Use

Bill Listing November

Executive Session