City of Vandalia Comprehensive Plan Supplement

JUNE 2011





Acknowledgements

Honorable Mayor Bill Loy
City Council Members
Planning Commission Members
City Manager
Assistant City Manager
Development and Planning Department Staff

Special thanks...

...to all citizens, area property owners and business owners, who have provided their thoughts and time during the planning and design process.

Market Metrics LLC for providing Market Understanding Report (refer pages 8-9)

Note: Source of the images used throughout the document are from City of Vandalia, Kinzelman Kline Gossman and websites including flickr.com and images.google.com, unless otherwise noted. They have been used for the sole purpose of exhibiting the design intent as portrayed within this Plan.

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SECTION ONE Background and Sites

What is the Comprehensive Plan Supplement?

An actionable plan for the transformation of five key sites along with the appropriate guidelines to act as a "working framework for future development" based on Comprehensive Plan, 2000

Objectives

- Achieve a clear understanding of the opportunities and constraints of the identified key sites.
- Identify opportunities to broaden the city tax base and provide the highest potential return for infrastructure investments and encourage a cooperative private investment environment.
- Identify context appropriate, market driven, development strategies in conjunction with the community vision and which support the city's larger strategic goals.
- Establish recommended land use and design guidelines which direct the type, character, quality, scale, and density of future development. Understanding that these recommendations could be employed as updates to existing zoning codes, urban design plans and design overlay districts and / or as form-based codes and form an actionable supplement to the Comprehensive Plan.

- Outline a phase-wise plan for public improvements which respond to any proposed changes in current transportation and land use patterns. These improvements could logically include functional and aesthetic enhancements which establish a dramatic improvement to the identity of the public realm and which set the stage for future private development and investment within the adjoining properties, business districts and neighborhoods.
- Identify opportunities for funding, grants, public /private partnership, marketing and engagement of the development community.

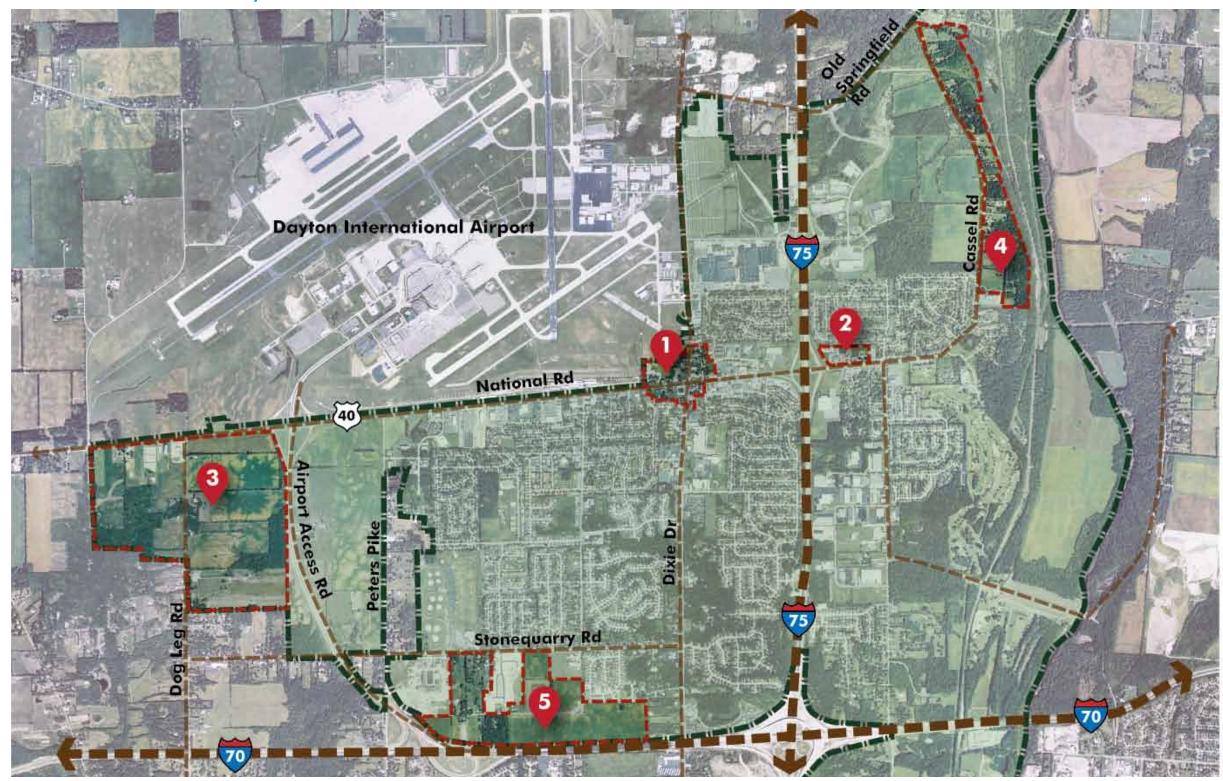
Format of the Plan

- Site Location Exhibit
- Regional Influence Exhibit
- Master Plan Exhibits of Sites 1 5 (exhibits related to individual sites compiled together for easy pullout of information for marketing and implementation purposes)
- Outline Development Parameters
- Appendix Meeting Information and Additional Sketch Concepts

Vandalia Corporate Boundary
Study Areas

- "The Crossroads" National Road
 Dixie Drive Area
- 2. National Road & Foley Drive Area
- **3**. National Road & Dog Leg Road Area
- 4. Cassel Road Area
- 5. Mulberry Road Area

Context - Study Areas





Regional Influence 202 Phoneton James M Continue no Dayton Ort Intuendia Rd Union VANDALIA Engelwood Metropark Park Englewood Stonequarry Rd 70 70 Morgan Place Taylorsville **Huber Heights** Sulphur Grove Little York Murlin Spanker Heights Dayton Memorial Chambersburg Rd. Old Salem Rd Park Chambersburg Ro Art Cemetery Fishburg Rd Area Influence Dayton Metro Westbrook Rd Taylorsburg Thomas a Cloud Memorial Park 49 | Shiloh Springs Rd Needmore Rd OOKS CORNER 201

Opportunities

- Work in Collaboration with Adjacent Townships, Cities and Municipalities to Promote Regional Connections and Joint Economic Development
- Utilize the Proximity
 of Dayton Airport with
 Enhanced Economic
 Development Opportunities
- Utilize the Strategic Presence of the Interstate Highways with Appropriate Commercial, Office and Industrial Uses
- Preserve and EnhanceExisting Residential HousingStock
- Promote Alternative Connectivity with Trails, Bikeways between the Communities, Metro Parks, along Great Miami River and Landmarks



Market Understanding

An update of demographics and market conditions were performed by Market Metrics LLC as a part of this Comprehensive Plan Supplement. Five specific sub-areas were the focus of the plan update and for the market information as well.

Data for the demographic update was provided by a proprietary source utilizing 2000 Census data and more recent American Community Survey information. Data from the 2010 Census is only available in part at the present time; therefore, it was not used in this analysis. Minor adjustments to the information may be required once all of the 2010 Census data has been released, but no major inconsistencies are believed to exist between the information utilized and 2010 Census results.

KEY DEMOGRAPHICS

The demographic and economic composition of a community relates directly to the market opportunities that exist. The characteristics of every community are unique. Identifying and understanding the composition of a community is the first step to uncovering opportunities for growth, development, reuse and redevelopment.

Even if a community faces challenges it is important to understand the exact nature of these challenges in order to develop policies, programs, and initiatives that are designed to address community needs.

Key observations from the demographic and economic data are as follows:

The population of the City of Vandalia appears to be declining slightly but much less significantly than the corresponding population decline in Montgomery County.

- The population of Vandalia and Montgomery County is aging although the City appears to be somewhat older than the County in its entirety. This statistic may help explain why the population appears to be declining slightly while the number of households appears to be increasing.
- Households appear to be increasing in the City and this observation appears to be confirmed by building permit information. A slight decline in the number of households in the City is projected by 2015, but this appears to be related to the aging population and the relatively small supply of "step-down" housing or "retirement living" alternatives within the City that forces people to move elsewhere when they can no longer live in a freestanding, single-family home and maintain it.
- Household income levels in the City of Vandalia are performing better than Montgomery County, in general, and are comparable or slightly better than the State of Ohio although they lag the U.S., in general as does the County and the State.
- The labor force in Vandalia is projected to decline slightly between 2010 and 2015 most likely as the result of retirements among the aging population.
- The labor force participation rate remains comparable to the State and U.S. while exceeding the participation rate of Montgomery County.
- Unemployment among members of the labor force in the City appears to be relatively low which is significant in the context of the local, statewide, and national economy.
- The dominant category of employment growth in the local area, in general, is in health care and social services which appears to be tied directly to the aging population of the county.

- Local market employer growth has also been most significant in health care and social services.
- The City retains a strong base of local employers that contribute directly to the economic success of the City in the context of local communities that make up the local marketplace.
- The County has suffered an almost continuous decline in the number of employers since 1998 so the City's performance, while not exempt from setbacks, is strong.

THE HOUSING MARKET

The observations and conclusions regarding the housing market are summarized as follows:

Preserve the Balance of Market Supply and Demand

- A Traditional Market Balance of Supply and Demand Has Been Defined As Five Percent (5%) Vacancy
- Estimated housing vacancy drops below 5% in the projection from 2010 to 2015 suggesting a need for the introduction of new units to meet market demand
- Given the age dynamics of the population and the overall stability of the population, new housing products directed toward aging adults may be appropriate for the community

Preserve "Curb Appeal"

- Encourage and Support Low Cost Visual Enhancements
- Enhancements Must Be of Sufficient Magnitude to Be Observed by Casual Passersby
- Correct or Remove Any Observed Blight

 Work with senior home owners who may be physically and financially challenged to maintain their properties

Focus on Home Buyers over Renters for Continued Stability

- Owner-Occupied Housing of all types should be encouraged
- Owner Occupied Housing is critical to community commitment and pride

Introduce New Housing Inventory When and Where Appropriate

- Based on the number of replacement housing units needed in Vandalia, the introduction of between 70 units and 140 units per year represents a reasonable housing replacement rate between 1% and 2% of existing inventory per year; however, this may not be achievable in the near-term due to overarching housing issues in the larger market
- New units for owner-occupancy are important, but new rental units should not be overlooked altogether

THE INDUSTRIAL, INSTITUTIONAL, AND OFFICE MARKETS

Industrial, institutional, and office market observations and conclusions are as follows:

Vandalia is well served by the interstate highway system which is both good and bad. It is good because access to a broad range of services and consumer goods is within easy reach by car. It is bad because most service providers and retailers already consider the local market served and do not need to add locations in Vandalia to adequately meet market demand.

Market Understanding

- Vandalia has limited opportunities to capture some categories of office and consumer based service businesses, but virtually all categories of services appear to available in ample supply to serve City residents within fifteen minutes drivetime from the heart of the City. While the interchange selected as the epicenter for this analysis, I-75 and National Road, is at the heart of traditional "downtown" Vandalia, this location has been overlooked as the economic heart of the area by newer competitive venues elsewhere in the local marketplace largely as a function of the fully developed nature of this highway interchange for the past half century or so.
- There are categories of businesses that appear to be present in super-adequate numbers to support the marketplace. In general, this means that the businesses in these categories serve a larger scale market than has been modeled in the chosen drive-time distances. Alternatively, these businesses may serve a market segment, or segments, that are not part of the indigenous household market model; e.g., employees of businesses, industries, and institutions in the City who travel to the immediate area for their jobs. Conversely, this could mean that there are actually too many businesses to serve the market and there is the risk of attrition in these numbers of businesses and employees over time. If businesses in these numerous categories are located in Vandalia, the potential risks to their survival should be taken into consideration. It may not be possible to prevent the inevitable failures of some businesses, but the observations offered by the model may be able to identify those risks in an effort to delay or avoid possible business failures in the City.

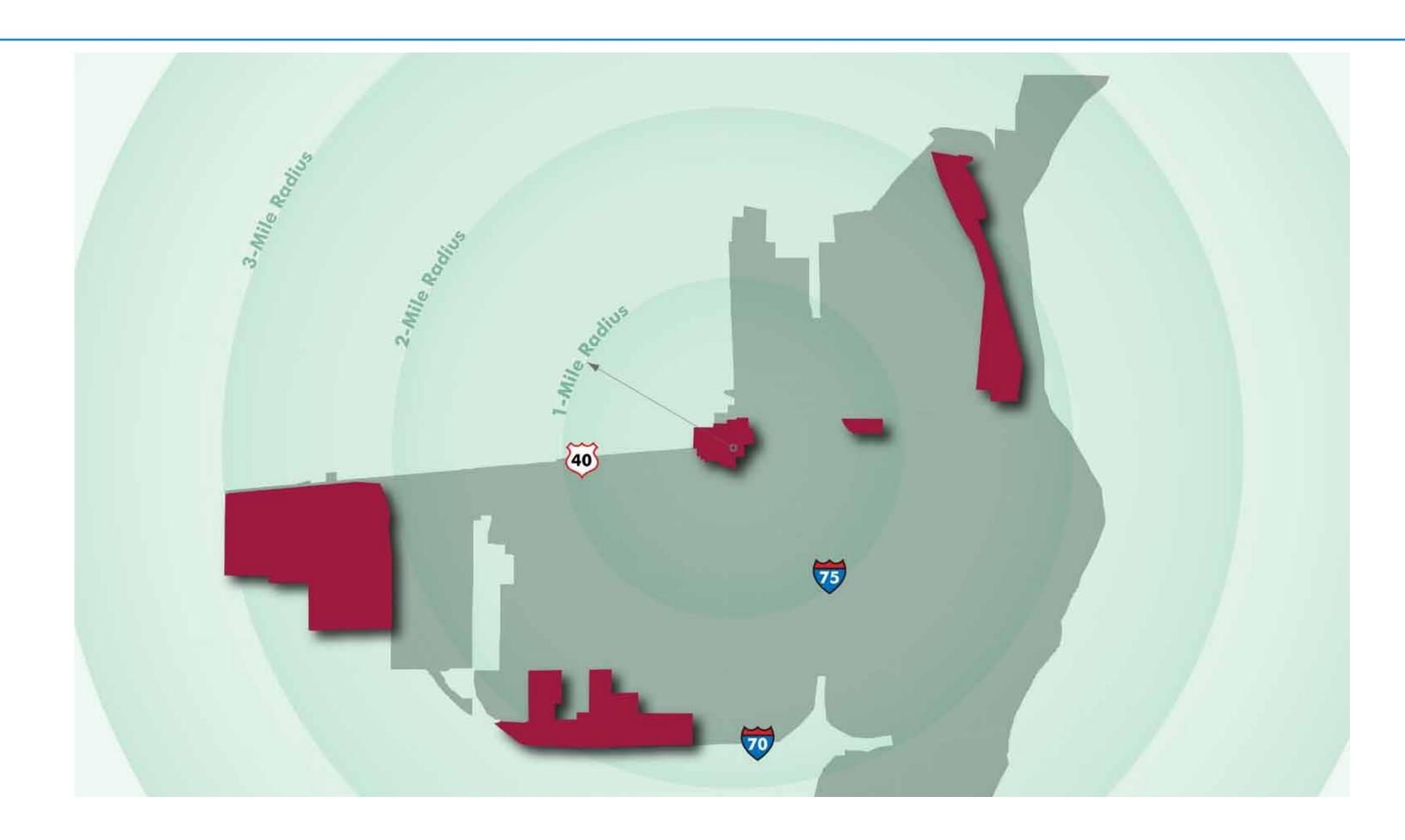
- The recent demolition of older improvements in close proximity to the I-75 and National Road interchange may afford opportunities for existing businesses to improve visibility and access by moving to one or more new buildings on redevelopment sites. This may not expand the City's overall business, but could serve as a source of existing business retention and expansion.
- Many of the categories of service businesses are owned and operated by local entrepreneurs. These local businesspersons are likely to be easier to convince that Vandalia is a good location for their businesses because they live in the area and know the area.

THE RETAIL MARKET

Retail market observations and conclusions are as follows:

- Some of the observations regarding access to and from Vandalia to other venues in the local market are applicable to the retail analysis for the City; however, there are several categories of retail businesses that are in short supply within the City to serve City generated demand; i.e., City market leakages. In reviewing the drive-time markets it becomes obvious that only two categories of businesses appear to be in short supply within a fifteen minutes drive-time of the epicenter of the analysis and these apparent shortages may be explained by other competitive factors in the marketplace.
- Nonetheless, should well located development or redevelopment sites become available a similar statement to that made above regarding service businesses is equally applicable. Enabling existing businesses to expand and to locate within the boundaries of the City could serve to enhance the local business base within the City and reduce retail market leakages from the City.

- Equally important is the possibility of growing the existing merchant base within the City through expansions to better located and more visible sites. There may be existing merchants who could upgrade their facilities and grow their shares of the local market.
- The model used in this market analysis deals with the basic comparison of supply to demand. The model does not address market segmentation or niches. Just because a market appears to be adequately served, or even saturated, does not mean that a new enterprise that addresses a specific segment or niche in the market cannot be successful. It is more difficult for a new business to capture a market share and be successful if that market share has to come from the revenue streams of existing merchants. Existing merchants will not surrender a portion of their market without competing intensely to retain their market base.





- NATIONAL ROAD AND DIXIE DRIVE AREA THE "CROSSROADS"

SITE 1



Site 1 Boundary

Green Spaces

Streams/Water Channels

X Landmarks/Points of Interest

1. Crossroads of Vandalia (Intersection of National Road (US 40 & Dixie Drive)

2. City of Vandalia Administration Department

3. USPS

4. Vandalia Justice Center5. Opportunity Site (Owned by City)

Pentecostal Assembly Church

Office Condominium Development

8. Dayton Airport Land

9. Middle School (soon to be relocated)

10. United Methodist Church

11. Butler Board of Education

Area

40 Acres (Approximately)

Existing Land Uses

Downtown Commercial -Pharmacy, Fast Food, Automobile Shop, Office Spaces

Current Zoning

Public Facilities (PF)

Office Service (OS)

Office-Residential (OR)





Site 1: "The Crossroads" - National Road & Dixie Drive Area



Site 1: Imagery and Precedents



1984 Aerial View - Robert Neipert



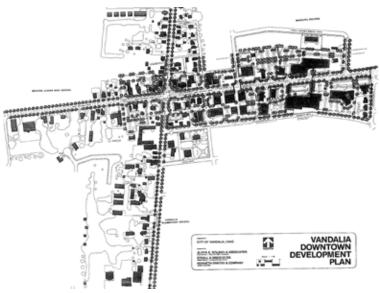
Existing Condition



Existing Condition



2000 Comprehensive Plan



1984 Downtown Plan



1985 Comprehensive Plan

Brown - Commercial, Office Residential

Blue - Educational

Yellow - Single Family/Multi-Family



National Road Design Guidelines

2000 Comprehensive Plan Relevant Recommendations

Industrial Areas

- + Encourage development/ redevelopment of underutilized sites (purchase/land bank)
- + Work with Dayton Airport to enhance economic development

Residential Areas

- + Promote diversity of housing stock
- + Encourage infill development
- + Actively enforce property maintenance code

Neighborhoods

- + Create community focal points
- + Enhance neighborhood recreational opportunities

Economic Development

+ Create comprehensive incentive packages for retention and recruitment of businesses

Commercial

- + Adopt design guidelines for major commercial centers
- + Create clustered commercial centers

Parks and Recreation

+ Create interconnected bike/walking paths



Site 1 Boundary

Green Spaces

Streams/Water Channels

Residential Neighborhoods

5-Minute Walk Radius (1,320 Feet)

Urban Core

Landmarks/Points of Interest
1. Crossroads of Vandalia

(Intersection of National Road (US 40 & Dixie Drive)

2. City of Vandalia Administration Department

3. USPS

Vandalia Justice Center

Opportunity Site (Owned by City) Pentecostal Assembly Church

Office Condominium Development

8. Dayton Airport Land

9. Middle School (soon to be relocated)

10. United Methodist Church

11. Butler Board of Education

Strategies

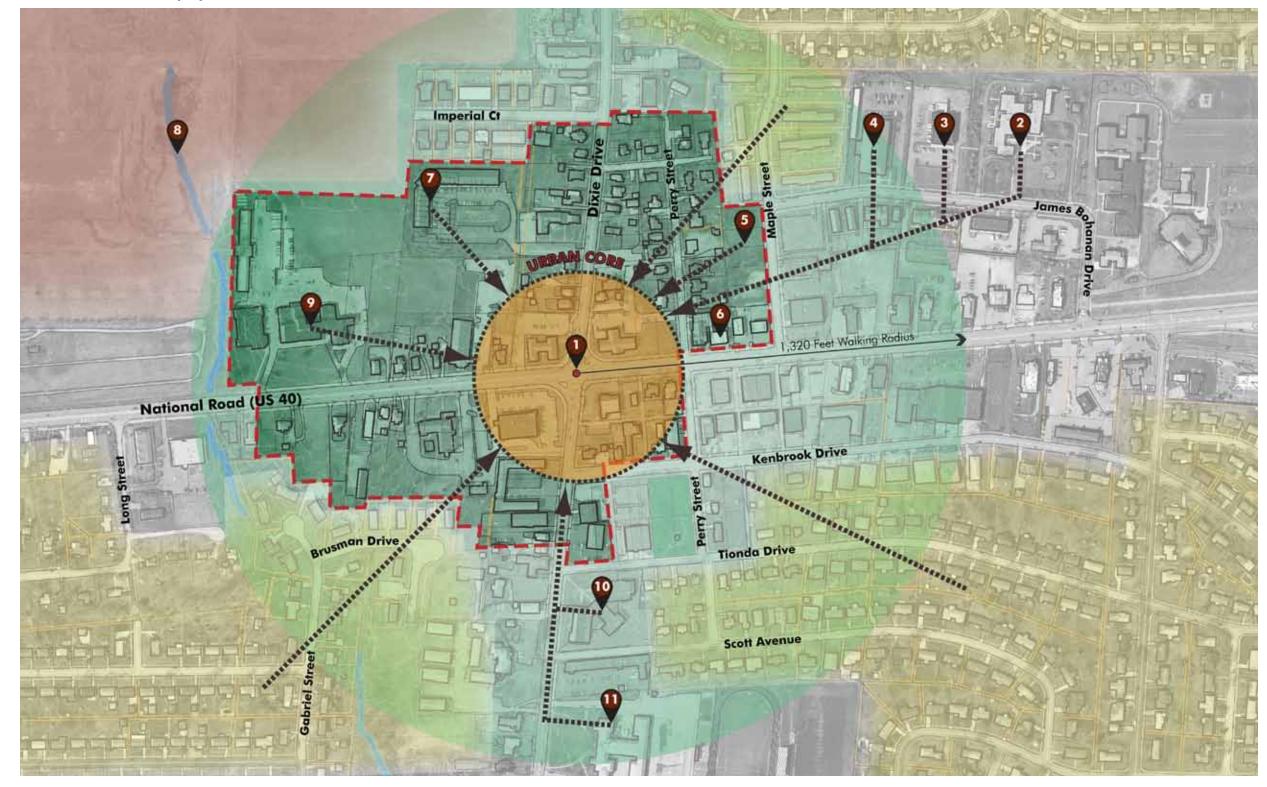
■ Connect Urban Core with **Landmarks/Points of Interest**

Create Mixed Use and **Walkable Environment**





Site 1: Opportunities - Connect with Crossroads



Site 1: Potential Opportunities



LEGEND

Site 1 Boundary

Existing Green Spaces, Parks

Potential Green Spaces, Parks

Streams/Water Channels

Main Thoroughfare

New and/or Improved Access

Potential Landscaped Median

Potential Opportunities

- Phase 1: Enhanced Intersection, Green Spaces
- Phase 2: Urban Core Public **Space, Improved Alternative** Connections
- Phase 3: Relocation of Higher and Better Use, Infill

Strategies

- Create Mixed Use and **Walkable Environment**
- Continue the New and Improved Streetscape Investments
- Create Design and **Development Guidelines**
- Create City Core with **Pocket Parks, Alternative Accessibility**
- Adhere to Comprehensive **Plan and Historic National Road Recommendations and Guidelines**





Site 1: Design Precedents



Urban Park/Plaza



Enhanced Streetscape



Parking Lot Behind Building



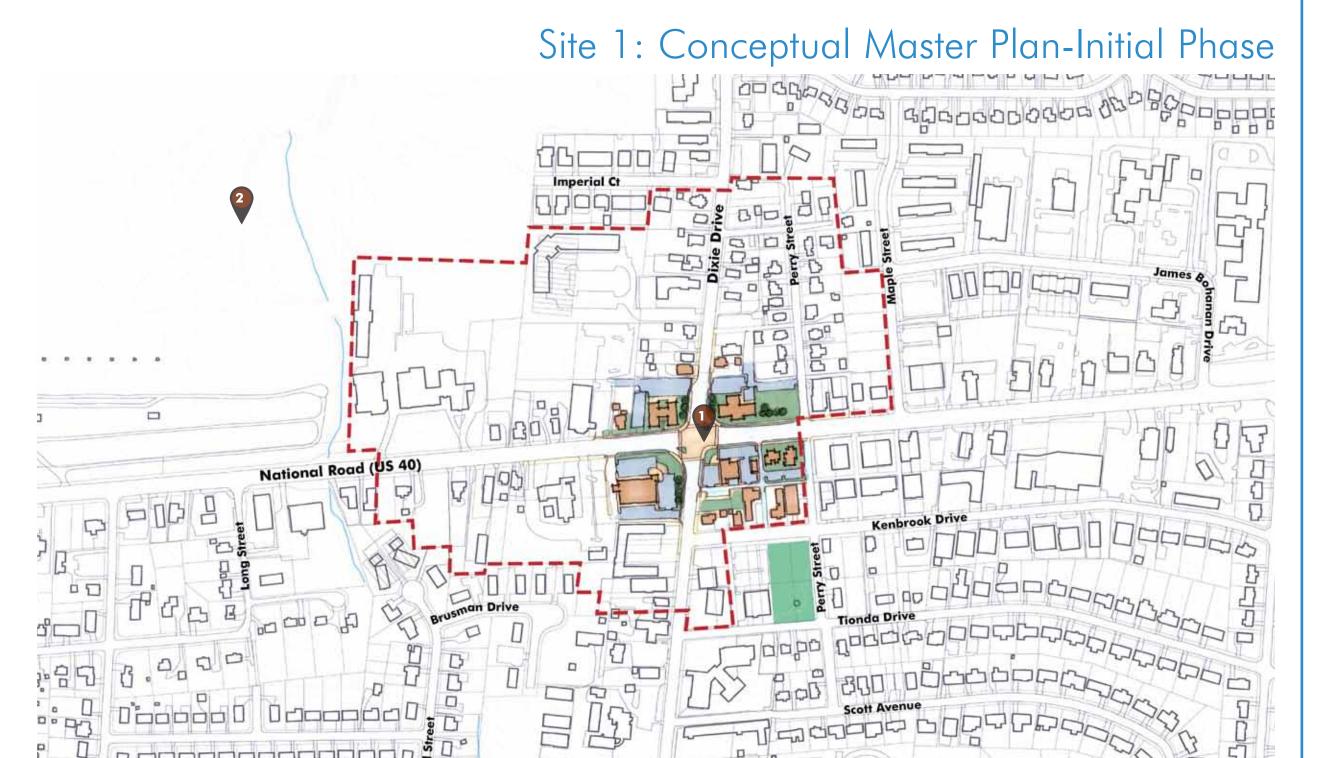
Urban Grocer Anchor



Building Wall



Office Campus with Healthy Green Space Buffer





- Site 1 Boundary
- Existing Buildings
- Green Spaces
- Off-Street Parking/Circulation
- Streams/Water Channels
- Enhanced Intersection
- Dayton Airport Land (Refer LUDOP Concept for Development Vision)

Urban Design Strategies

- Enhanced intersection at National and Dixie with addition of landscaped lawns
- Enhanced site design and implementation
- Maintained look and feel







Site 1 Boundary

Existing Buildings

Proposed Buildings

Green Spaces

Off-Street Parking/Circulation

Streams/Water Channels

Enhanced Intersection

Potential Loop Road Connection

Urban Pocket Parks

Potential Mixed Use Campus (grocer, neighborhood based retail, upper floor housing, etc.)

5 Dayton Airport Land (Refer LUDOP Concept for Development Vision)

Strategies

- **■** Enhanced intersection at National & Dixie with potential infill buildings with shared parking at the rear of buildings
- Potential loop road will help connecting destinations in a pedestrian-friendly environment
- Reduce curb-cuts on National **Road and Dixie Drive**
- Create boulevard street on **Kenbrook Drive and enhance** the character of residential

Data Source: Vandalia & Montgomery County GIS



Site 1: Conceptual Master Plan-Subsequent Phase



Site 1: Concept Rendering





Site 1: General Development Guidelines

Site Planning Standards

- Encourage mixed-use, pedestrian-friendly development/redevelopment
- Provide landscape buffer between residential and commercial areas
- Provide shared off-street parking/garages behind buildings
- On-street parking and pedestrian crossings should be used extensively to enhance the streetscape and delineate an edge between sidewalks and the street.
- Incorporate enhanced public space, sidewalk cafes and pedestrian-friendly elements along primary corridors to enhance corridor development
- Develop appropriate signage and wayfinding elements to direct both automobile and pedestrian traffic
- Encourage the use of bonus system for development incentive such as in development density, provision of open space, shared parking
- Promote sustainable storm water management practices such as rain gardens, porous pavements & native plants
- Lighting and landscaping should allow for surveillance and policing activities, but should be designed primarily to accommodate the intended use of the public space

Building Character

- Promote range of residential density choices to cater to variety of age and demographics
- Energy efficiency should also be considered when locating and orienting buildings on a site
- Promote energy conservation techniques with proper use of high quality building and architectural materials, color, doors, and windows and proper utilization of building mass to create shade.
- Promote breaking up surface planes of the building to create depth and remove the monotony of unvarying surface facades.
- Promote hierarchy of heights of buildings on primary streets to secondary streets
- Pedestrian-scale features should be incorporated on the first floor of buildings and at entrances to help relate buildings to the streetscape. These features include entrance canopies, storefront awnings, sidewalk dining areas, landscaping, lighting and signs
- Provide main entrances along the primary street to create a pedestrian-friendly presence
- Promote the use of sustainable design and construction practices both in construction phase and throughout the life of a building

Connectivity

- Promote tree-lined secondary/internal street network along with streetscape furniture (trash receptacles, benches, planters, etc.). Landscaping and street tree placement should be respectful of storefronts and building entrances
- Streetscape improvements should include transit-friendly elements such as bus stops and shelters
- Service and utility lines should be located underground or behind buildings - not along the public streetscape

| General Development Standards | | | | | |
|-------------------------------|---|--|--|--|--|
| Lot Area | No minimum or as guided by design guidelines/zoning | | | | |
| Lot Width | No minimum or as guided by design guidelines/zoning | | | | |
| Required Build-To Line | Building facade to occupy at least 75% of frontage along build-to line along primary road; unbuilt frontage should maintain street wall effect | | | | |
| Open Space | 15% or as guided by design guidelines | | | | |
| Side and Rear Yard | Zero setback for side yard with provision of firewall, otherwise a minimum of 10' or as guided by design guidelines/zoning; rear yard setbacks should be more between commercial and residential than between commercial areas; multi-family unit requirements to be guided by design guidelines/zoning | | | | |
| Building Height | Maximum 3 stories; maximum 1 story for accessory units for single family and multi- family dwellings | | | | |
| Parking | Permitted only in side or rear yards of commercial and multi-family areas; side yard parking should be setback from build-to line; 3 spaces/1,000 SF for commercial uses | | | | |
| Loading Areas and Garages | Permitted only in rear yard; garages should be setback from front building line in multi-family units | | | | |
| Building Fenestration | Minimum of 50% of first floor facade to have clear glass/doorway for any commercial uses; 30% - 50% for upper floors; 30% for residential | | | | |
| Entrance | Minimum 1 along primary road frontage that enhances the building appearance | | | | |

Site 1: Recommended Strategies and Implementation Framework

| | PRIMARY RESPONSIBILITY | FUNDING/ FINANCING | TIMELINE |
|---|---------------------------|-----------------------|----------|
| STRATEGY | | | |
| 1. Adopt the Comprehensive Plan Supplement | | | · |
| 2. Make necessary regulatory modifications - zoning overlay (PUD Guidelines), detailed design guidelines and/or form-based codes | | | |
| 3. Enforce efficient enforcement techniques and property maintenance codes to maintain the character of place | | | |
| 4. Provide incentives to promote development/redevelopment + Involve property owners and stakeholders to gain consensus support + Site control and strategic acquisition by City + Density bonuses + Promote variety of options for property owners to upgrade/develop their property on their own or in conjunction with private development interests | | | |
| 5. Create an environment conducive to economic development that is geared towards overcoming the disincentives in the marketplace + Possible techniques can include Tax Increment Financing (TIF) for public realm improvements, Tax Abatement Area for retention/recruitment, Limited Liability Company (LLC) for specific building improvements + Continue the investments committed by the City for streetscape improvements + Implementation efforts to follow incremental phased approach | | | |
| 6. Improve the public realm areas + Continue the streetscape improvements + Maintenance of streetscape elements to be funded by the City for the initial term until the responsibility can be handed over to a Special Improvement District (SID) + Promote sustainable streetscape improvement techniques - refer "General Development Guidelines" | | | |
| 7. Promote infrastructure improvements + To be integrated with improvement of public realm areas + Promote development in areas with existing capacity and credits + Refer to the "General Development Guidelines" + Modify Capital Improvements Plan according to the development vision | | | |
| 8. Market the Plan + Work with regional entities to create the niche + Identify target market and create promotional campaign | | | |

Strategy

Exhibits the strategies for implementation

The following categories are recommended to be completed by City of Vandalia Administration and staff for appropriate implementation mechanism:

- Primary Responsibility

 Shall show the responsible party/
 individual that/who will oversee/
 assist in the implementation
- Funding/Financing
 Shall show the potential funding sources, wherever applicable
- Timeline Shall show the level of priority for specific tasks

Recommended to be classified as "Short" (eg. 0-2 years), "Medium" (eg. 2-5 years) and "Long" (eg. 5 years and beyond) term

Site 1: Notes

Use this space for record keeping purposes during implementation of the plan and relevant performance measures



NATIONAL ROAD AND FOLEY DRIVE AREA

SITE 2



Site 2 Boundary

Landmarks/Points of Interest
1. Vandalia Pizza

2. Garden Market

3. Beau Townsend Ford

4. Fricker's

5. Vandalia Auto Clinic

6. Vacant Site (former Crossroads Motel)

7. Storage 8. Office Building 9. Gas Station

Area

12 Acres (Approximately)

Existing Land Uses

Drive-thru carry-out, bars/ restaurants, auto repair facility and former Crossroads Motel site

Current Zoning

Highway Business (HB)



Site 2: National Road & Foley Drive Area



Site 2: Imagery and Precedents



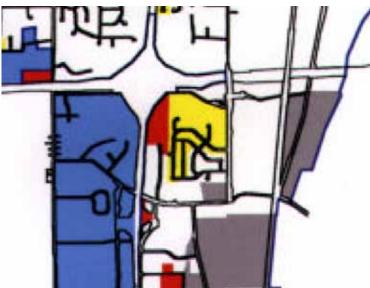
1984 Aerial View - Robert Neipert



Existing Condition



Existing Condition



2000 Comprehensive Plan
Red - Commercial/Office
Blue - Government/Community
Yellow - Single Family

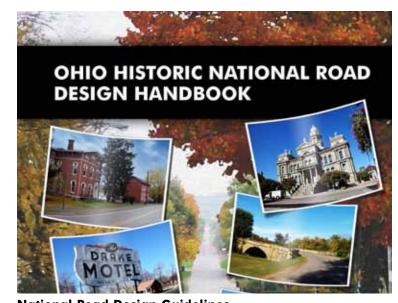


Existing Condition



1985 Comprehensive Plan Brown - Commercial, Office Residential Blue - Educational

Yellow - Single Family/Multi-Family



National Road Design Guidelines

2000 Comprehensive Plan Relevant Recommendations

Industrial Areas

+ Encourage development/ redevelopment of underutilized sites (purchase/land bank)

Neighborhoods

+ Enhance neighborhood recreational opportunities

Economic Development

+ Create comprehensive incentive packages for retention and recruitment of businesses

Parks and Recreation

+ Create interconnected bike/walking paths



Site 2 Boundary

Potential Green Spaces, Buffers

Streams/Water Channels

Main Thoroughfare

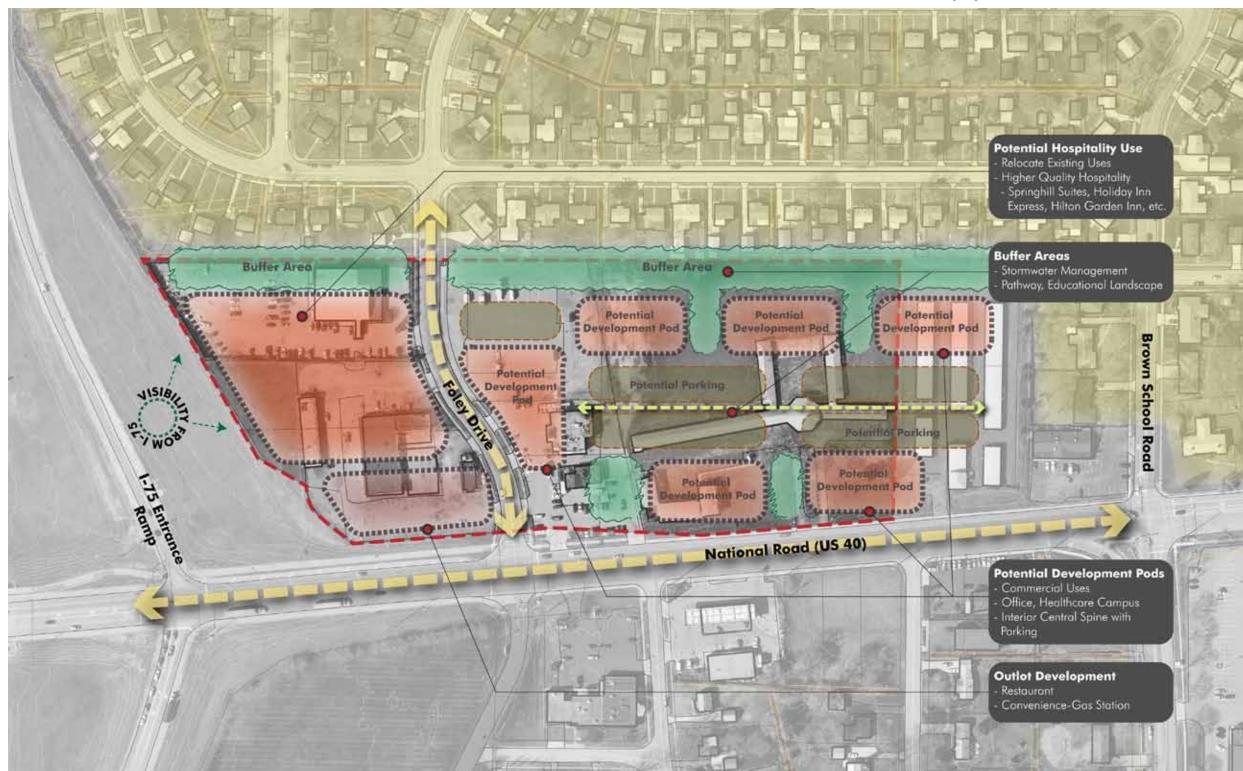
New and/or Improved Access

Strategies

- Encourage Relocation of **Businesses to Higher and Better Lands**
- Promote the Development of **Higher Quality Hospitality** Use and Outparcel Restaurants
- **Promote Commercial/Office Campus Development**
- Adhere to Comprehensive **Plan and Historic National Road Recommendations and Guidelines**



Site 2: Potential Opportunities



Site 2: Design Precedents



Highway Hospitality



Outlot Development/Enhanced Site



Office Campus Development



Warehouse with Showroom Facility



Parking Lot Buffer



Sustainable Office Campus with Integrated Stormwater Facilities that can be used for Workshop/Research Purpose



- Site 2 Boundary
- Existing Buildings
- Proposed Buildings
- Green Spaces
- Off-Street Parking/Circulation
- Potential Hospitality/Office Related Use
- Potential Outlot Restaurant/ Convenience
- Potential Office Research and Development Campus
- 4 Sustainable Stormwater Management/Experimental Area
- **5** Trail with Buffer from Residential Neighborhood

Strategies

- Hospitality related use and restaurants to utilize I-75 visibility
- Potential office/research and development campus with opportunity for experimental/ educational areas
- Apply sustainable techniques of building and site development
- Buffer from adjacent residential neighborhoods

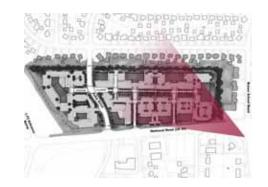


Site 2: Conceptual Master Plan



Site 2: Conceptual Massing Model





Site 2: General Development Guidelines

Site Planning Standards

- Provide landscape buffer between residential and commercial areas
- Provide shared off-street parking behind buildings
- Within potential office campus area on-street parking and pedestrian crossings should be used extensively to enhance the streetscape and delineate an edge between sidewalks and the street.
- Develop appropriate signage and wayfinding elements to direct both automobile and pedestrian traffic
- Encourage the use of bonus system for development incentive such as in development density, provision of open space, shared parking
- Promote sustainable storm water management practices such as rain gardens, porous pavements & native plants
- Lighting and landscaping should allow for surveillance and policing activities, but should be designed primarily to accommodate the intended use of the public space

Building Character

- Energy efficiency should be considered when locating and orienting buildings on a site
- Promote energy conservation techniques with proper use of high quality building and architectural materials, color, doors, and windows and proper utilization of building mass to create shade.
- Promote breaking up surface planes of the building to create depth and remove the monotony of unvarying surface facades.
- Promote hierarchy of heights of buildings on primary streets to secondary streets
- Promote the use of sustainable design and construction practices both in construction phase and throughout the life of a building

Connectivity

- Promote tree-lined secondary/internal street network along with streetscape furniture (trash receptacles, benches, planters, etc.).
- Service and utility lines should be located underground or behind buildings - not along the public streetscape
- Provide alternative connections between neighborhoods to green spaces, parks, institutions and commercial areas through walking/biking trails and sidewalks

| General Development Standards | | | | | | |
|-------------------------------|--|--|--|--|--|--|
| Lot Area | No minimum or as guided by design guidelines/zoning | | | | | |
| Lot Width | No minimum or as guided by design guidelines/zoning | | | | | |
| Required Build-To Line | Building facade to occupy at least 50% of frontage along build-to line along primary road | | | | | |
| Open Space | 15% or as guided by design guidelines | | | | | |
| Side and Rear Yard | Zero setback for side yard with provision of firewall, otherwise a minimum requirement should be prescribed by design guidelines/zoning | | | | | |
| Building Height | Maximum 3 stories for office/R&D campus development, number of floors for hospitality to be guided by corporate partners but limit to mid-rise (5-8 stories) | | | | | |
| Parking | Permitted only in side or rear yards of commercial; side yard parking should be setback from build-to line; 3 spaces/1,000 SF for commercial uses | | | | | |
| Loading Areas and Garages | Permitted only in rear yard; if located in side yard, should be setback from building line | | | | | |
| Building Fenestration | Minimum of 30% of first floor facade | | | | | |
| Entrance | Minimum 1 along primary road frontage that enhances the building appearance | | | | | |

Site 2: Recommended Strategies and Implementation Framework

| STRATEGY | | PRIMARY RESPONSIBILITY | FUNDING/ FINANCING | TIMELINE |
|----------|---|---------------------------|-----------------------|----------|
| | | | | |
| 1. | Make necessary regulatory modifications - addition of PUD overlay for this Site within zoning resolution / detailed design guidelines | | | |
| 2. | Enforce efficient enforcement techniques and property maintenance codes to maintain the character of place | | | |
| 3. | Provide incentives to promote development/redevelopment + Involve property owners and stakeholders to gain consensus support + Site control and strategic acquisition by City and/or development interests + Density bonuses | | | |
| 4. | Promote economic incentive tools + Possible techniques can include Tax Increment Financing (TIF) for public realm improvements + Implementation efforts to follow incremental phased approach | | | |
| 5. | Improve the public realm areas + Promote sustainable streetscape improvement techniques - refer "General Development Guidelines" | | | |
| 6. | Promote infrastructure improvements + To be integrated with improvement of public realm areas + Refer to the "General Development Guidelines" + Modify Capital Improvements Plan according to the development vision | | | |
| 7. | Market the Development Vision/Scheme + Work with regional entities to create the niche + Identify target market and create promotional campaign | | | |

Strategy

Exhibits the strategies for implementation

The following categories are recommended to be completed by City of Vandalia Administration and staff for appropriate implementation mechanism:

- Primary Responsibility

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Site 2: Notes

Use this space for record keeping purposes during implementation of the plan and relevant performance measures



NATIONAL ROAD AND DOG LEG ROAD AREA

SITE 3



Site 3 Boundary

Green Spaces

Streams/Water Channels

Landmarks/Points of Interest 1. Car Rental

2. Storage3. Storage Condominiums

4. Dayton International Airport

Area

■ 430 Acres (Approximately)

Existing Land Uses

- Variety of commercial businesses - limousine services, parking services, storage facilities, driving range
- Residences and agricultural land

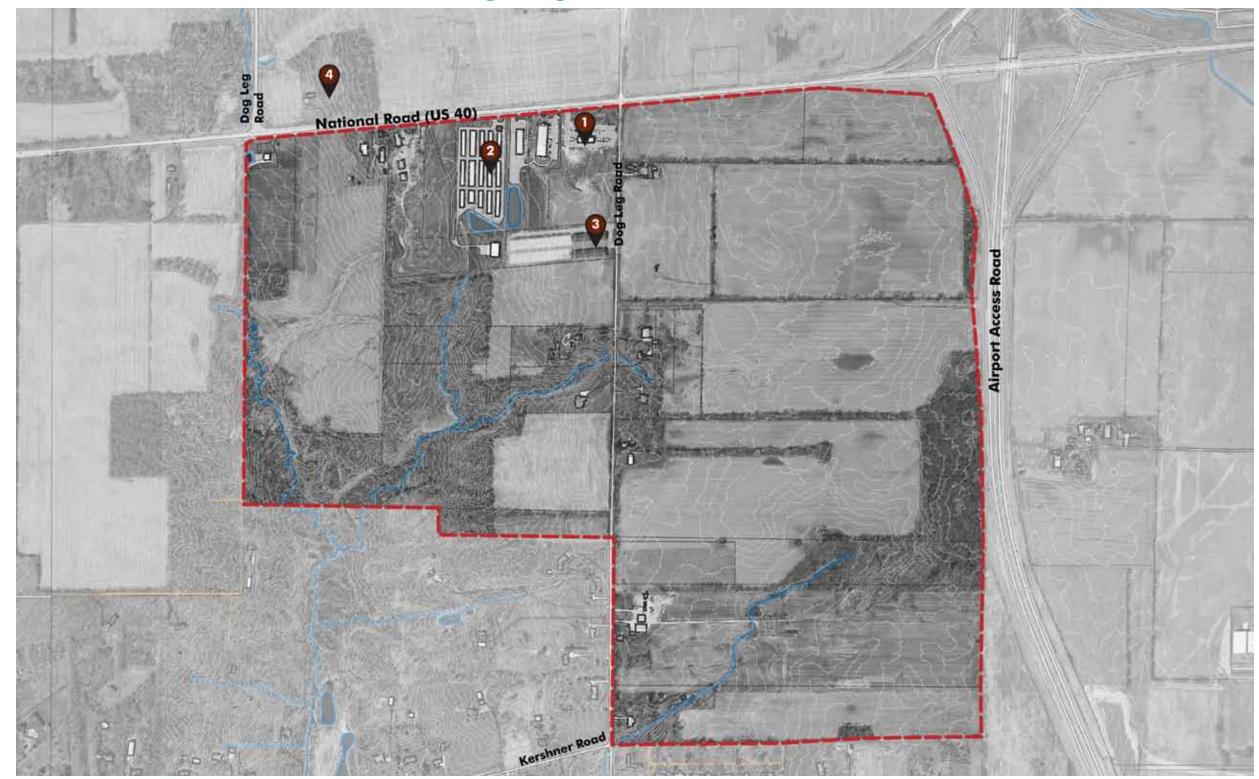
Current Zoning

- Agriculture (A)
- Highway Business (HB)
- Office/Industrial Park (O/IP)





Site 3: National Road & Dog Leg Road Area



Site 3: Imagery and Precedents



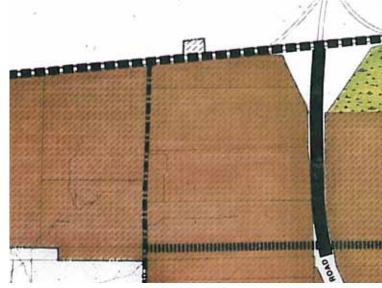
Existing Condition



Existing Condition



Existing Condition



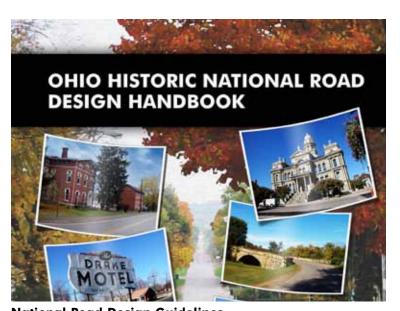
1985 Comprehensive Plan Office/Industrial Park



Existing Condition



Dayton Airport Land Use and Development Options Plan (LUDOP) - Area 1



National Road Design Guidelines

2000 Comprehensive Plan Relevant Recommendations

Industrial Areas

- + Provide healthy buffer between industrial and residential developments
- + Encourage development/ redevelopment of underutilized sites (purchase/land bank)
- + Work with Dayton Airport to enhance economic development

Residential Areas

+ Actively enforce property maintenance code

Neighborhoods

+ Enhance neighborhood recreational opportunities

Economic Development

+ Create comprehensive incentive packages for retention and recruitment of businesses

Airport Expansion Area

- + Monitor Airport Master Plan
- + Work with the airport to pursue joint economic development opportunities
- + Encourage the development of mixeduse center ready for development through zoning overlays, design quidelines
- + Invest in high tech infrastructure to create office niche
- + Comply with FAA regulations for use/ building restrictions

Parks and Recreation

+ Create interconnected bike/walking paths



Site 2 Boundary



Potential Green Spaces, Buffers Streams/Water Channels



Main Thoroughfare



New and/or Improved Access

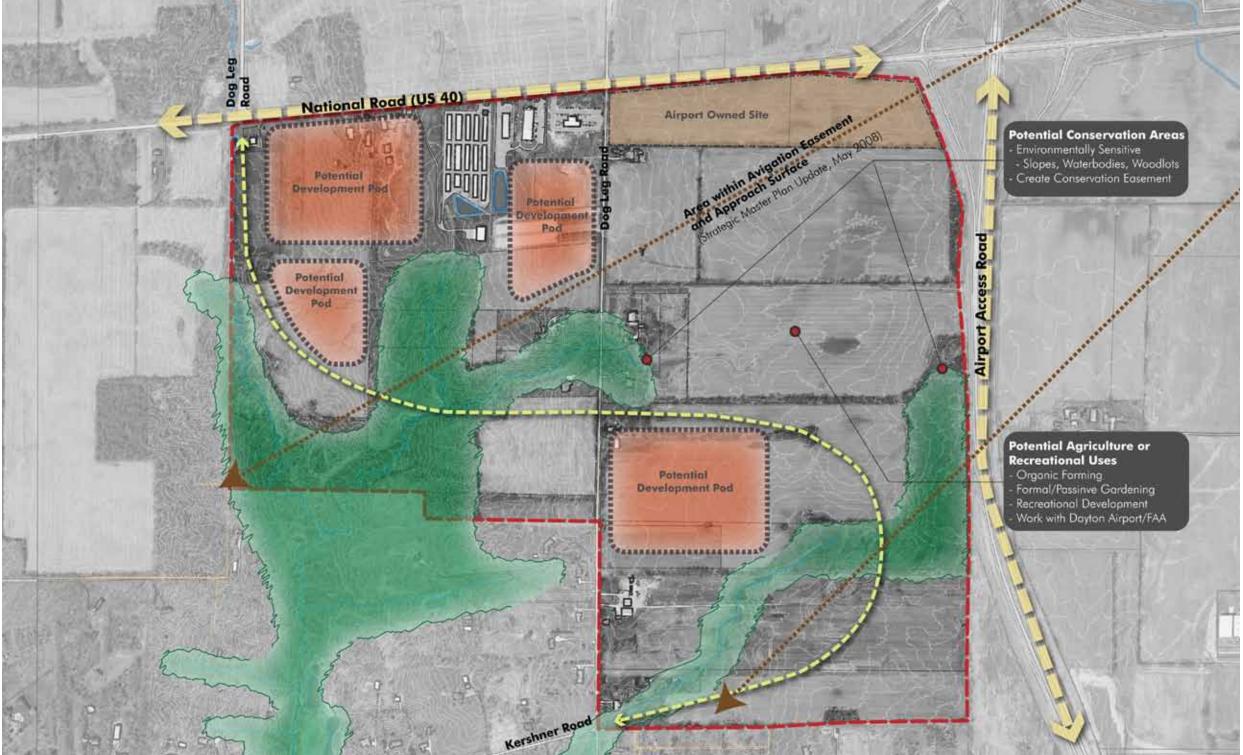
Strategies

- Pursue Joint Economic **Development Opportunities** with Dayton Airport; Promote Airport Related Uses in a **Clustered Manner**
- Promote Organic Agricultural **Community and Recreational** Development
- **Promote Alternative Connections with Trails**
- Adhere to Comprehensive Plan, Airport Master Plan and Historic National Road **Recommendations and Guidelines**



Data Source: Vandalia & Montgomery County GIS

Site 3: Potential Opportunities



Site 3: Design Precedents



Recreational Uses



Residential Development



Single Family Residential Development



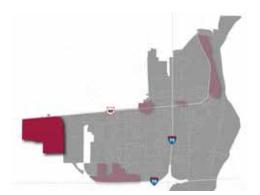
Recreational Uses



Harvest Community with Organic Farming/Gardening (Chatham County, NC)



Recreational Uses



- Site 3 Boundary
- Existing Buildings
- Proposed Buildings
- Green Spaces
- Commercial Use Cluster
- Single Family Residential Areas
- 3 Potential Neighborhood based Organic Farming
- Trails/Bikeways along Greenway. Blueway
- Dayton Airport Land (Refer LUDOP)

Strategies

- Clustered commercial with mainly airport related uses
- Landscaped gateway buffer along Airport Access Road
- Collaborate with FAA and Dayton Airport regarding potential uses in the Avigation Easement area
- Harvest/agricultural and sustainable community with varied densities of residential, open spaces, alternative connectivity, organic farming, alternative energy generation
- Preserve environmentally sensitive areas

0 250 500

1000 Feet

Data Source: Vandalia & Montgomery County GIS



Site 3: Conceptual Master Plan



Site 3: Additional Design Precedents



Sustainable Community - Serenbe near Atlanta, GA Community focusing on land preservation, agriculture, energy efficiency, green building, walkability, rural setting, and community living for multiple generations. For more



Agricultural Community, Jackson Meadows, Minneapolis,

Conservation community. For more information: http://www. jacksonmeadow.com



Organic Community-based Farming, Serenbe, Atlanta, GA



Higher Density SF Housing Character, Serenbe, Atlanta,



Preservation of Natural and Environmentally Sensitive Areas, Jackson Meadows, Minneapolis, MN



Community Feeling and Rural Architecture, Jackson Meadows, Minneapolis, MN

Site 3: General Development Guidelines

Site Planning Standards

- Promote green edge along Airport Access Road for buffer and landscaped gateway feel
- Encourage pedestrian-friendly neighborhood environment
- Promote alley access for single family unit garages and utility services
- Provide landscape buffer between residential and commercial areas
- On-street parking and pedestrian crossings should be used extensively to enhance the streetscape and delineate an edge between sidewalks and the street.
- Develop appropriate signage and wayfinding elements to direct both automobile and pedestrian traffic
- Promote sustainable storm water management practices such as bio-swales, porous pavements & native plants within residential areas
- Preserve steep slope, floodplains, wetlands, ponds and related environmentally sensitive areas

Building Character

- Energy efficiency should be considered when locating and orienting buildings on a site
- Promote energy conservation techniques with proper use of high quality building and architectural materials, color, doors, and windows and proper utilization of building mass to create shade.
- Provide main entrances for commercial buildings along the primary street to create a pedestrian-friendly presence
- Promote the use of sustainable design and construction practices both in construction phase and throughout the life of a building

Connectivity

- Promote tree-lined secondary/internal street network along with streetscape furniture
- Create greenway connection along the waterways
- Provide alternative connections between neighborhoods to green spaces, parks, farmland and commercial areas through walking/biking trails and sidewalks

| General Development Standards | | | | |
|-------------------------------|---|--|--|--|
| Lot Area | No minimum or as guided by design guidelines/zoning | | | |
| Lot Width | No minimum or as guided by design guidelines/zoning | | | |
| Required Build-To Line | Building facade to occupy at least 50% of frontage along build-to line along primary road | | | |
| Open Space | Promote conservation easements; open space requirement to be determined by zoning/design guidelines | | | |
| Side and Rear Yard | Zero setback for side yard with provision of firewall, otherwise a minimum requirement should be prescribed by design guidelines/zoning | | | |
| Building Height | Maximum 2 stories | | | |
| Parking | Parking to be guided by zoning; 3 spaces/1,000 SF for commercial uses | | | |
| Loading Areas and Garages | Permitted only in rear yard; should be setback from front building line in commercial areas | | | |
| Building Fenestration | Minimum of 30% of first floor facade for commercial areas | | | |
| Entrance | Minimum 1 along primary road frontage that enhances the building appearance in the commercial areas | | | |

Site 3: Recommended Strategies and Implementation Framework

| STRATEGY | PRIMARY RESPONSIBILITY | FUNDING/ FINANCING | TIMELINE | |
|---|---------------------------|-----------------------|----------|--|
| 1. Make necessary regulatory modifications - addition of PUD overlay for this Site within zoning resolution / detailed design guidelines | | | | |
| Provide incentives to promote development/redevelopment Involve property owners and stakeholders to gain consensus support Density bonuses and transfer of development rights to/from higher density areas | | | | |
| Improve the public realm areas Implementation to follow phased incremental approach specifically for roadway connections and trails Promote sustainable streetscape improvement techniques - refer "General Development Guidelines" | | | | |
| 4. Promote infrastructure improvements + To be integrated with improvement of public realm areas + Refer to the "General Development Guidelines" + Modify Capital Improvements Plan according to the development vision | | | | |
| 5. Market the Development Vision/Scheme + Identify target market and create promotional campaign | | | | |

Strategy

Exhibits the strategies for implementation

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Site 3: Notes

Use this space for record keeping purposes during implementation of the plan and relevant performance measures



CASSEL ROAD AREA

SITE 4



Site 3 Boundary

Green Spaces

Streams/Water Channels

Landmarks/Points of Interest

1. Church
2. CSX Owned Land
3. Existing Railroad
4. Existing Railroad Spur
5. Great Miami River

6. Great Miami River Recreational Trail
7. FEDEX Facility
8. Warehousing
9. Robinette Park

Area

■ 150 Acres (Approximately)

Existing Land Uses

Large residential parcels with agricultural amenities

Current Zoning

Agriculture (A)

Residential Estate (RE)

Residential Estate Planned Unit Development (RE-PUD)





Site 4: Cassel Road Area



Existing Condition



Existing Condition



Existing Condition

Site 4: Imagery and Precedents

E PLAN



2000 Comprehensive Plan





Existing Condition

200 Comprehensive Plan Relevant Recommendations

Industrial Areas

- + Provide healthy buffer between industrial and residential developments
- + Encourage development/ redevelopment of underutilized sites (purchase/land bank)

Residential Areas

- + Promote diversity of housing stock
- + Actively enforce property maintenance code

Neighborhoods

+ Enhance neighborhood recreational opportunities

Parks and Recreation

- + Encourage preservation along Miami River
- + Create interconnected bike/walking paths



Site 2 Boundary

Existing Green Spaces/Parks

Potential Green Spaces, Buffers

River/Streams/Water Channels

Main Thoroughfare

New and/or Improved Access

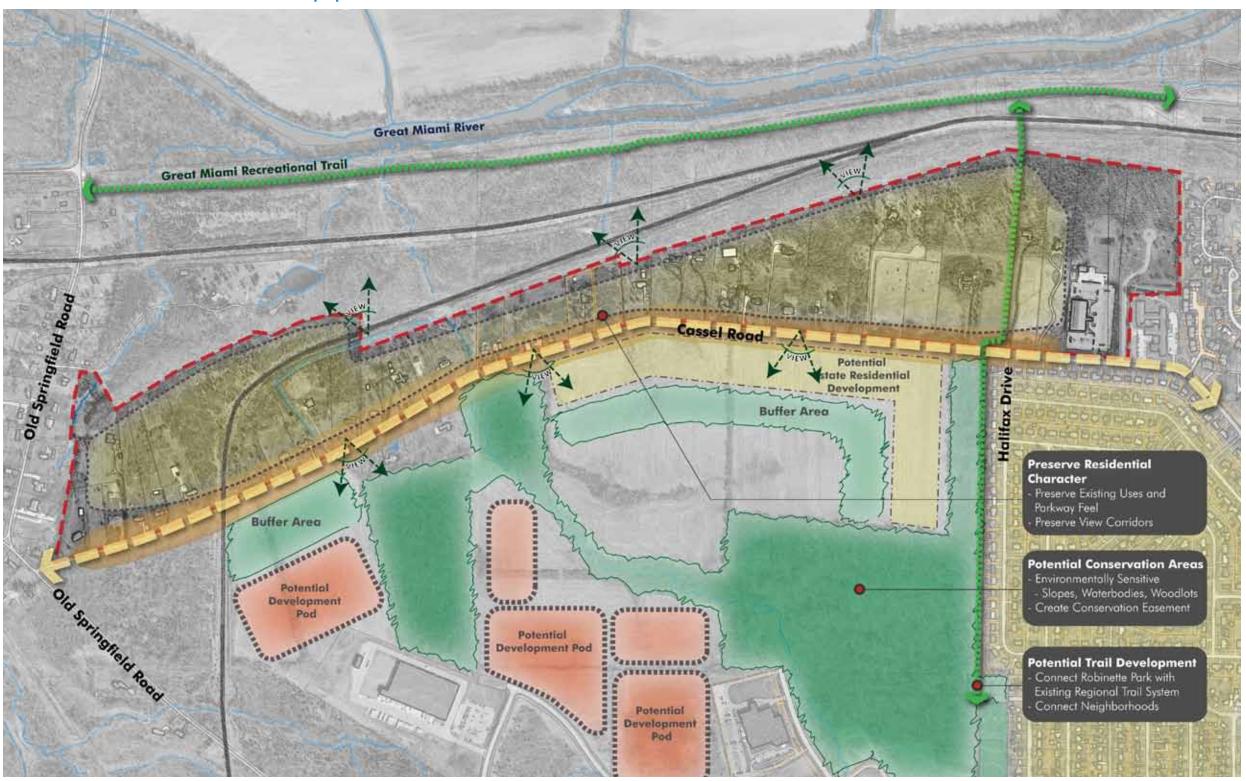
Strategies

- Preserve the Parkway Feel along Cassel Road and Maintain View Corridors
- Preserve Environmentally Sensitive Areas
- Create Buffer between
 Existing/Potential Residential
 and Industrial Areas
- Promote Alternative Connections with Trails
- Adhere to Comprehensive Plan Recommendations





Site 4: Potential Opportunities



Site 4: Design Precedents



Continued Street Buffer/Parkway Feel



Estate Homes



Industrial Development with High Quality Materials and Special Attention to the Surrounding Land Uses and Environment



Office Campus



Industrial with Landscaped Buffer Between Land Uses



Stormwater Management Buffer



- Site 3 Boundary
- Existing Buildings
- Proposed Buildings
- Green Spaces
- Single Family Residential Areas
- Existing Estate Lots
- 3 Potential Railroad Connection to Eco-Industrial Area
- Trails/Bikeways to Connect Great Miami Recreational Trail

Strategies

- Preserve parkway feel along Cassel Road
- Preserve rural agricultural character of the area with estate lots, tree buffers, rolling landscape, limitation of agricultural livestock and maintaining scenic view corridors
- Trail connection from residential neighborhoods to Great Miami Recreational Trail
- Preserve environmentally sensitive areas
- Potential extension of eco-industrial area and connection railroad

0 250 500

000 Feet

Data Source: Vandalia & Montgomery County GIS

North

Site 4: Conceptual Master Plan



Site 4: Additional Design Precedents



Rural Residential



Organic Community-based Farming



Rural Character



Trail Connection



Preservation of Natural Areas



Eco-Industrial Area

Site 4: General Development Guidelines

Site Planning Standards

- Preserve the semi-rural character and parkway feel along Cassel Road
- Prescribe appropriate regulatory techniques, such as residential overlay zones, to preserve the rural residential nature
- Encourage pedestrian-friendly neighborhood environment
- Promote alley access for higher density single family unit garages and utility services
- Provide landscape buffer between residential and commercial/industrial areas
- On-street parking and pedestrian crossings should be used extensively to enhance the streetscape and delineate an edge between sidewalks and the street, specifically in higher density single family neighborhoods
- Develop appropriate signage and wayfinding elements to direct both automobile and pedestrian traffic
- Promote sustainable storm water management practices such as bioswales, porous pavements & native plants within residential areas
- Preserve steep slope, floodplains, wetlands, ponds and related environmentally sensitive areas

Building Character

- Energy efficiency should be considered when locating and orienting buildings on a site
- Promote energy conservation techniques with proper use of high quality building and architectural materials, color, doors, and windows and proper utilization of building mass to create shade.
- Promote the use of sustainable design and construction practices both in construction phase and throughout the life of a building

Connectivity

- Promote tree-lined secondary/internal street network along with streetscape furniture
- Create greenway connection along the waterways and connect existing parks/ open spaces/recreational areas
- Provide alternative connections between neighborhoods to green spaces, parks, through walking/biking trails and sidewalks (specifically from higher density single family neighborhoods)

| General Dev | elopment Standards | | | |
|---------------------------|--|--|--|--|
| Lot Area | No minimum or as guided by design guidelines/zoning | | | |
| Lot Width | No minimum or as guided by design guidelines/zoning | | | |
| Required Build-To Line | Building facade to occupy at least 50% of frontage along build-to line along primary road in higher density single family neighborhoods; no minimum for estate residential areas | | | |
| Open Space | Promote conservation easements; open space requirement to be determined by zoning/design guidelines | | | |
| Side and Rear Yard | Zero setback for side yard with provision of firewall, otherwise a minimum requirement should be prescribed by design guidelines/zoning | | | |
| Building Height | Maximum 2 stories | | | |
| Parking | Parking to be guided by zoning | | | |
| Loading Areas and Garages | Not applicable | | | |
| Building Fenestration | Not applicable | | | |
| Entrance | Minimum 1 along primary road frontage that enhances the building appearance | | | |

Site 4: Recommended Strategies and Implementation Framework

| STRATEGY | PRIMARY RESPONSIBILITY | FUNDING/ FINANCING | TIMELINE | |
|--|---------------------------|-----------------------|----------|--|
| Make necessary regulatory modifications - addition of PUD overlay for this Site within zoning resolution, other additions as may be necessary to create a regulatory environment conducive to the visions/goals for this Site | | | | |
| Improve the public realm areas Implementation to follow phased incremental approach specifically for roadway connections and trails Promote sustainable streetscape and public realm improvement techniques - refer "General Development Guidelines" | | | | |
| 3. Promote infrastructure improvements + To be integrated with improvement of public realm areas + Refer to the "General Development Guidelines" + Modify Capital Improvements Plan according to the development vision | | | | |

Strategy

Exhibits the strategies for implementation

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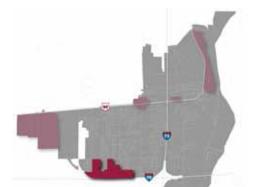
Site 4: Notes

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MULBERRY ROAD AREA

SITE 5



Site 3 Boundary

Green Spaces

Streams/Water Channels

Landmarks/Points of Interest
1. Vandalia Recreation Complex
2. Existing Homestead

Area

■ 190 Acres (Approximately)

Existing Land Uses

Primarily agriculture and 1+ acre residential properties

Current Zoning

- Agriculture (A)
- Residential Single-Family (RSF-3)

0 250 500 1000 Feet
Data Source: Vandalia & Montgomery County GIS



Site 5: Mulberry Road Area



Site 5: Imagery and Precedents



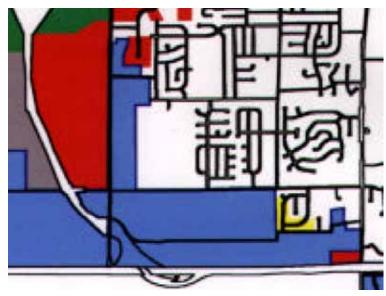
Existing Condition



Existing Condition



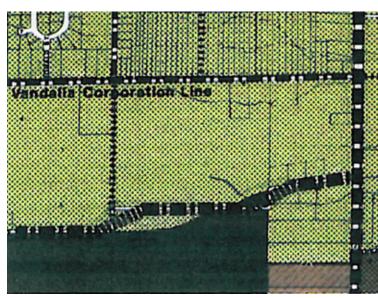
Existing Condition



2000 Comprehensive Plan
Red - Commercial/Office
Blue - Government/Community
Yellow - Single Family



Existing Condition



1985 Comprehensive Plan Single Family/Multi-Family



Existing Condition

2000 Comprehensive Plan Relevant Recommendations

Industrial Areas

+ Encourage development/ redevelopment of underutilized sites (purchase/land bank)

Residential Areas

- + Promote diversity of housing stock
- + Actively enforce property maintenance code

Neighborhoods

+ Enhance neighborhood recreational opportunities

Economic Development

+ Create comprehensive incentive packages for retention and recruitment of businesses

Airport Expansion Area

- + Monitor Airport Master Plan
- + Work with the airport to pursue joint economic development opportunities
- + Encourage the development of mixeduse center ready for development through zoning overlays, design guidelines
- + Invest in high tech infrastructure to create office niche

Parks and Recreation

+ Create interconnected bike/walking paths



Site 2 Boundary

Existing Green Spaces/Parks

Potential Green Spaces, Buffers

River/Streams/Water Channels

Main Thoroughfare

New and/or Improved Access

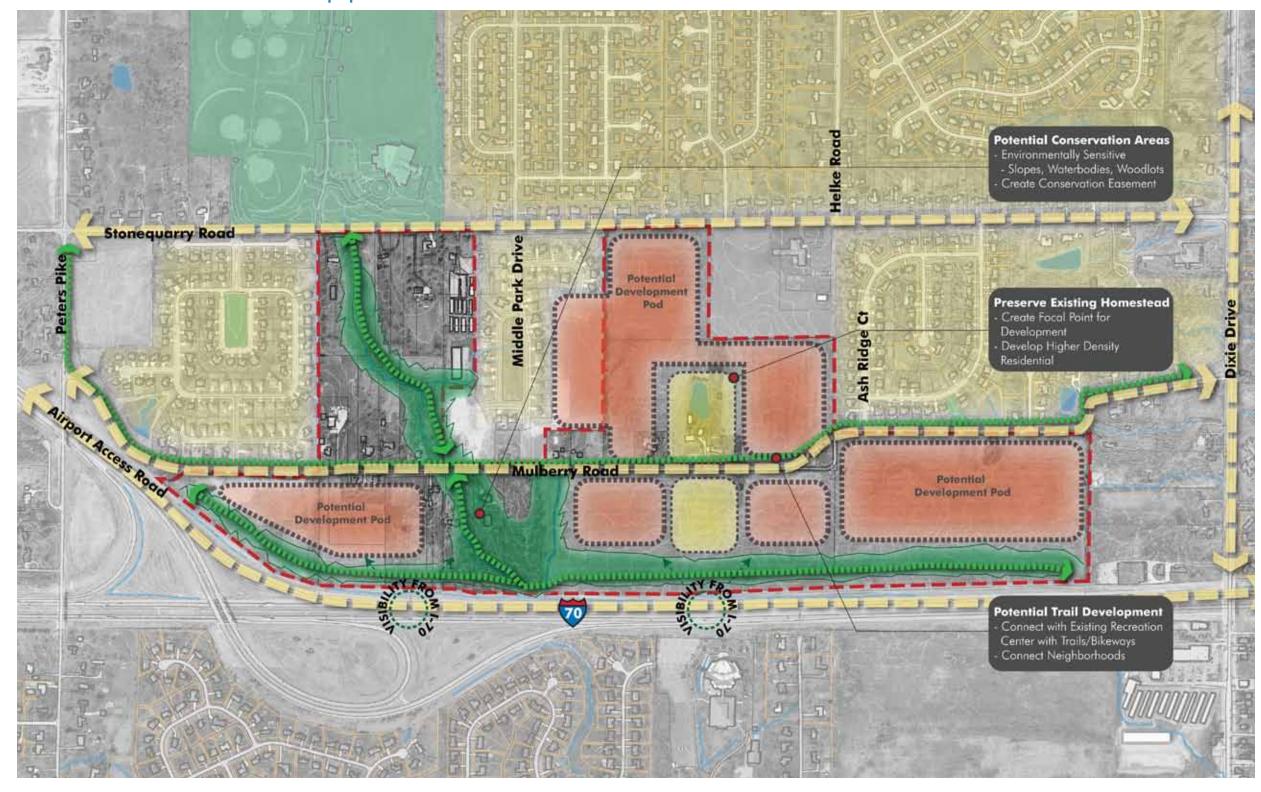
Strategies

- Promote the Development Variety of Housing Stock
- Promote Office/Educational/ Healthcare Campus
 Development to Utilize the Interstate Visibility
- Provide Better Access to Main Thoroughfares
- Promote Alternative
 Connections with Trails and
 Connect with Recreational
 Complex
- Adhere to Comprehensive Plan Recommendations

0 250 500 1000 Feet
Data Source: Vandalia & Montgomery County GIS

North

Site 5: Potential Opportunities



Site 5: Design Precedents



Traditional Neighborhood Development



Senior Living Campus



Public Space



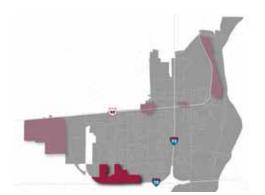
New Urbanist Development



New Urbanist Development



Campus Development



- Site 3 Boundary
- Existing Buildings
- Proposed Buildings
- Green Spaces
- Existing Homestead
- 2 Single Family Residential Areas with Alley Service Access
- Potential Retirement Community
- 4 Trails/Bikeways along Landscaped Buffer Stretch by I-70
- 5 Trail Connection along Greenway/ Blueway to Vandalia Recreation Complex
- Vandalia Recreation Complex

Strategies

- Preserve existing homestead and create focal point for development
- Potential retirement community campus
- Create "green" gateway along I-70 towards Airport **Access Road**
- Trail connection from residential neighborhoods and retirement community campus to Recreation Complex

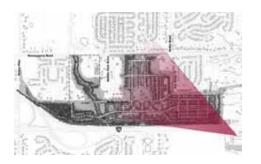
1000 Feet Data Source: Vandalia & Montgomery County GIS

Site 5: Conceptual Master Plan



Site 5: Concept Rendering





Site 5: General Development Guidelines

Site Planning Standards

- Encourage pedestrian-friendly development/redevelopment
- Provide landscape buffer between residential/campus areas and I-70 - this buffer will also act as green edge and gateway feel towards Airport Access Road
- On-street parking and pedestrian crossings should be used extensively to enhance the streetscape and delineate an edge between sidewalks and the street.
- The potential campus and higher density residential areas should incorporate variety of active and passive recreational areas
- Develop appropriate signage and wayfinding elements to direct both automobile and pedestrian traffic
- Encourage the use of bonus system for development incentive such as in development density, provision of open space, shared parking
- Promote sustainable storm water management practices such as rain gardens, bioswales, porous pavements & native plants
- Preserve steep slope, floodplains, wetlands, ponds and related environmentally sensitive areas
- Lighting and landscaping should allow for surveillance and policing activities, but should be designed primarily to accommodate the intended use of the public space

Building Character

- Promote range of residential density choices to cater to variety of age and demographics
- Energy efficiency should also be considered when locating and orienting buildings on a site
- Promote energy conservation techniques with proper use of high quality building and architectural materials, color, doors, and windows and proper utilization of building mass to create shade.
- Promote breaking up surface planes of the building to create depth and remove the monotony of unvarying surface facades.
- Pedestrian-scale features should be incorporated on the first floor of buildings and at entrances to help relate buildings to the streetscape
- Provide main entrances along the primary street to create a pedestrian-friendly presence
- Promote the use of sustainable design and construction practices both in construction phase and throughout the life of a building

Connectivity

- Promote tree-lined secondary/internal street network along with streetscape furniture (trash receptacles, benches, planters, etc.)
- Create greenway connection along the waterways and connect existing parks/ open spaces/recreational areas
- Provide alternative connections between neighborhoods to green spaces, parks, recreation complex through walking/ biking trails and sidewalks
- Service and utility lines should be located underground or behind buildings - not along the public streetscape

| General Dev | General Development Standards | | | | |
|---------------------------|---|--|--|--|--|
| Lot Area | No minimum or as guided by design guidelines/zoning | | | | |
| Lot Width | No minimum or as guided by design guidelines/zoning | | | | |
| Required Build-To Line | Building facade to occupy at least 75% of frontage along build-to line along primary road | | | | |
| Open Space | 15% or as guided by design guidelines | | | | |
| Side and Rear Yard | Zero setback for side yard with provision of firewall, otherwise a minimum of 10' or as guided by design guidelines/zoning; multi-family unit requirements to be guided by design guidelines/zoning | | | | |
| Building Height | Maximum 3 stories; maximum 1 story for accessory units for single family and multi- family dwellings | | | | |
| Parking | Permitted only in side or rear yards of multi-family areas; side yard parking should be setback from build-to line | | | | |
| Loading Areas and Garages | Permitted only in rear yard of campus development areas; garages should be setback from front building line in multi-family units | | | | |
| Building Fenestration | 30% for residential | | | | |
| Entrance | Minimum 1 along primary road frontage that enhances the building appearance | | | | |

Site 5: Recommended Strategies and Implementation Framework

| STRATEGY | PRIMARY RESPONSIBILITY | FUNDING/ FINANCING | TIMELINE | |
|--|---------------------------|-----------------------|----------|--|
| 1. Make necessary regulatory modifications - addition of PUD overlay for this Site within zoning resolution / detailed design guidelines | | | | |
| 2. Enforce efficient enforcement techniques and property maintenance codes to maintain the character of place | | | | |
| 3. Provide incentives to promote development/redevelopment + Involve property owners and stakeholders to gain consensus support + Site control and strategic acquisition by City and/or development interests + Density bonuses | | | | |
| 4. Improve the public realm areas + Implementation to follow phased incremental approach + Promote sustainable streetscape improvement techniques - refer "General Development Guidelines" | | | | |
| Fromote infrastructure improvements To be integrated with improvement of public realm areas Refer to the "General Development Guidelines" Modify Capital Improvements Plan according to the development vision | | | | |
| 6. Market the Development Vision/Scheme + Work with regional entities to create the niche + Identify target market and create promotional campaign | | | | |

Strategy

Exhibits the strategies for implementation

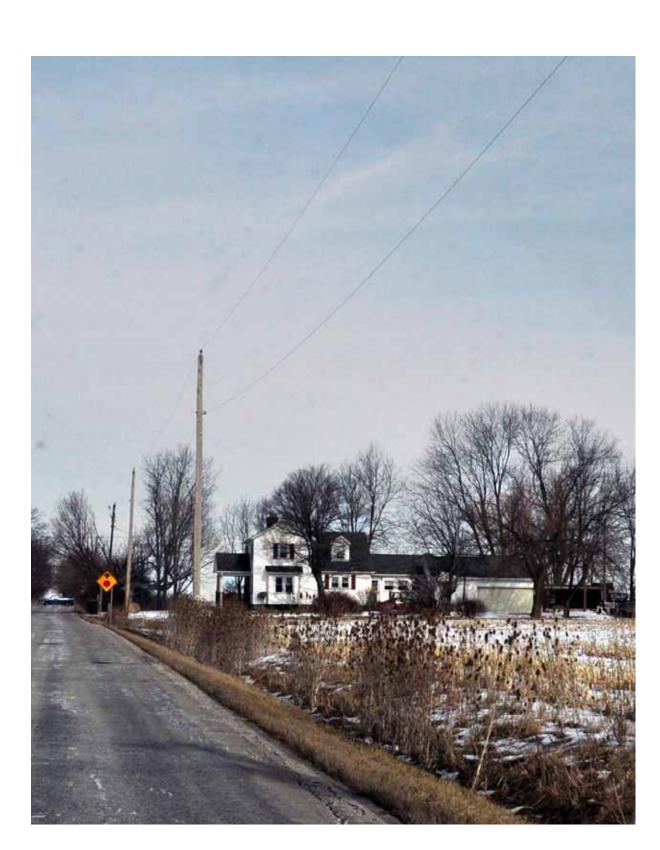
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Site 5: Notes

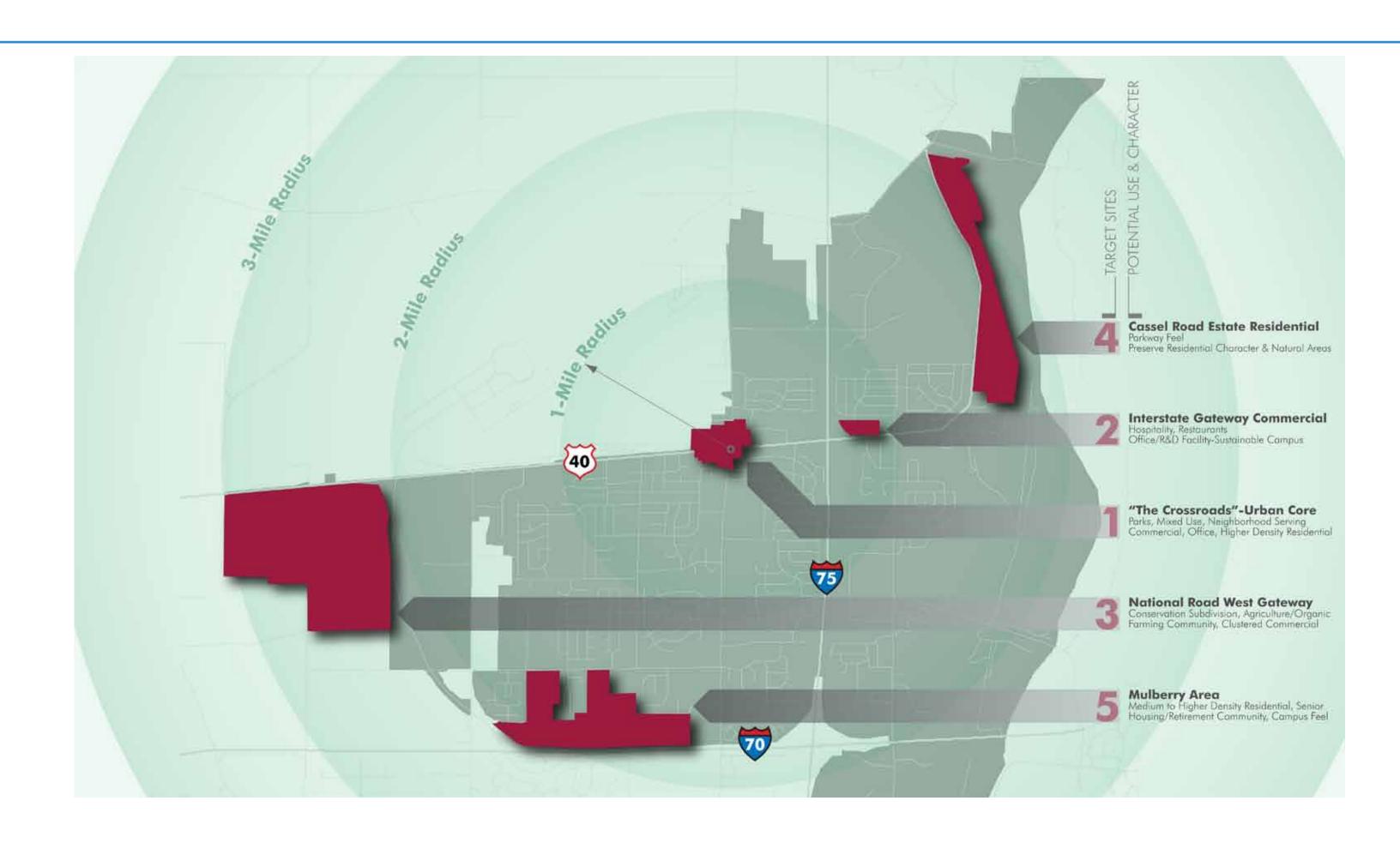
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SECTION TWO Development Parameters

Components

- Exhibit showing Target Sites and Potential Uses
- Intent, Applicability and Purpose
- Outline Development Parameters of Target Sites 1 - 5



Intent

- Increases the City's awareness and appreciation of design considerations with respect to the target sites and adjacent areas
- The purpose is to coordinate the overall development vision towards effective implementation
- These will help to communicate the growth patterns and assist in consistency of development both by the public and private sector
- Gives property and business owners, public and private officials and design professionals a clear understanding of City's expectations for development framework of the target sites
- Preserves quality of life

Format of Presentation of Development Parameters in this Document

Applicability & Purpose

+

Standards for Site Planning, Building Character & Connectivity exhibited with Development Schemes for Individual Target Sites (1 - 5)

+

General Development Guidelines for Individual Target Sites

+

Outline Parameters consisting of Land Uses & Character, Public Realm

Applicability

- Development scale and density will be driven by market demand.
- Development parameters are provided to help City officials, developers, property/ business owners attain consensus on development character.
- Adherence to the development parameters will help shape the appropriate character for each target site.
- The development parameters should act as a guide for City officials during the site plan review process.
- Design & development guidelines should be developed as a part of any final development plan.
- Adopt New Urbanism, Smart Growth, Complete Streets and LEED sustainable principles appropriate to the character of the target sites.
- Any existing use shall be permitted to continue and the use shall be subject to underlying regulatory framework.
- Any change in use without affecting the exterior modifications will be permitted subject to underlying regulatory framework.
- Any expansion or new developments affecting any exterior modifications shall abide by applicable design and development guidelines based on these development parameters. Such modifications and development would be subject to detailed site plan review process by City officials.

Purpose

Development Parameters

- Promote unique character of development at individual target sites
- Regulate building height, massing, density and build-to lines to achieve appropriate transition and scale from commercial to residential and natural areas
- Adopt interconnected road network to ease traffic
- Promote walkable neighborhoods with sidewalk and trail connectivity
- Preserve environmentally sensitive areas such as steep slopes, floodplain, tree cover areas
- Promote sustainable design standards:
 - Reduce the energy use required for lighting, heating, and cooling of structures.
 - Reduce the energy use required for transportation
 - Encourage design that promotes nonmotorized transportation alternatives like walking and biking.
 - Reduce on-site water usage.
 - Reduce the off-site runoff of stormwater.
 - Protect existing vegetation and habitat.
 - Promote higher density infill development where the infrastructure capacity exists.

Outline Development Parameters

LAND USES AND CHARACTER

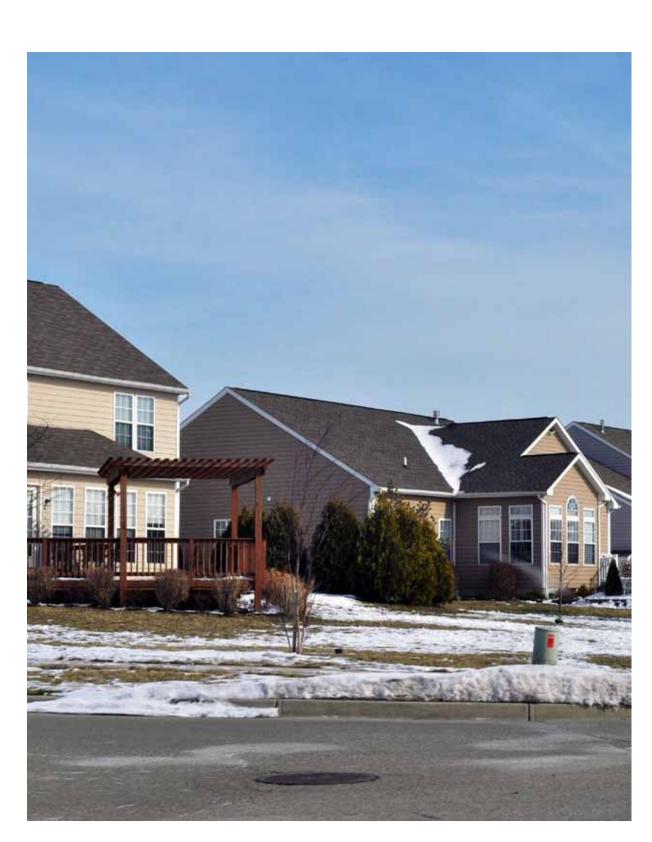
| TARGET SITES | RESIDENTIAL TYPES | RESIDENTIAL DENSITY | COMMERCIAL USE TYPES | COMMERCIAL MASSING |
|--------------|--|--|---|---|
| 1 | + Single family patio homes + Redeveloped multi-family + Condominiums, Townhomes + Residential above commercial use | + Single family: 4-6 DU/Acre + Higher Density: Maximum 2-3 stories along National Road and Dixie; 3-4 stories otherwise | + Local-serving retail + Restaurants + Professional office spaces + Mixed Use | + Compact vertical development + Maximum 2-3 stories along National Roa and Dixie; 3-4 stories otherwise + Compatible floor area ratio + Create modulation of facade + Promote massing to utilize optimum energy requirements |
| 2 | + Depends on market draw + Potentially all commercial area | + Not applicable | Highway hospitality - higher quality hotels (eg. Springhill Suites, Hilton Garden Inn, Courtyard by Marriott, etc.) Restaurant outparcel with hospitality Office/Research & Development Campus setting | Hospitality based on market draw and corporate requirements Office/R&D Facility Campus setting - maximum 2-3 stories Buffered from existing residential areas |
| 3 | Large lot single-family residential subdivisions Some variety of smaller residential lots away from National Road and airport overlay zones Farming/agricultural uses integrated with residential areas | + Large lots: 0.25-0.4 DU/Acre + Smaller lots: 3-4 DU/Acre + Maximum 1-2 stories | Airport related commercial uses based on market draw Clustered within existing commercial area along National Road | + Maximum 2-3 stories + Buffered from existing residential areas |
| 4 | Preserve large lot estate residential Promote similar estate residential on west side of Cassel Road Some variety of smaller residential lots west of Cassel Road | + Large lots: 0.25-0.4 DU/Acre + Smaller lots: 3-4 DU/Acre + Maximum 2 stories | + Not applicable within site boundary + Potential industrial uses within Northwoods Industrial Park west of Cassel Road | + Similar to existing character of industrial development + Buffered from existing residential areas |
| 5 | Preserve existing homesteads Variety of residential lots (specifically new urbanist development with patios and alley accessed services) Potential retirement community/senior housing in campus setting | Large lots: 0.25-0.4 DU/Acre Smaller lots: 3-4 DU/Acre Maximum 1-2 stories along I-70 and Airport Access Road; maximum 3-4 stories within core, if developed in a campus-like setting with appropriate buffers | + Not applicable | + Not applicable |

Outline Development Parameters

PUBLIC REALM

| TARGET SITES | CONNECTIVITY | OPEN SPACE | STREETSCAPE ELEMENTS | PARKING |
|--------------|---|---|--|--|
| 1 | Main thoroughfares - National Road and Dixie Drive Grid connectivity between local, collector and arterial roads Sidewalk and bikepath connections Improved alley access for pedestrian walkability and parking access Consolidate curb-cuts along main thoroughfares | Potential urban core pocket park Parks/open space within 1/4 mile radius of neighborhoods and crossroads area 10% for single family units, 20% for multifamily and 15% for commercial areas; or as guided by design guidelines/regulatory framework | Continue current investments of downtown streetscape improvements Modulate street frontage along major thoroughfares with landscaped buffer strips to reduce the feeling of transit corridor and promote walkability Context sensitive lighting, banner program, road signage and wayfinding elements showing destinations Add tree planting strips along interior streets Promote underground utility lines along major thoroughfares | On-street parking along interior streets Off-street shared parking behind buildings in commercial areas Promote 24-hour parking permits Off-street parking access through alleyways |
| 2 | + Main thoroughfare - National Road + Connectivity between local, collector and arterial roads + Sidewalk and bikepath connections + Recreational trails along natural areas | Buffer between residential and commercial areas 15% for commercial areas; or as guided by design guidelines/regulatory framework | Continue current investments of downtown streetscape improvements and connect across I-75 Context sensitive lighting, banner program, road signage and wayfinding elements | On-street parking along interior streets Off-street shared parking behind buildings in commercial areas |
| 3 | + Main thoroughfare - National Road + Connectivity between local, collector and arterial roads + Add internal local roadways to connect extensive acreage to provide access + Sidewalk and bikepath connections | Preserve environmentally sensitive areas Promote conservation easements within developments and farmland integration 15% for commercial areas; or as guided by design guidelines/regulatory framework | Promote rural/semi-rural streetscape with natural drainage channels/stormwater detention areas, low impact developments in the residential areas Context sensitive lighting, road signage and wayfinding elements | + On-street parking along interior streets + Off-street shared parking behind buildings in commercial areas with limited "teaser" parking in the front |
| 4 | + Main thoroughfare - Cassel Road + Sidewalk connection from higher density residential areas + Trail connections to Great Miami Recreational Trail and existing parks | Preserve environmentally sensitive areas Promote conservation easements within developments | Promote rural/semi-rural streetscape with natural drainage channels/stormwater detention areas, low impact developments Context sensitive lighting, road signage and wayfinding elements | + On-street parking along interior streets within higher density residential areas (west of Cassel Road) |
| 5 | + Main thoroughfare - Mulberry Road + Connectivity between local, collector and arterial roads + Sidewalk and bikepath connections + Trail connections to recreation complex | Preserve environmentally sensitive areas Promote green buffer along I-70 enhancing the gateway from the interstate 10% for single family units, 20% for multifamily; or as guided by design guidelines/regulatory framework | + Context sensitive lighting, road signage and wayfinding elements | On-street parking along interior streets Off-street shared parking behind buildings in campus areas |

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SECTION THREE Appendix

Meetings

January 25, 2011Meeting with Staff, GEM Realty, Site
Tour

February 22, 2011

Presentation and Discussion with City Council, Planning Commission and Staff

Workshop with Planning Commission Members

April 12, 2011

Presentation and Discussion with City Council, Planning Commission and Staff

May 24, 2011 Public Open House

In addition, the City staff met and collaborated with the KKG Design Team on several occasions throughout the planning and design process for review and consensus.

Site 1: Parcels showing Parcel ID Numbers 802 00101 0098 802 00101 0018 B02 00102 0056 B02 00101 0094 B02 00102 0057 B02 00101 0016 B02 00101 0015 B02 00102 0005 BO2 00101 0060 802 00101 0014 B02 00101 0020 02 00101 0032 B02 00513 0001 B02 00102 0019 B02 51013 0002 B02 00101 0013 802 00101 0022 B02 00101 0037 802 00101 0096 B02 00102 0055 B02 00101 0012 802 00101 0011 802 00101 0023 802 00101 0038 ORCHARD B02 00101 0039 B02 00102 0018 B02 00101 0058 B02 00101 0040 802 00101 0055 802 00102 0023 B02 00102 0018 B02 00201 0058 B02 00102 0010 B02 00101 0057 B02 00102 0002 B02 00101 0041 802 00101 0054 B02 00102 0017 B02 00101 0008 B02 00102 0054 B02 00101 0007 802 00101 0003 B02 00102 0028 B02 00102 0011 BD2 00201 0041 NATIONAL 802 00103 0009 802 00103 0008 NATIONAL 802 00104 0028 B02 00103 0010 B02 00104 0030 B02 00104 0007 B02 01402 0001 802 00104 0029 BO2 00103 0012 BO2 00103 0014 802 00104 0015 KENBROOK B02 00104 0008 B02 00104 0027 B02 00103 0083 802 00103 0034 B02 00104 0006 802 00103 0061 B02 00104 0026 BD2 00103 0060 B02 00103 0036 B02 00104 0074 B02 00104 0024 802 00103 0035 B02 00104 0024

Site 1: Site Information with Parcel ID

| DADID | ADDN | STDEET | ACDES | OWNER |
|----------------------------------|------------|--------------------------|------------|--|
| PARID | ADRN 0 | STREET BRUSMAN DR | 0.429 | HAROLD LLC |
| B02 00104 0031 B02 00720 0007 | 132 | BRUSMAN DR | 0.429 | HAROLD LLC |
| B02 00720 0008 | 142 | BRUSMAN DR | 0 | HAROLD LLC |
| B02 00720 0009 | 152 | BRUSMAN DR | 0 | HAROLD LLC |
| B02 00101 0072 | 17 | CLAY ST | 0 | ANSPACH, ELIZABETH F |
| B02 00101 0072 | 18 | CLAY ST | 0 | LAH, FRANK W AND RUTH A |
| B02 00101 0017 | 50 | N DIXIE DR | 0 | BRUSMAN, WILLIAM C AND CAROLYN W |
| B02 00101 0010 | 0 | N DIXIE DR | 0 | HAROLD LLC |
| B02 00101 0092 | 20 | N DIXIE DR | 0.723 | KERSH, LOIS |
| B02 00103 0012 | 26 | N DIXIE DR | 0 | SONNENBERG, A EARL |
| B02 00102 0017 | 27 | N DIXIE DR | 0 | WALKER, AARON'S |
| B02 00101 0054 | 30 | N DIXIE DR | 0 | SPIELES, RONALD J AND NANCY A |
| B02 00102 0002 | 31 | N DIXIE DR | 0 | WALKER, AARON SPENCER |
| B02 00102 0018 | 37 | N DIXIE DR | 0 | MOORMAN, JUSTIN'S |
| B02 00101 0055 | 40 | N DIXIE DR | 0 | BRUSMAN, WILLIAM C AND CAROLYN W |
| B02 00102 0003 | 45 | N DIXIE DR | 0 | ROVI JULIO I |
| B02 00102 0055 | 59 | N DIXIE DR | 0.704 | SPOLTMAN, GARL L |
| B02 51013 0003 | 59 | N DIXIE DR | 0 | STUMP, STACY L |
| B02 51013 0004 | 59 | N DIXIE DR | 0 | MARTIN, STEVEN AND CATHY L |
| B02 51013 0005 | 59 | N DIXIE DR | 0 | SOLUTION PROPERTIES, LLC |
| B02 51013 0006 | 61 | N DIXIE DR | 0 | WRIGHT, WAYNE K AND SUSAN E |
| B02 51013 0007 | 61 | N DIXIE DR | 0 | STUMP STACY L |
| B02 51013 0008 | 61 | N DIXIE DR | 0 | STUMP STACY L |
| B02 51013 0009 | 61 | N DIXIE DR | 0 | STUMP STACY L |
| B02 51013 0010 | 63 | N DIXIE DR | 0 | ALL SERVICE APRAISALS INC |
| B02 51013 0011 | 63 | N DIXIE DR | 0 | PATRICK ENGINEERING INC AMERICAN LINE BUILDERS AND CHAPTER INC NECA |
| B02 51013 0012 | 63 | N DIXIE DR | 0 | SUMMERS, TIMOTHY L |
| B02 51013 0013 | 63 | N DIXIE DR | 0 | SPIELES, RONALD J AND NANCY A |
| B02 00101 0011 B02 00101 0012 | 64 64 | N DIXIE DR N DIXIE DR | 0 | SPIELES, RONALD J AND NANCY A |
| B02 00101 0012 B02 00102 0019 | 65 | N DIXIE DR | 0 | BRUSMAN, DAVID H AND JULIE K |
| B02 51013 0014 | 65 | N DIXIE DR | 0 | VORIS, DELLA AND WAYNE |
| B02 51013 0014 B02 51013 0015 | 65 | N DIXIE DR | 0 | VORIS, DELLA AND WAYNE |
| B02 51013 0016 | 65 | N DIXIE DR | 0 | SOLUTION PROPERTIES, LLC |
| B02 51013 0017 | 65 | N DIXIE DR | 0 | MARTIN, STEVEN R AND CATHY L |
| B02 00101 0013 | 72 | N DIXIE DR | 0 | TUTTLE, ALLEN W |
| B02 00101 0014 | 78 | N DIXIE DR | 0 | MALTBY, FLOYD A |
| B02 00101 0015 | 86 | N DIXIE DR | 0 | SZKARUPA, ALBERT AND NANCY L |
| B02 00102 0005 | 87 | N DIXIE DR | 0 | COPE, RICHARD E II |
| B02 00102 0057 | 103 | N DIXIE DR | 0.254 | BAILEY, MICHAEL E AND JODIE M |
| B02 00101 0016 | 104 | N DIXIE DR | 0 | PRATT, JUDY A |
| B02 00102 0056 | 111 | N DIXIE DR | 0.254 | MCCLURG, BENJAMIN |
| B02 00103 0033 | 0 | S DIXIE DR | 0 | AKA INVESTMENTS CO LLC |
| B02 00103 0034 | 0 | S DIXIE DR | 0 | AKA INVESTMENTS CO LLC |
| B02 00104 0074 | 0 | S DIXIE DR | 0 | BRUSMAN, RUTH |
| B02 00103 0013 | 34 | S DIXIE DR | 0 | WILLIAMS, JACK JR |
| B02 00104 0015 | 101 | S DIXIE DR | 0 | MCFALL, MARIANNE TRUSTEE |
| B02 00104 0006 | 109 | S DIXIE DR | 0 | MCFALL, MARIANNE TRUSTEE MCFALL, MARIANNE |
| B02 00104 0027 | 109 | S DIXIE DR | 0 | AKA INVESTMENTS CO LLC |
| B02 00103 0060 | 112 | S DIXIE DR | 0 | RUTH BRUSMAN AND DAVID NESTLE |
| B02 00104 0025 | 117 | S DIXIE DR S DIXIE DR | 0 0.068 | WHETSTONE, MARK A AND STACIE LYNN |
| B02 00104 0005 B02 00103 0035 | 125 128 | S DIXIE DR | 0.068 | HILTERBRAN, RALPH O AND SANDRA S |
| B02 00103 0033 B02 00104 0072 | 120 | S DIXIE DR | 0.118 | BRUSMAN, RUTH |
| B02 00104 0072 B02 00102 0006 | 90 | IMPERIAL CT | 0.118 | KAYLOR, LYLBURN D AND TONYA J OBERER |
| B02 00102 0008 | 110 | IMPERIAL CT | 0.242 | DENALI INVESTMENTS, LLC |
| B02 00102 0008 B02 00102 0039 | 124 | IMPERIAL CT | 0 | SYMONDS, JOANNE |
| B02 00102 0037 B02 00102 0040 | 132 | IMPERIAL CT | 0 | SCHLATER, PATRICIA R |
| B02 00102 0040 | 142 | IMPERIAL CT | 0 | MYERS, JOSEPH E AND LISA A |
| B02 00102 0042 | 150 | IMPERIAL CT | 0 | HAHN, CHRISTIAN P AND LOIS A |
| B02 00103 0031 | 0 | KENBROOK DR | 0 | CITY OF VANDALIA |
| B02 00103 0048 | 15 | KENBROOK DR | 0 | MC DOWELL, DONALD M AND SALLY A |
| B02 00103 0032 | 18 | KENBROOK DR | 0 | CITY OF VANDALIA |
| B02 00103 0014 | 19 | KENBROOK DR | 0 | WHISMAN, JEFFEREY D |
| B02 00103 0052 | 26 | KENBROOK DR | 0 | VANDALIA COUNCIL |

| PARID | ADRN | STREET | ACRES | |
|----------------------------------|------------------|--------------------------------|--------------|--|
| B02 00101 0038 | 0 | MAPLE ST | 0 | CITY OF VANDALIA |
| B02 00101 0039 | 0 | MAPLE ST | 0 | CITY OF VANDALIA |
| B02 00101 0040 | 0 | MAPLE ST | 0 | CITY OF VANDALIA CITY OF VANDALIA |
| B02 00101 0041 B02 00101 0007 | 19 | MAPLE ST | 0 | GIANT DAYTON LLC |
| B02 00101 0007 B02 00101 0051 | 0 | E NATIONAL RD E NATIONAL RD | 0 | PAT'S PROPERTIES LTD |
| B02 00101 0031 B02 00103 0006 | 0 | E NATIONAL RD | 0 | NATIONAL REAL ESTATE LLC |
| B02 00103 0000 B02 00103 0010 | 2 | E NATIONAL RD | 0 | GROME, STEVEN P AND DIANNE V |
| B02 00103 0009 | 24 | E NATIONAL RD | Ő | MARCUS ERIC AND ARNOVITZ FAMILY LTD |
| B02 00103 0047 | 26 | E NATIONAL RD | 0 | MARCUS, ERIC AND ARNOVITZ FAMILY LTD |
| B02 00101 0003 | 31 | E NATIONAL RD | 0 | HENSON, LOIS L |
| B02 00103 0008 | 34 | E NATIONAL RD | 0 | WINEMILLER F, CAROLYN TR |
| B02 00103 0007 | 42 | E NATIONAL RD | 0 | PASHA, NOORANISSA J |
| B02 00101 0004 | 45 | E NATIONAL RD | 0 | HENSON, LOIS L |
| B02 00101 0005 | 101 | E NATIONAL RD | 0 | ORTHODOX COVENANT NATIONAL REAL ESTATE LLC |
| B02 00103 0005 | 112 | E NATIONAL RD E NATIONAL RD | 0 | PAT'S PROPERTIES LTD |
| B02 00101 0006 B02 00102 0010 | 115 119 | NATIONAL RD | 0 1.5 | HORIZON VENTURE LIMITED |
| B02 00102 0010 B02 00102 0023 | | W NATIONAL RD | 1.59 | BD OF ED |
| B02 00104 0039 | | W NATIONAL RD | 0.245 | BRAMLAGE, JOSEPH |
| B02 00201 0060 | | W NATIONAL RD | 0.617 | BD OF ED |
| B02 00102 0054 | 1 | w national RD | 0.87 | KERSH AND COX |
| B02 01402 0001 | 26 | w national RD | 1.895 | NORTH DIXIE VANDALIA LTD |
| B02 00102 0025 | | W NATIONAL RD | 0 | FIAMENGO, PAUL |
| B02 00104 0028 | | W NATIONAL RD | 0 | LUTHERAN CHURCH ST JOHN'S |
| B02 00102 0024 | | W NATIONAL RD | 0 | HORIZON VENTURE LIMITED |
| B02 00104 0007 | | W NATIONAL RD | 0 | LUTH CH ST JOHNS EVANGELICAL LUTH CH ST JOHNS EVANGELICAL |
| B02 00104 0008 B02 00102 0011 | | w national RD w national RD | 0 | MANUEL, BARBARA J TRUSTEE |
| B02 00102 0011 B02 00104 0030 | | W NATIONAL RD | 0 | ST JOHNS LUTH CH EVANGELICAL |
| B02 00104 0000 B02 00102 0028 | | W NATIONAL RD | 0 | PHILLIPS, RICHARD M AND JENNIFER T |
| B02 00104 0046 | | W NATIONAL RD | 0 | ROLLERT, JOYCE A |
| B02 00104 0038 | 202 | w national RD | 0 | BRAMLAGE, JOSEPH |
| B02 00201 0061 | | w national RD | 0.383 | DANE JAMES D AND ALVINA |
| B02 00104 0037 | | W NATIONAL RD | 0.361 | PETKUS, MICHAEL J JR AND MARION E |
| B02 00104 0076 | | W NATIONAL RD | 0.39 | ALEX V DEMARCO AND PHYLLIS A |
| B02 00104 0036 | | w national RD w national RD | 0 7.8 | CARLOCK C JESSE TR BD OF ED |
| B02 00201 0058 B02 00104 0010 | | W NATIONAL RD | 7.6 0.845 | SONNENBERG, A EARL |
| B02 51013 0001 | 0 | ORCHARD LN | 0.286 | ORCHARD PARK PARTNERSHIP |
| B02 51013 0002 | 0 | ORCHARD LN | 3.060 | ORCHARD PARK PARTNERSHIP |
| B02 00101 0076 | | N PERRY ST | 0 | LAH, FRANK W AND RUTH A |
| B02 00101 0056 | 19 | N PERRY ST | 0 | POWERS, JAMES W AND MARY T |
| B02 00101 0025 | | N PERRY ST | 0 | ESTEP, JEANNE TR |
| B02 00101 0026 | | N PERRY ST | 0 | BATAIELLE, TOM S |
| B02 00101 0057 | | N PERRY ST | 0 | WALTON, GILBERT J AND LAURA Y |
| B02 00101 0027 | 30 | N PERRY ST | 0 | LINDSAY APRIL SUE CITY OF VANDALIA |
| B02 00101 0058 B02 00101 0024 | 31 37 | N PERRY ST N PERRY ST | 0 | FISHER, ROBERT J AND ROBIN N |
| B02 00101 0024 B02 00101 0097 | 38 | N PERRY ST | 0 | CITY OF VANDALIA |
| B02 00101 0077 B02 00101 0023 | 41 | N PERRY ST | 0 | THE BANK OF NEW YORK MELLON |
| B02 00101 0022 | 47 | N PERRY ST | Ö | KUNTZ, DENNIS C |
| B02 00101 0096 | 50 | N PERRY ST | 0 | MOORE, GARY W |
| B02 00101 0020 | 53 | N PERRY ST | 0 | WILLIS, JUSTIN B ETAL 3 |
| B02 00101 0021 | 53 | N PERRY ST | 0 | WILLIS JUSTIN B ETAL 3 |
| B02 00101 0031 | 54 | N PERRY ST | 0 | JOHNSON C NEVADA JR |
| B02 00101 0032 | 62 | N PERRY ST | 0 | DAVIS DIANA M KENBROOK PROPERTIES LLC |
| B02 00103 0017 | 0 17 | S PERRY ST S PERRY ST | 0 | FINNEGAN, GREGG M |
| B02 00103 0016 B02 00103 0050 | 1 <i>7</i> 18 | S PERRY ST | 0 | KENBROOK PROPERTIES LLC |
| B02 00103 0036 | 0 | S TIONDA DR | 0 | HILTERBRAN, RALPH O AND SANDRA S |
| B02 00103 0037 | 0 | S TIONDA DR | 0 | CITY OF VANDALIA |
| B02 00103 0015 | 31 | KENBROOK DR | 0 | RADOMINSKI, TOM |
| B02 00103 0030 | 32 | KENBROOK DR | 0 | CITY OF VANDALIA |
| B02 00103 0029 | 38 | KENBROOK DR | 0 | CITY OF VANDALIA |
| B02 00103 0018 | 107 | KENBROOK DR | 0 | WILCHER, JAMES E |

Site 2: Parcels showing Parcel ID Numbers B02 00127 0016 B02 00119 0003 B02 00120 0018 B02 00127 0017 B02 00127 0015 B02 00127 0024 B02 00119 0004 B02 00127 0018 B02 00120 0017 B02 00127 0019 B02 00119 0005 B02 00127 0023 NATIONAL

Site 2: Site Information with Parcel ID

| PARID | ADRN | | STREET | ACRES | OWNER |
|----------------|------|---|-----------------|-------|-------------------------|
| B02 00127 0018 | 37 | | BROWN SCHOOL RD | 0.371 | BACK ROGER L |
| B02 00127 0017 | 49 | | BROWN SCHOOL RD | 0.369 | EDWARDS, ALENE F |
| B02 00127 0016 | 57 | Ν | BROWN SCHOOL RD | 0.368 | ROST, CHARLES |
| B02 00120 0018 | 0 | | FOLEY DR | 1.428 | CFM LAND INVESTMENT LLC |
| B02 00119 0004 | 0 | | FOLEY DR | 0.993 | HUELSKAMP, KEITH |
| B02 00119 0005 | 0 | | FOLEY DR | 1.383 | HUELSKAMP, KEITH |
| B02 00119 0003 | 55 | | FOLEY DR | 1.682 | CAS REALTY INC |
| B02 00120 0019 | 819 | Е | NATIONAL RD | 0.834 | SUCHER, GREGORY D |
| B02 00120 0014 | 845 | Е | NATIONAL RD | 5.668 | PATE, KAILASH |
| B02 00127 0015 | 845 | Е | NATIONAL RD | 2.552 | PATEL, KAILASH G |
| B02 00127 0019 | 889 | Е | NATIONAL RD | 0.596 | HELGA LTD |

Site 3: Parcels showing Parcel ID Numbers



Site 3: Site Information with Parcel ID

| PARID | ADR | | STREET | ACRES | OWNER |
|-----------------|------|---|-------------|--------|---|
| B02 01015 0006 | 0 | | DOG LEG RD | 50.836 | LJK ENTERPRIES |
| B02 01015 0009 | 0 | | DOG LEG RD | 6.006 | EMAC II LTD |
| B02 01014 0001 | 0 | | DOG LEG RD | 14.138 | MARTINEZ, CHARLOTT E LOUISE |
| B02 01015 0021 | 0 | | DOG LEG RD | 37.695 | HERTLEIN, HERMAN |
| B02 01014 0019 | 0 | | DOG LEG RD | 5.862 | CONGREGATION OF JEHOVAH'S WITNESSES |
| B02 01015 0039 | 0 | | DOG LEG RD | 15.926 | BROWN, JOHN A |
| B02 01014 0003 | 8750 | | DOG LEG RD | 21.465 | RENTZ, CHARLES T |
| B02 01014 0002 | 8890 | | DOG LEG RD | 42.887 | HARRIS, SHIRLEY ANN |
| B02 01015 0023 | 9140 | | DOG LEG RD | 52.8 | MARTINEZ, CHARLOTT E LOUISE TRUSTEE |
| B02 01015 0025 | 9244 | | DOG LEG RD | 5.384 | ANDERSON, DANNY RAY AND TERESA L |
| B02 01015 0036 | 9249 | | DOG LEG RD | 5.003 | LIMBERT, EDWARD J AND MARY L |
| B02 01015 0020 | 9250 | | DOG LEG RD | 5.384 | ANDERSON, PAUL F AND LOIS A |
| B02 01015 0029 | 9261 | | DOG LEG RD | 5.003 | KOEHL, WILLIAM MICHAEL JR |
| B02 01015 0045 | 9375 | | DOG LEG RD | 2.7356 | TREASURE CHEST STORAGE |
| B02 01015 0019 | 9494 | | DOG LEG RD | 55.71 | GEIGER, MARY F AND CHARLES P |
| B02 01015 0014 | 0 | W | NATIONAL RD | 14.328 | CITY OF DAYTON |
| B02 01015 0042 | 0 | W | NATIONAL RD | 6.6611 | SONNENBERG, ERIC J AND DONNA R |
| B02 01015 0011 | 2395 | W | NATIONAL RD | 2 | CITY OF DAYTON |
| B02 01015 0030 | 2700 | W | NATIONAL RD | 8.932 | DATAHAMI LIMITED PARTNERS HIP |
| B02 01015 0031 | 2720 | W | NATIONAL RD | 3.619 | BOLINGER, JAMES P |
| B02 01015 0040 | 2740 | W | NATIONAL RD | 2.9693 | KOENIG EQUIPMENT INC |
| B02 01015 00352 | 2750 | W | NATIONAL RD | 6.9909 | JMZ INVESTMENTS LLC AND WCS INVESTMENTS HOLDING LLC |
| B02 01015 0034 | 2800 | W | NATIONAL RD | 7.301 | NEAL, RICK L AND KAREN L |
| B02 01015 0001 | 2858 | W | NATIONAL RD | 45.938 | HALL, CLARENCE F |
| B02 01015 0015 | 2880 | W | NATIONAL RD | 14.327 | CITY OF DAYTON |
| B02 01015 0037 | 2950 | W | NATIONAL RD | 2 | EXPRESS CREDIT SERVICES CORP |

Site 4: Parcels showing Parcel ID Numbers



Site 4: Site Information with Parcel ID

| PARID | ADRN | STREET | ACRES | OWNER |
|----------------|-------|--------------------|--------|---|
| B02 01126 0003 | 0 | CASSEL RD | 2.055 | COUCH JUDY M |
| B02 01301 0013 | 0 | CASSEL RD | 18.275 | MOUNT CLARE PROPERTIES INC |
| B02 01126 0004 | 0 | CASSEL RD | 2.898 | COUCH JUDY M |
| B02 01126 0005 | 0 | CASSEL RD | 2.878 | COUCH JUDY M |
| B02 00623 0002 | 0 | CASSEL RD | 1.217 | SMITH JOAN I |
| B02 01301 0033 | 0 | CASSEL RD | 0.847 | GARMAN, JOHN |
| B02 00316 0030 | 0 | CASSEL RD | 6.141 | FIAMENGO, PAUL |
| B02 00316 0046 | 0 | CASSEL RD | 8.4 | TADMOR VIEW LLC |
| B02 00316 0016 | 208 | CASSEL RD | 4.218 | HERLER ENTERPRISES LLP |
| B02 00316 0025 | 250 | CASSEL RD | 0 | LIVING WORD, DAYTON |
| B02 00316 0022 | 250 | CASSEL RD | 2.9 | LIVING WORD DAYTON INC |
| B02 00316 0026 | 10300 | CASSEL RD | 6.34 | HIRSCH, HERBERT L AND SUSAN D |
| B02 00316 0027 | 10320 | CASSEL RD | 6.381 | GRESS, STEVEN L |
| B02 00316 0028 | 10400 | CASSEL RD | 15.431 | GRICE, THOMAS A |
| B02 01126 0001 | 10440 | CASSEL RD | 2.365 | COUCH JUDY M |
| B02 00316 0044 | 10560 | CASSEL RD | 3 | FIELDS, KIM J AND KAREN S |
| B02 00316 0045 | 10600 | CASSEL RD | 5.471 | FIAMENGO, PAUL H |
| B02 00316 0031 | 10630 | CASSEL RD | 3.417 | ATKINS, RONNIE D AND NOREEN R |
| B02 00316 0033 | 10680 | CASSEL RD | 3.073 | KITTA, PETER P AND DONNA M |
| B02 00316 0035 | 10712 | CASSEL RD | 2.729 | FLEENOR, JAMES E AND PAMELA A |
| B02 00316 0037 | 10754 | CASSEL RD | 2.641 | BAKER, JANE |
| B02 00316 0039 | 10800 | CASSEL RD | 2.034 | MARSH, WILLIAM L AND HARRIET E |
| B02 01302 0002 | 10838 | CASSEL RD | 2.061 | HUFFMAN, CHARLIE A |
| B02 01302 0001 | 10868 | CASSEL RD | 1.998 | MOLONEY, SUSAN ANN |
| B02 00316 0040 | 10916 | CASSEL RD | 4.628 | HENDERSON, ROBERT RAY III AND CYNTHIA K |
| B02 01301 0019 | 11069 | CASSEL RD | 5.07 | MCATEE, MICHAEL K |
| B02 01301 0020 | 11098 | CASSEL RD | 2.972 | GREER, MICHAEL S |
| B02 01301 0036 | 11150 | CASSEL RD | 2.24 | TRICK, GREGORY A AND CASANDRA J |
| B02 01301 0017 | 11180 | CASSEL RD | 3.231 | OEHLENSCHL, AGER RICHARD L AND BETTY A |
| B02 01301 0016 | 11200 | CASSEL RD | 3.417 | DOEHLER, WALTER F AND JANE A |
| B02 01301 0015 | 11228 | CASSEL RD | 1.579 | ROSS, MICHAEL E AND AMY M |
| B02 01301 0014 | 11256 | CASSEL RD | 2.633 | FRANKLIN, KEVIN R AND CHERYL L |
| B02 01301 0007 | 11430 | CASSEL RD | 4.255 | GOTTHARDT, RYAN N |
| B02 01301 0006 | 11450 | CASSEL RD | 2.544 | SINK KEVIN J AND BETH A |
| B02 01301 0037 | 11460 | CASSEL RD | 2.465 | MARTIN, DANIEL E AND MICHAELE N |
| B02 01301 0005 | 11470 | CASSEL RD | 5.71 | GOODIN, HEIDI M |
| B02 00623 0003 | 11510 | CASSEL RD | 1.217 | FAUGHN, DENNIS L AND DEBORAH K |
| B02 00623 0001 | 11536 | CASSEL RD | 2.48 | SMITH JOAN I |
| B02 01301 0038 | 11600 | CASSEL RD | 1.322 | FROSCHAUER, JOHN C SR AND REGINA E |
| B02 01126 0006 | 0 | CEDAR CLIFF RUN | 1.236 | COUCH JUDY M |
| B02 01302 0003 | 10956 | N CASSEL RD | 0 | ROWLAND, LARRY D AND WANDA R |
| B02 01301 0018 | 11125 | N CASSEL RD | 2.14 | GREER, ROBERT MICHAEL JR AND MELINDA J |
| B02 01301 0012 | 5378 | OLD SPRINGFIELD RD | 22.625 | BROWN, DOTTIE L AND TED L |

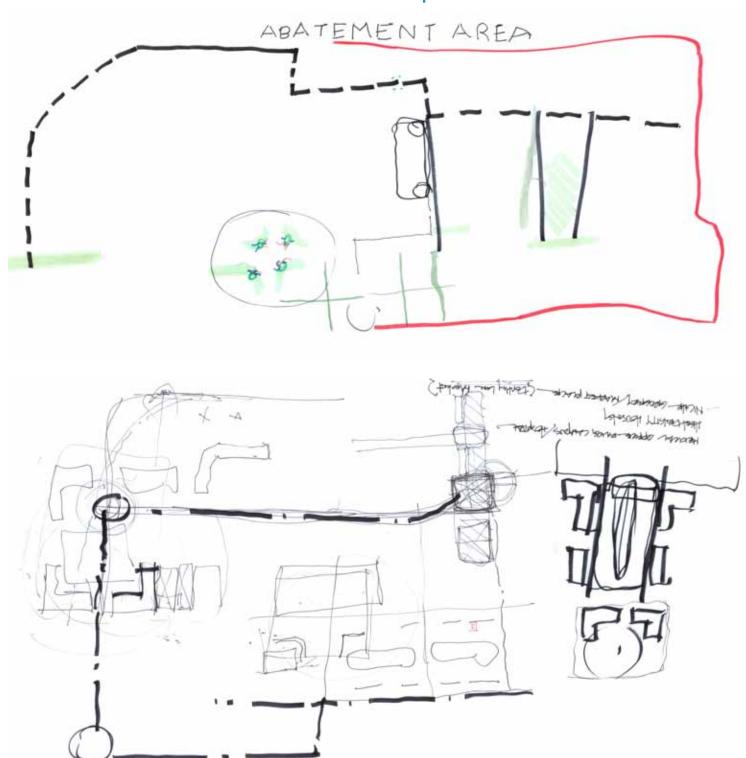
Site 5: Parcels showing Parcel ID Numbers



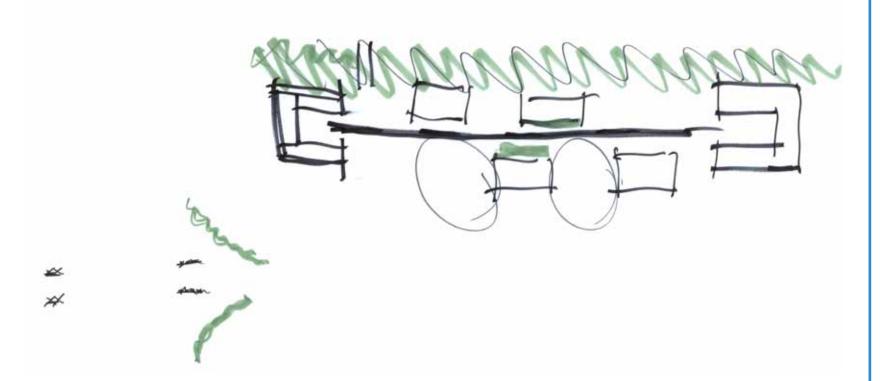
Site 5: Site Information with Parcel ID

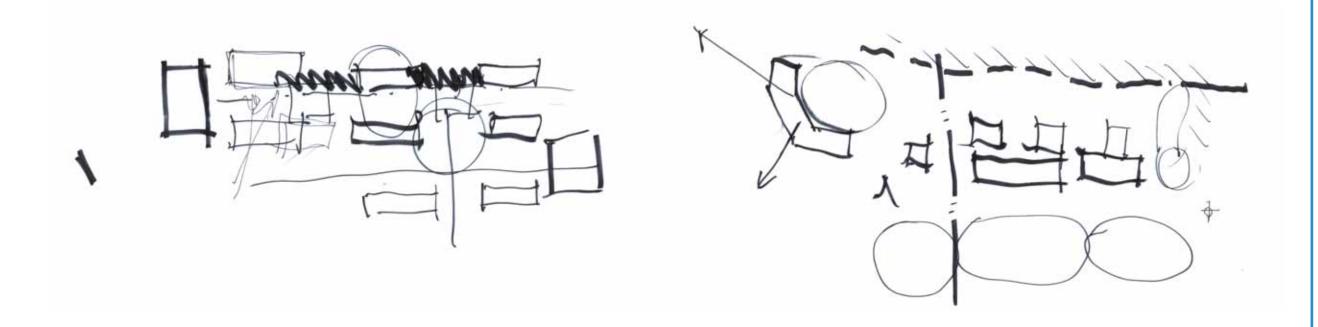
| PARID | ADRN | STREET | ACRES | OWNER |
|----------------|------|----------------|---------|-----------------------------------|
| B02 00622 0015 | 3645 | MULBERRY RD | 79.186 | KARNS LARRY R AND CONNIE J TRS |
| B02 00622 0014 | 3645 | MULBERRY RD | 1.5 | KARNS THELMA F AND CONNIE J |
| B02 00621 0011 | 3430 | MULBERRY RD | 5.292 | WARNER DONALD E AND BARBARA L |
| B02 00621 0012 | 0 | MULBERRY RD | 0.488 | WARNER DONALD E AND BARBARA L |
| B02 00621 0013 | 3490 | MULBERRY RD | 1.289 | WARNER DONALD E AND BARBARA L |
| B02 00622 0005 | 3500 | MULBERRY RD | 3.587 | OWEN VERNON E AND MAUREENE A |
| B02 00621 0010 | 3475 | MULBERRY RD | 5 | Warner James D and Georgian |
| B02 00624 0001 | 0 | MULBERRY RD | 11.3713 | COPPERFIELD LLC |
| B02 00624 0002 | 3425 | MULBERRY RD | 2.106 | DANIELS ELVA J TR AND VIVIAN N TR |
| B02 00624 0003 | 0 | MULBERRY RD | 2.366 | DANIELS ELVA J TR AND VIVIAN N TR |
| B02 00624 0004 | 3431 | MULBERRY RD | 2.403 | EIFERT RANDY |
| B02 00624 0005 | 3441 | MULBERRY RD | 2.403 | FREEMAN JOHN D AND ANN R |
| B02 00624 0006 | 3430 | MULBERRY RD | 3.959 | WHITENACK RONALD T AND GERTRUDE C |
| B02 00622 0019 | 3645 | MULBERRY RD | 40.36 | KARNS LARRY R AND CONNIE J TRS |
| B02 00622 0016 | 3677 | MULBERRY RD | 1.15 | KARNS LARRY R AND LINDA SUE |
| B02 00622 0012 | 3575 | MULBERRY RD | 2.003 | PARK PLACE INVESTORS LLC |
| B02 00622 0006 | 3560 | MULBERRY RD | 3.711 | OWENS DAVID A AND PAMELA J SHIMP |
| B02 00624 0008 | 0 | NATIONAL RD | 3.661 | DAYTON POWER AND LIGHT CO |
| B02 00622 0001 | 3490 | STONEQUARRY RD | 1.095 | STATE RESOURCES CORP |
| B02 00621 0007 | 3480 | STONEQUARRY RD | 0.8052 | DRUMMER CHRISTINA L AND BRUCE E |
| B02 00621 0002 | 3380 | STONEQUARRY RD | 7.5 | BROWNING CLIFFORD E |
| B02 00621 0003 | 3420 | STONEQUARRY RD | 2 | LAUGHTER TEDDY J AND PAMELA |
| B02 00621 0004 | 3420 | STONEQUARRY RD | 1.6 | LAUGHTER TEDDY J AND PAMELA |
| B02 00621 0005 | 3460 | STONEQUARRY RD | 3.8455 | GRUBER MARK W AND VICTORIA |
| B02 00622 0004 | 0 | STONEQUARRY RD | 2 | STATE RESOURCES CORP |
| B02 00622 0002 | 3500 | STONEQUARRY RD | 2 | STATE RESOURCES CORP |

Site 1: Additional Concept Sketches

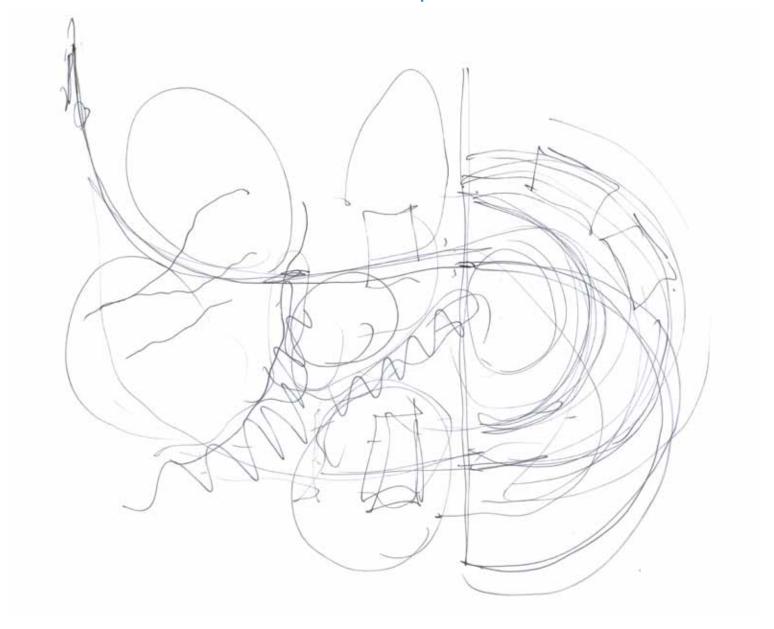


Site 2: Additional Concept Sketches





Site 3: Additional Concept Sketches



Site 4: Additional Concept Sketches



Site 5: Additional Concept Sketches

