PROLOGUE

This Plan, visionary in its essence, should always be considered as a living document to be used by future City Councils, Boards and staff as a resource to guide them in the decision-making process to make their future determinations. Recognizing the inherent limits of the Plan's visionary nature, the Plan must be subject to re-examination and modification; thus, elevating it to a living document.

EXECUTIVE SUMMARY

During the past decade, the City of Vandalia has been experiencing a surge in development pressure and, in response, updated the 1985 Comprehensive Plan. Based on a series of population projections, the City could have as many as 25,420 citizens by 2020. The Comprehensive Plan serves as a guide for development decisions and reflects the community's long-range vision for the future.

This plan like any good planning effort begins with the development of a community vision. The vision tries to incorporate the basic premise of fairness to all residents of the City, both lifelong residents and new. A Steering Committee composed of the City Manager, Assistant City Manager, Service Director, Assistant Service Director, and representatives from the Planning Commission and Board of Zoning Appeals was convened to develop the vision and the steps necessary to accomplish it.

A series of goals and objectives emerged from the visioning exercise. Overall, the goals and objectives reflect the City's desire to preserve the quality of life in the City. The City will strive to promote neighborhood identity and promote greater levels of citizen participation. The City will also strive to enhance its economic base through the continued development of commercial, office and industrial space.

The second step in this process is a thorough assessment of the currently existing conditions and trends that can be seen with respect to all facets of the community's life: growth patterns, economic conditions, needs of the population, natural resources, the ability of the land to sustain various intensities of uses, and the ability of the local government to provide necessary services and infrastructure.

Recommendations are developed to bring about the vision. These recommendations consider take into account the existing conditions, the goals and objectives of the Plan and the vision for the future.

The last phase of the process is the development of an implementation strategy. Since the plan is a long-range vision of the future, many of the strategies do not require immediate implementation. However, certain key actions must be taken in the next one to three years to ensure that the plan is successful. City Council, Planning Commission, and Board of Zoning Appeals members all placed a high priority on the zoning/land use, administrative, and intergovernmental recommendations. In addition to those recommendations, the hot spots identified as a part of this Plan – the downtown area (National & Dixie), the Airport's proposed expansion area, the Wyse/Benchwood/Miller Lane area, and the gateways— will also receive immediate attention.

To fully appreciate the processes leading to these recommendations, the reader is encouraged to read the entire document as presented. An effort has been made to document the analytical steps taken that are necessary to producing a meaningful document that supports resulting policies and provide the legal basis for defending them.

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Community Facilities map

INTRODUCTION

Urban planning can be defined as the deliberate, organized, and continuous process of preparing whatever information is necessary to advise elected officials on actions relevant to city growth and change. The comprehensive plan, an important product of this process, details the development of goals and graphically portrays the spatial relationships of a proposed city pattern. The comprehensive plan provides the strategic view of what the community will physically resemble in the future, and the general policy statements of how to get there. It provides the framework for more detailed development or functional plans, such as parks and open space, utilities, land use, transportation, and neighborhood redevelopment. It is a guide for developers, landowners, concerned citizens, planning commissions, and elected officials as they make decisions about land.

Comprehensive planning has been utilized in the City of Vandalia since the 1960's when the Miami Valley Regional Planning Commission completed the City's first comprehensive plan. As municipalities grow, it is often necessary to update the comprehensive plan. The most recent comprehensive plan update was completed in 1985. Since that time the City has experienced tremendous growth in terms of population and economic development. Also, the majority of the plan's goals have been exhausted. To ensure continued prosperity, the City determined that a comprehensive plan update was needed. The City began the process of updating the comprehensive plan in December 1999. The plan was completed in July 2000 and officially adopted in August 2000.

Before a vision can be established, citizens must understand why planning is important and how the comprehensive plan can become a tool to guide Vandalia into the 21st century. The comprehensive plan can be characterized as long-range, comprehensive, and general. It is long-range in that it projects 20 to 30 years into the future. It is comprehensive in that it encompasses all geographical parts of the community and all the functional elements that bear on physical development. It is general in that the plan designates only the general location, character, and extent of the major physical elements of the community.

The plan is based on citizen input and careful studies of the planning areas, which merge into a broad consensus on land use and the location of future development. That is, the comprehensive plan sets forth a realistic vision for how the community should grow and develop. It is flexible, however, and capable of responding to changing needs and technical innovation.

Since the plan contains a community vision, citizen involvement has been an integral part of the planning process. Burns, Bertsch & Harris, Inc. worked with a steering committee composed of representatives from the Planning Commission, Board of Zoning Appeals, and Administration. Several public events were also scheduled throughout the planning process. In addition to these public events, one-on-one interviews were conducted with City Council, department heads, the Chamber of Commerce, school board representatives, and representatives from the business community.

HISTORY OF VANDALIA - "CROSSROADS OF AMERICA"

In 1838, Vandalia was nothing more than the crossing point of two dirt trails near a spot known now as the intersection of National Road (Route 40) and Dixie Drive. Benjamin Wilhelm, a settler from Pennsylvania, was the first to settle in the area, building his home and a small general store that would serve travelers as they journeyed westward.

The busy path attracted more entrepreneurs and soon a small settlement began to take shape. In 1848, incorporation papers were filed to establish the Village of Vandalia. Mr. Wilhelm became its first mayor.



A few years later, two tragedies -- a cholera epidemic and the Civil War -- devastated the village. It was not until 1900 that its population again reached 200.

In 1911, a nationally-funded road program had significant impact upon Vandalia. Construction began on a lake-to-the-gulf highway from Detroit to Cincinnati and points even farther south.

The most advantageous route for this highway was along the north-south dirt path that had since become known as the Troy Pike. The new highway intersected the National Road crowning Vandalia...The Crossroads of America!

In spite of its many advantages in terms of transportation, population growth has been a relatively recent phenomenon in Vandalia. In 1940, Vandalia's population was only 378. Only 20 years later, the City had grown to 6,342 residents. Rapid growth has continued, and Vandalians now number approximately 14,000.

Today, Vandalia's "old" crossroads is complemented by a new intersection at Interstates 70 and 75, optimizing travel to all parts of the Midwest. Dayton International Airport's presence in the community makes Vandalia a hub of the airways, as well.

VISION & VALUES

The City of Vandalia Community Vision embodies the City's desired future, as articulated by the residents and the Steering Committee. Development of a Community Vision is not a simple process. It results from an extensive process of citizen input and data collection, including interviews, surveys, focus groups, and a charrette. The Steering Committee becomes a tool in developing the Community Vision and identifying community values by participating in series of exercises where community issues are discussed and solutions explored.

COMMUNITY VALUES / CHARACTERISTICS

During the first Steering Committee session, members were asked to identify community values and characteristics. These community values and characteristics help define the direction that the Comprehensive Plan will take. Notice that the majority of values and characteristics listed below center around quality of life issues.

- Manageable traffic patterns
- Opposed to new commercial districts
- "Sensible growth" community (growth, but not at any cost)
- Good city services (clean, etc.)
- Home town feeling
- Many housing options
- Recreation opportunities
- Good place to raise a family
- Upwardly mobile community
- Good school system
- Safe and secure (lowest crime rate in the county)
- Good relationship with neighboring townships
- Geographic location / convenient access
- Disproportionately industrial / import jobs
- Stable / increasing property

values

- Proximity to airport
- Park system (community edges)
- Integration of single-family and multi-family housing
- Stable population (longevity / loyalty)
- Financially healthy / low tax, high service government
- Open communications / informal processes
- Good public golf course
- Large number of churches / many large churches
- Lack central gathering place / no identifiable downtown
- Proximity to labor market of Dayton SMA
- "Crossroads of America"

VISIONING EXERCISE

The first stage in developing the Community Vision for the City of Vandalia began with the Steering Committee in January 2000 when the Committee completed a three-step visioning exercise. The process involved identifying two possible outcomes of what the community would look like if the City either (1) did nothing, or (2) used planning and citizen involvement. Finally, the Committee identified the steps needed to bridge the gap between the two scenarios.

The first part of this exercise consisted of the development of statements describing "cruise-control" for Vandalia. In "cruise-control," nothing would change from its current state. There is no change in the way decisions are made, no policy changes, no change in existing community programs, etc. The Steering Committee considered a period of ten to twenty years (or the years 2010-2020) for this scenario. The statements were developed in response to the following question:

- * What will the City of Vandalia look like / be like in ten to twenty years if nothing changes, "cruise-control?"
- 1. Older neighborhoods with post-war housing stock will have declined
- 2. Vandalia will have fallen behind other communities in the region in every aspect
- 3. Some natural growth and development
- 4. Old comprehensive plan goals exhausted
- 5. Polarization of some areas loss of local business in the CBD
- 6. Decline in Poe Avenue area because of changes in the interstate connection
- 7. Industrial areas not fully utilized
- 8. Sharp cultural / economic divisions and the problems associated with this
- 9. Increase in the number of rental units absentee landlords
- 10. Continued expansion of utilities, roadways, and an increase in industry
- 11. No new space to develop homogenization of business districts
- 12. Neighborhoods threatened by more environmental externalities
- 13. Conflicting land uses
- 14. Loss of community values and characteristics

The second part of the exercise consisted of the development of vision statements describing a "preferred future" for Vandalia. A vision statement describes what, how, or where a community could or should be at a specified future time. Again, the Steering Committee considered a period of ten b twenty years (or the years 2010 to 2020). The vision statements were developed in response to the following question:

- * What could Vandalia look like / be like in ten to twenty years with good planning and strong city and citizen effort, but no miracles?
- 1. Nonconforming districts become conforming with the new land use plan
- 2. Positively well-balanced community (land use districts, appearance)
- 3. Comprehensive plan adopted that has strong goals and principles, is reliable, and is used

- by Planning Commission / Zoning Appeals
- 4. Community has a focal point
- 5. Well-organized, defined, and protected neighborhoods
- 6. Additional high quality industrial and office development
- 7. Extension of utilities on the west end of town and along the airport access road; expansion of roads (Webster)
- 8. Thoroughfare Plan accomplished
- 9. Maintenance of positive community values, stable and increasing property values
- 10. Premier city in the Northern Miami Valley
- 11. Stronger school system its growth parallels city growth
- 12. Create and maintain policies that enhance the school district
- 13. Stand out from other communities

For the third and final part of the exercise, the Steering Committee was asked to develop action steps for the vision statements and think about what made the difference between scenarios one and two. Action step development moves the discussion beyond initial visioning into implementation by establishing critical, urgent tasks that are necessary to achieve the visions. The action steps generated as a part of this exercise were integrated into the recommendations found throughout the plan.

TRENDS

During Steering Committee meetings and throughout the interview process, the following trends were identified.

- Rising costs of government
- Increase of regional commercial chains affecting local / private businesses
- Desire to locate manufacturing high / desire to locate offices weak
- Businesses increasingly foreignowned
- Explosion of new subdivisions / running out of land
- Potential for development at major interchanges
- Increasing traffic (air & highway)
- Overlap in business zoning districts

- Potential impact of e-commerce
- Interstate congestion
- Commercial industrialization to exclusion of residential development (Little York)
- Commercial upgrading (Dixie)
- Decline in major shopping centers / anchor stores
- New housing mostly upper end
- Rising awareness of noise and air pollution
- Future of the Grand American
- Annexation of new property

The Comprehensive Plan that follows will provide recommendations targeted at many of the trends discussed above.

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GOALS & OBJECTIVES

Throughout the planning process, the Steering Committee received input from citizens through surveys and public meetings. The Steering Committee also received input from key stakeholders and elected officials. The goals and objectives presented below represent a synthesis of the various interests.

Recommendations or action steps to accomplish the objectives below can be found throughout the plan.

GOAL I

Undertake annexation aimed at rounding-off the City's boundaries by targeting strategic parcels that can be efficiently serviced by the City while contributing to the overall economy and sense of community.

GOAL I OBJECTIVES

- 1. Annex the fingers of land bounded on 50 percent or more of the sides by the City of Vandalia.
- 2. Annex other lands that can be efficiently served.
- 3. Annex land that offers strategic advantages to the City.
- 4. Respect physical barriers when considering annexations.
- 5. Phase the annexation program of the City in order to provide a smooth transition in urban services, establish logical city boundaries, and promote coordinated capital improvement programming.

GOAL II

Preserve and increase the sense of community by protecting existing and future residential neighborhoods through the enhancement of property values, community appearance, and protection of the natural and built environment.

GOAL II OBJECTIVES

- 1. Create and promote neighborhood identity.
- 2. Preserve the quality of existing property and housing stock.
- 3. Protect existing residential neighborhoods from airport noise pollution.
- 4. Discourage new residential development in areas already impacted by air, noise, or ground water pollution.
- 5. Allow for a range of housing types to accommodate increased population growth while improving and protecting the City's residential neighborhoods.
- 6. Provide and coordinate programs to prevent the deterioration of existing structures and public facilities.

GOAL III

Enhance the physical appearance and economic vitality of commercial districts within the community.

GOAL III OBJECTIVES

- 1. Collaborate with adjacent political jurisdictions in shared commercial districts.
- 2. Identify niche markets for the major commercial districts.
- 3. Create a community awareness of commercial and retail shopping opportunities in Vandalia.
- 4. Create attractive and safe pedestrian and vehicular traffic flow in commercial districts.
- 5. Encourage the reuse of vacant commercial space.
- 6. Create community development standards.

GOAL IV

Retain, broaden, and diversify the economic base of the community by seeking an appropriate mix of industrial, commercial, and office uses.

GOAL IV OBJECTIVES

- 1. Identify and obtain control of land offering special advantages for industrial and office development.
- 2. Improve current retention programs.
- 3. Encourage the elimination of incompatible land uses in the office / industrial districts.
- 4. Evaluate existing administrative procedures and codes to improve and enhance the existing mix of uses.
- 5. Promote public awareness of existing programs and policies.
- 6. Evaluate and adjust Vandalia's competitiveness in attracting businesses.

GOAL V

Undertake appropriate investments and actions aimed at improving the quality of life for people who live, work, and visit the City.

GOAL V OBJECTIVES

- 1. Create a distinctive identity for the City of Vandalia.
- 2. Extend utilities to areas having a special advantage for economic development.
- 3. Support recreational and cultural programs that contribute to the quality of life in the City of Vandalia.
- 4. Encourage greater levels of citizen involvement on planning issues and other important items.

POLICY STATEMENT

Subject to its power to act, the City Council should adopt this Policy Statement. The Policy Statement will be utilized as a guideline for action. Modification of this statement should follow the procedures used in the initial adoption of the Policy Statement, thereby offering the opportunity for discussion and change.

PLANNING POLICY STATEMENT

PURPOSE: The purpose of this planning policy statement is to:

- **1. Ensure Consistency.** Promote the legal requirement of reasonableness by avoiding arbitrary decisions and furthering the uniform application of the various planning procedures.
- **2. Promote Efficiency.** Simplify the preparation of materials for Planning Commission action through the provision of guidelines and criteria. This will promote expeditious disposition in the interest of both the public and the petitioner.
- **3. Establish a Public Record.** Provide a clear statement of policies upon which the community may rely.
- **4. Maintain a Basis of Planning.** Assure the judicious use of resources. Planning decisions, such as zoning actions, need to be found upon adopted principles and objectives. This will assist in accomplishing the intended purpose and avoid the legal problems of arbitrary and capricious actions.
- **5. Develop a Planning Method.** Promote the rational utilization of land and the economical provision of required facilities and services both for the individual and collectively in the public interest. This is accomplished through the allocation of land to a variety of uses based upon desired community objectives and intensity criteria.
- **6. Ensure Adoption, Amendment, and Binding Effect.** Establish formal procedures for the adoption and amendment of this Policy Statement recognizing that there is a need for continuity and community support.

POLICIES WITH GENERAL APPLICABILITY

TOTAL COMMUNITY INTEREST

Planning loses its vitality as well as its credibility if it: (1) becomes a mere composite of neighborhood desires; (2) is abused to advance the interest only of certain individuals or special interest groups; (3) is implemented arbitrarily or capriciously; or (4) becomes unreasonable or confiscatory in its application to private properties.

It is our policy that the general welfare of the area in its entirety must be served by all planning measures. Therefore, general, as distinguished from individual, interests will be furthered.

Economic benefit to individuals shall be subordinate to the community economic considerations. Implementation of planning shall not be conducted solely for the purpose of increasing value.

REASONS FOR ACTIONS

The Planning Commission and, where appropriate, the City Council, should list its findings of fact and reasons for recommendations and actions. An affirmative recommendation assumes consistency with the Comprehensive Plan. As part of finding of facts, the Planning Commission should list why and suggest how the current comprehensive plan could be amended to support the recommended approval.

BY-PASSED LAND

In order to prevent development inconsistent with the plan, requests for rezoning and subdivision of land should demonstrate to the Commission that all adjacent land could be developed consistent with existing zoning and / or an approved overall development plan.

CHECK LIST ANALYSIS

To promote a systematic review of subdivisions and all rezoning amendments, the following questions will provide helpful guidelines.

- 1. How well does the proposed development comply with the future land use plan?
- 2. How compatible (or not) is the proposed development to the established land use pattern?
- 3. How likely is it that the change would create an isolated, unrelated district?
- 4. To what extent would change adversely alter the population density pattern?
- 5. How much will the proposed development increase the load on public facilities measured as a percent of maximum capacity (water, sewers, streets, schools, etc.)? How easily can the facility's capacity be increased?
- 6. How logically drawn are present development boundaries in relation to existing conditions?

- 7. What negative effects will the change have on living conditions in the surrounding area? How damaging are they?
- 8. To what extent will potential hazards be created by the developer's effect on the existing character of the land?
- 9. How have basic land use conditions changed in the area? How does the area now compare to the land uses envisioned by the comprehensive plan?
- 10. What aspects of the proposed development will be a deterrent to the improvement or development of adjacent property in accordance with existing plans and regulations?
- 11. To what extent is the applicant requesting, in effect, a grant of special privilege that will not be granted to others? If granted, how would such a special consideration affect the general welfare of the community?
- 12. How reasonable are the comprehensive plan's recommendations and the current zoning for the property in question? Why?
- 13. To what degree is the proposed development out of scale with the area's needs? The neighborhood's needs? The City's needs? Why?
- 14. Does the development comply with FAA regulations?

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NEIGHBORHOODS

INTRODUCTION

A neighborhood is typically defined as a number of persons living near one another or in a particular locality. Even though technically correct, this definition does not fully reflect how citizens of Vandalia described their neighborhood. Citizens expressed pride in their community and portrayed a very positive image of life in these neighborhoods.

The neighborhoods of Vandalia vary greatly. Some neighborhoods consist of older post WWII single-family housing, with multi-family housing mixed throughout. These homes provide a solid base of starter and intermediate housing for young families and older residents. Some neighborhoods consist of new up-scale single family housing while others are a mix of upscale single-family housing mixed with condominiums.

The City of Vandalia wants to preserve the integrity of these residential areas and promote neighborhood pride. To understand what is important to the residents and what the main issues are within each neighborhood, an extensive neighborhood survey was conducted. After the results were compiled, the responses were studied and used to develop several of the recommendations found here.

CITIZEN INPUT

NEIGHBORHOOD SURVEY

Citizen participation is an part important of the comprehensive planning process. Therefore, citizens in Vandalia were surveyed about their opinions and suggestions regarding their neighborhoods and the City as a whole. The City was divided into eleven districts and representatives of each district were contacted to complete the citizen survey. The resulting information obtained and presented in this



New development on Bolton Abbey Lane.

summary includes both a compilation of all survey results and commentary on individual neighborhoods. The detailed survey data, demographic information, and neighborhood map are located in Appendix 1.

¹ Random House College Dictionary - 1st edition.

Citizens were initially asked what they liked most about living in Vandalia. Over 25 percent of the respondents cited that they most liked Vandalia's location, convenience, accessibility, and proximity to everything they needed. Another 20 percent indicated that they enjoyed Vandalia's small town atmosphere above anything else. Other common responses included mention of the City's good schools, city services, and police / fire / EMS. Still others said that they liked Vandalia because it was quiet, peaceful, and safe.

There was not much variation by neighborhood as to what citizens liked most about living in Vandalia. Respondents from each neighborhood mentioned the same characteristics as were previously mentioned such as small town feel, convenience, schools, and city services.

The next question polled how the respondents defined their neighborhood. Over 40 percent defined their neighborhood using positive adjectives such as "good," "nice," "pleasant," and "great." The next most common answer was that their neighborhood was quiet and peaceful. Other repeated responses included that their neighborhood was friendly, safe, and they had good neighbors. This question did not specify whether to use physical or social characteristics to define the neighborhood. Interestingly, most of the respondents chose to answer the question using social features in their definition. Those who answered in physical terms used phrases such as "older houses," "new development," and "good location."

Once again, most of the sampled neighborhoods had many shared responses. In neighborhoods 1, 2, 3, 4, and 8, words such as "nice," "good," and "great" were frequently used to define the neighborhood. In contrast, very little consensus was seen in neighborhoods 5, 6, and 7. In fact, six respondents in neighborhood 5 did not know how to define their neighborhood or did not answer the question. The lack of response may be an indicator that the neighborhood lacks distinct features. The continuing development in the neighborhood may also contribute to the current lack of identity. Respondents from neighborhoods 9, 10, and 11 were less abstract in their statements citing convenience, city services, and good schools as defining characteristics.

The next question determined what the respondents liked most about living in their neighborhood. Nearly 45 percent of the residents said friendly people and good neighbors were what they most liked. Another 19 percent liked the convenience, location, and accessibility most about their neighborhood. As previously mentioned, respondents liked also the fact their neighborhoods were quiet and peaceful, safe, and well patrolled.



In neighborhoods 1, 2, 3, 4, 8, 9, 10, and 11, respondents cited people / neighbors as what they liked most about living in their neighborhoods. Convenience and accessibility were also common answers in neighborhoods 2, 3, 5, and 8. In contrast to many other neighborhoods, citizens in neighborhood 5 most enjoyed the privacy and seclusion of their neighborhood. Residents of neighborhood 6 cited safety, as did neighborhoods 3 and 10. There was no one most popular response in neighborhood 7.

The next two questions were designed to focus the respondents' attention on the physical attributes of their neighborhood environment. They were asked to name three positive physical characteristics of their neighborhoods. The two most common responses were accessibility / convenience / proximity to everything and well-maintained homes and properties. Other characteristics that were frequently mentioned include trees / natural features, good neighbors, and cleanliness. It is interesting to note that although the respondents were asked to name physical characteristics, they often responded by naming social characteristics such as nice people, safe / well patrolled, etc. This indicates that for a significant number of the respondents, their social environment was more important to them than their physical environment.

Locational factors such convenience, accessibility, proximity to needs were highly rated in neighborhoods 3, 4, 7, and The physical characteristics most mentioned in neighborhoods 10. and 11 were wellmaintained homes, properties, and streets. Cleanliness was the most frequent positive physical feature for residents in neighborhoods 1 and 8. Also, neighborhoods 2, 5, and 10 cited natural features and parks as positive characteristics.



The Sports Comp lex – view from Ricci Street.

While the most frequent responses varied by neighborhood, the responses as a whole were generally the same. Based on this information, there does not seem to be any locational trends in what Vandalia's residents believe are positive physical features.

Vandalia citizens were also asked to name the negative physical characteristics of their neighborhood. Thirty-four percent of the respondents indicated that there were no negative physical features in their neighborhood. Another 20 percent said that they did not know or could not answer the question. The negative characteristics that were mentioned include traffic problems caused by the airport, dissatisfaction with snow removal, and the effects of construction in their neighborhood.

Negative physical characteristics were more locational than the positive characteristics. For example, residents of neighborhoods 1 and 10 cited traffic, noise, and smells associated with the airport as negative physical features. As neighborhood 1 borders the airport on the east, and neighborhood 10 borders it on the south, it is logical that these neighborhoods two would have more complaints about airport nuisances than



Area under construction off Brown School Road.

any other area in Vandalia. Residents of areas 4 and 7 disliked the impacts of continuing construction in their neighborhoods. These two neighborhoods are located near the I-70 and I-75 interchange. Citizens in neighborhood 4, which is located just south of an industrial area, commented on the negative characteristics associated with the industrial development. They cited increasing traffic and inadequate enforcement with regard to the impacts of development.

The next question posed was whether the respondents believed there were any specific negative features about their neighborhoods or the City other than physical features. Over one-third of the citizens responded that there were no specific negative features. An additional 17 percent did not know or did not answer the question. Of those who did cite specific negative features, the most common responses included the school board, the airport expansion, and insufficient shopping / retail in the downtown.

There was little distinguishable neighborhood trend in what citizens believed to be negative features in their community. Residents of neighborhood 4 cited too much police patrol of Brown School Road while neighborhoods 8 and 9 cited the school board as negative community features. Otherwise, the negative attributes mentioned by respondents were not tied to any specific neighborhood.

Respondents were then given the opportunity to suggest improvements they would like see added to their neighborhoods in the next five years. The most common responses were either that no improvements were needed or the respondent did not know the answer to the question. However, the majority of the respondents did have suggestions for improvements. The most cited suggestions included street repairs, adding shopping / retail, improving / expanding parks, adding speed bumps, adding traffic lights, and constructing wider streets with more sidewalks. As one can see by these responses, the citizens' suggestions tended to focus around traffic control and street maintenance.

In older areas of the City, such as neighborhoods 2, 9, and 10, street repair and maintenance was of foremost concern. Residents in neighborhood 1 cited a lack of adequate lighting. Also, respondents from neighborhood 5 saw their future as uncertain due to relocation of highway interchange. Aside from these issues, there was no further distinction between respondents' suggestions for improvement in different neighborhoods.



An older neighborhood in the northwest section of Vandalia.

Next, citizens were questioned as to where people in their neighborhoods congregate. Half of the respondents said that people either did not congregate or they did not know where people congregated. Other frequent responses included their house / neighbor's house, outside on the street or sidewalk, in the parks, and at the sports complex.



Duplexe's at Waldsmith Way and Palomino Avenue.

Large proportions of respondents from neighborhoods 6, 7, 8, and 10 as well as others from the remainder of the neighborhoods stated that people do congregate much. A couple residents of neighborhood 2 said that people congregated Frickers. This may be reflective establishments close the proximity to the neighborhood on National Road. Many residents in neighborhood 3 indicated that they congregated at the Cassel Hills swimming pool in their

development. Residents in neighborhoods 5, 8, 9, and 11 interact with others outside in their yards, walking along the streets or at each other's homes.

Finally, respondents were asked if there was anything else that they would like to say about their neighborhoods. While most citizens had nothing else to add, the comments that were given were generally positive. Respondents said that they liked their neighborhood, enjoyed living there, and that it was a nice place to live. Some of the negative comments included complaints about the difficulty of finding information in the City, concern about taxes, and

dislike of the City's many fast food establishments. There was no locational bias as to the citizens' additional comments.

FOCUS GROUP

In addition to the citizen surveys, town meetings were held in Vandalia where participating residents were divided into focus groups, each discussing a different topic. In a focus group concerning City neighborhoods, residents were asked if Vandalia's neighborhoods are healthy. Similar to the survey responses, many agreed that neighborhoods are well maintained and that there are no specific problem areas. Others said that streets could be better maintained. Furthermore, the airport expansion is considered to be a conflict or problem for many neighborhoods.

Focus group respondents were then asked to respond to the citizen surveys that indicated a majority of residents saw no negative characteristics in their neighborhood. The respondents again said that neighborhoods are well maintained, there is not a "bad element" in the City, and that Vandalia is a wonderful town. One issue of concern raised was leadership in the school system.

Focus group participants were asked if they had any additional concerns that were not being addressed by the City. The greatest number said they needed to communicate better with Butler Township. Improved communication with the townships could include developing a comprehensive plan or working together to develop parks. Finally, respondents were concerned with the replacement of the City's trash collectors. They believe the City should have taken into account performance as well as price in making the switch.

RECOMMENDATIONS

- 1. Create distinctive street furniture, signage, and neighborhood entrances; incorporate way-finding signage and erect at least one neighborhood gateway sign that identifies the name of the neighborhood or subdivision.
- 2. Develop a public information program to sustain and support neighborhood interests (written material, newsletter "highlight," electronic, and print media).
- 3. Create community focal points through the use of plantings, structures, and banners.
- 4. Incorporate the use of traffic calming techniques on neighborhood streets where appropriate.
- 5. Actively enforce the property maintenance code.
- 6. Enhance neighborhood recreational opportunities through the creation of pocket parks in older neighborhoods.

HOUSING & DEMOGRAPHICS

INTRODUCTION

According to Webster's dictionary, demography is "the statistical study of human populations, especially with reference to size and density, distribution, and vital statistics." Therefore, an in-depth analysis of the demographics of a city becomes crucial to understanding current and future trends and how these trends will impact the area. Presented below is a glimpse of the demography of the City of Vandalia. Historical demographic information, mainly the 1990 United States Census, is used as the base for much of the analysis presented. Information was also obtained from the Miami Valley Regional Planning Commission and the City of Vandalia website.

POPULATION

The great majority of population growth in Vandalia occurred after 1940. In the period between 1940 and 1970, the population grew from under 400 to approximately 11,000. In 1990, the US Census reported there were 13,882 persons living in Vandalia. This made Vandalia the seventh largest city in Montgomery County in 1990.

Table 5.2

1 able 5.2	
City	1998 Population Estimate
Dayton	169,857
Kettering	57,205
Huber Heights	42,212
Trotwood	28,018
Riverside	25,589
Centerville	23,035
Miamisburg	18,304
Vandalia	14,021
West Carrolton	13,709
Clayton	13,685
Englewood	11,870
Oakwood	8,343
Moraine	7,568
Union	5,646

Source: MVRPC

Table 5.1

Largest Cities	1990 Census
Dayton	182,011
Kettering	60,569
Huber Heights	38,686
Trotwood	29,358
Centerville	21,082
Miamisburg	17,834
Vandalia	13,872
West Carrollton City	14,403
Englewood	11,402
Oakwood	8,957

Source: 1990 US Census

Table 5.2, left, shows 1998 population estimates for cities in Montgomery County. From 1990 to 1998 the majority of municipalities in the region experienced a decline in population. Dayton, the core city in the region, experienced a 6.7 percent decrease in population. Other central cities across Ohio are experiencing this same pattern – shrinking central city populations and increasing suburban populations. In Montgomery County several of the older suburbs have also experienced a decrease in population from 1990 to 1998. These include Trotwood, West Carrolton, and Oakwood.

Based on 1998 estimates, Vandalia's population increased by 149 individuals from 1990 to 1998. This represents an overall growth rate of 1.1 percent. The cities of Englewood and

Table 5.3

Year	Estimated Population
1991	14,023
1992	14,087
1993	14,127
1994	14,130
1995	14,136
1996	14,131
1997	14,074
1998	14,021

Source: US Census Bureau

Centerville had the highest growth rates with 9.3 percent and 4.1 percent, respectively.

Population estimates since the 1990 Census have been made available through the Census Bureau. These numbers indicate trends within the past decade. The most recent data can be found in Table 5.3. This information suggests that Vandalia experienced a slight population decline during the second half of the 1990's. However, due to population changes since the 1990 Census, there is some inaccuracy that must be expected in

applying these figures to Vandalia in the year 2000.

POPULATION PROJECTIONS

It is not enough to only examine the current population's needs and conditions. To be effective, decisions made today must consider changes that will take place in the future. Changes in population have an effect not only on the level of city services and facilities that must be provided but also on the type and amount of private investment that occurs in a community.

All projections are based on a variety of assumptions. For that reason, ranges of projections are often developed to give higher and lower estimates based on different scenarios. Having knowledge of the community can help to decide which projection is most likely, but it is important to keep in mind that no projection is foolproof. In particular, one should note that the longer the time interval of the projection and the smaller the geographic area under consideration, the greater is the chance for inaccuracy.

Total population was projected in three manners. The *Linear Regression* and *Mathematical Extrapolation* methods are very simple and assume linear (straight line) growth or decline. Linear projections assume that growth or decline will continue without limit. While these trends may continue for some time, it is extremely unlikely that they will continue forever. The third projection methodology, *Modified Exponential*, assumes that at some point a city's growth will be impeded by a lack of adequate resources, public facilities, available land and other amenities. Declining communities rarely disappear entirely; rather, they decline only until they reach population and employment levels appropriate to their current position in the regional or national economy. Table 5.4

The *Linear Regression* analysis is a high estimate of potential population and assumes unlimited resources for growth. A *Linear Regression* was completed using

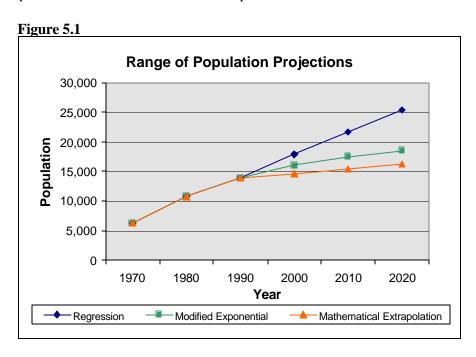
Linear Modified Year Mathematical Regression **Exponential** Extrapolation 17,880 16,002 14,642 2000 2010 21,650 17,489 15,444 25,420 18.519 16,290 2020

total population from 1970 to 1990. From this, the total population for 2000 was estimated to be 17,880. However, it is unlikely that the current population is 17,880. The Ohio Department of Development (ODOD) estimated that the 1998 population of Vandalia was 14,021. An increase of over 3800 persons is not likely in two years. But, it is possible that ODOD estimates are also flawed. With this projection, the population will reach 25,420 by 2020.

The *Modified Exponential* method assumes that long-term growth will continue at a decreasing rate until the region's population approaches an upper limit. As defined by the exponential curve equation, the 2020 upper growth limit for the City of Vandalia is 18,519. Total population will slowly approach this upper growth limit but never exceed it unless the resource base is expanded. This method provides a moderate estimation of future population.

The *Mathematical Extrapolation* method calculates a rate of population change into an exponent of "e" (a natural logarithm) and converts it into a relative change in population for a specific time period. In this case, the rate was computed from total populations in 1980 and 1990. This assumes that the same growth rate will continue into the future. Based on this method, current population would be 14,642. By 2020, the population would reach 16,290. This is a conservative estimation of future population.

Figure 5.1 below is a graphic representation of the results using the various projection methodologies. Notice that there is not a large gap in the numbers generated with the *Modified Exponential* and *Mathematical Extrapolation* methods.

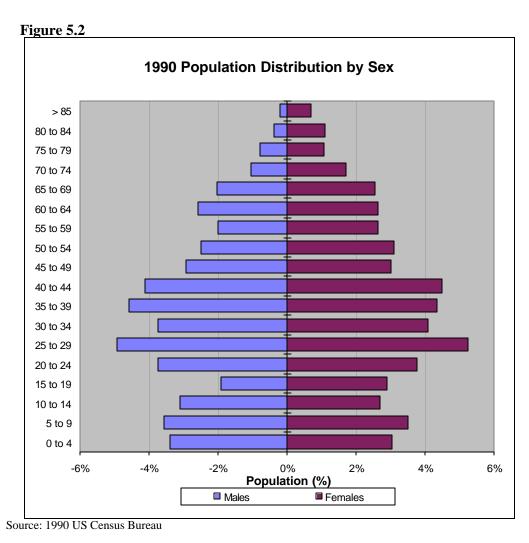


The equations and methodology used to generate the Modified Exponential Curve can be found in Appendix 2.

POPULATION CHARACTERISTICS

Population pyramids are useful tools in demographic analysis. They indicate the percentage of the population that falls into specified age cohorts by sex. They allow researchers to look at present trends in a population and plan for its future needs. "Normal" population pyramids have the greatest percentage of individuals in the youngest age cohorts and the fewest in the oldest age cohorts—thereby forming a pyramid shape when graphed. In analyzing the following population pyramid, it must be taken into consideration that the information is based on the 1990 Census. While the number of individuals in each birth cohort has changed since 1990, the overall structure should still represent an accurate picture of Vandalia.

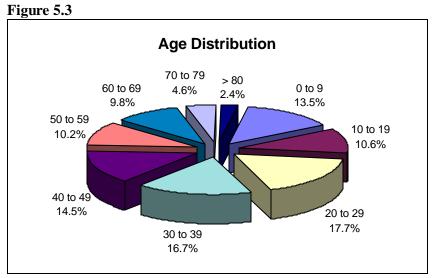
The age and gender distributions for Vandalia's population are shown in Figure 5.2. The diagram shows the largest group of individuals in Vandalia in 1990 was between the ages of 20 and 45. The population distribution shows a very small population of elderly. Also noted is an unusually low number of children aged 19 and below, especially between the ages of 15 and 19.



The population pyramid shows a swell in the 25 to 29 age cohort. The City has an excellent school system and Parks and Recreation Department that attract young families in this age range. Notice that there is a decline in the 15 to 19 age cohort. Since the City of Vandalia is not home to a college or university and since housing prices have escalated in recent years, this is understandable. Once many of these individuals in this cohort reach 18, they leave home for college or affordable housing and employment opportunities. The pyramid also shows a declining elderly population. This is also a common phenomenon in northern cities. Many elderly individuals relocate to a warmer climate once they retire. If they do not completely move, they tend to leave during the winter months. Also, the pre-WWII population in Vandalia was small. These pre-WWII residents would naturally constitute a smaller percentage of the total population today since Vandalia has experienced such a population boom.

In 1990, the total number of females (7,185) was somewhat higher than the total number of males (6,516) in Vandalia. While males were more represented in the lower age cohorts, females significantly dominated the population in almost every age group beyond 50 years of age. Also, the 1990 Census shows Vandalia having a total of 3,963 families

Figure 5.3 specifically **Figure 5.3** illustrates the 1990 age breakdown ofthe population of Vandalia. While there is a slight swelling in population in the 20 to 39 range, the population is fairly well distributed among age cohorts. As previously stated. this trend is unusual. In most areas. there tends to be a higher percentage of children nine and under.



Source: 1990 US Census Bureau

Educational attainment in Vandalia is similar to state and county averages. Vandalia had a higher percentage of population with high school diplomas, 80.4 percent, when compared to Montgomery County, 77.8 percent, and Ohio, 75.7 percent. However, when again comparing Vandalia to the County and State, Vandalia has a smaller percentage of its population that has earned a bachelor's degree or higher. In Vandalia, 16.2 percent of the population has earned at least a bachelor's degree in comparison to 17 percent in the state and 20 percent in Montgomery County.

HOUSING ANALYSIS

Examining the settlement pattern of Vandalia gives us information about growth and development as well as the age of the housing structures in the City. Vandalia had a relatively low and stable population until after World War II. In the following 20 to 25 year period, the City grew by approximately 10,000.

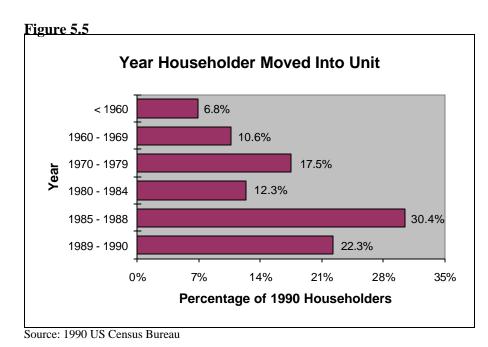
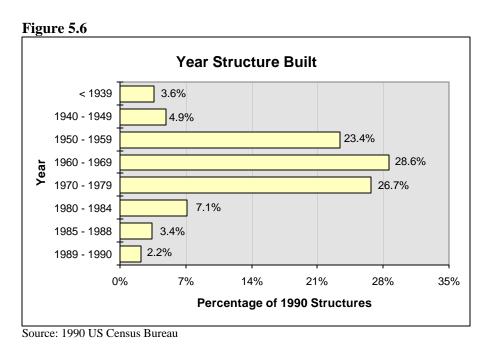


Figure 5.5 indicates when current householders moved into their present place of residence in Vandalia. Over 17 percent of the 1990 householders moved into the City during the period before 1970. The same percentage moved into Vandalia in the

following decade. However, the majority of 1990 householders (approximately 65 percent) moved into the City within the 1980 to 1990 time period.

Figure 5.6 illustrates when the housing structures existing 1990 were constructed. The figure shows that most of the 1990 structures in Vandalia were built between 1950 and 1979. The peak building time occurred in the 1960's. Less than 13 percent of the structures existing in 1990



were built after 1980. In fact, the 1980's saw a 14 percent decrease in building compared to the previous decade. However, there has been a building boom in the 1990's.

Table 5.5 shows housing starts in Vandalia in the **Table 5.5** 1990's. The numbers of single-family housing starts remain fairly stable across the decade with the fewest starts (37) in 1992 and the greatest starts (66) in 1993. Multi-family housing starts, however, were subject to much greater fluctuations in numbers. The fewest multi-family starts were in 1997 with only three. However, in 1999, there were 152 multi-family housing starts.

There are several new housing developments under construction within the City. As shown on the City's website, the following list represents subdivisions actively under construction.

Housing Starts			
Year	Single-family	Multi-family	
1990	50	7	
1991	39	8	
1992	37	21	
1993	66	21	
1994	57	16	
1995	61	8	
1996	60	13	
1997	47	3	
1998	61	24	
1999	51	152	
Total	529	273	

Source: City of Vandalia

East of I-75

- Brown School Village located west of South Brown School Road approximately 0.3 miles south of National Road.
- Brown School Woods located west of South Brown School Road approximately 1.2 miles south of National Road.
- Cassel Hills / Cassel Creek located east of South Brown School Road, off of Brindlestone Drive approximately 0.6 miles south of National Road.
- The Falls located off of East National Road approximately 0.5 miles east of Brown
- Foxfire located west of South Brown School Road approximately 0.2 miles north of Little York Road.

West of I-75

- Ashbury Farms / Mulberry Woods located between Stonequarry and Mulberry Roads approximately 0.3 miles west of South Dixie Drive.
- Woodland Meadows located along the east side of Helke Road approximately 0.3 miles north of Stonequarry Road.
- Guillman Estates located on Dixie Road near Alkaline Springs Road.
- Timberwind
- Timberlake

TRENDS

Vandalia is attracting very young families and losing slightly older families with children. Housing prices continue to increase within the City of Vandalia. The majority of housing currently being constructed is single-family with a starting price of \$180,000. However, Vandalia also has a large selection of post-WWII homes that provide opportunities for firsttime homebuyers. These homes are between 20 to 50 years old, signifying a probability of maintenance needs.

Vandalia's housing starts and therefore population continue to increase. In 1990 Vandalia had a total of 5694 households. The population in 1990 was 13,858. This makes the average number of persons per household 2.43. From 1990 to 1999, a total of 802 household units were added to the City of Vandalia. If the average number of persons per household mirrors the 1990 average, then population increased by 1948 persons from 1990 to 1999 as a result of this new construction. However, national household size has decreased during the past decade. The national average household size is approximately 2.2.

Household Projection

Using the completed population projections, a proportion analysis was performed to project year 2000 household numbers by type in the City of Vandalia, see Table 5.6 below. This projection assumes that the number of persons per household will remain the same from 1990 until 2000. This is a conservative estimate based on recent studies that indicate that the cultural trends that have been so significant in the last two decades have stabilized. For instance, the method assumes that the divorce and marriage rates and the formation of female-headed families and non-family households will remain fairly steady. In this projection, the types of projected households are determined by multiplying the total number of households in 2000 by the 1990 proportions of these types.

Table 5.6

	1990 Households	Range of 2000 Households
Married	3368	3608 to 4407
Male Headed	24	26 to 31
Female Headed	299	320 to 391
Single Person	272	291 to 356
Nonfamily	1731	1855 to 2265
Total	5694	6101 to 7450

Montgomery County Consolidated Plan

The Montgomery County Consolidated Plan for 1995 to 1999 outlined housing goals for targeted populations in the County's major municipalities. The plan included recommendations for low and moderate income housing with special attention to groups such as the homeless and persons with mental or physical disabilities. The plan also included a geographic distribution of where affordable housing units should be located to provide increased housing opportunities throughout the County. Based on population, each municipality in the County was given a five-year goal for number of additional affordable housing units. According to Housing Administrator Roberta Longfellow, the City of Vandalia met its original goal of 50 units. The City will have a new goal for the time period involved in the new plan.

While Vandalia met its goal for affordable housing, there are several housing need areas that Longfellow believes the City should consider. These include:

- Housing units with transitional services for teens, victims of domestic violence, mentally ill, homeless, etc.
- Housing units suitable to persons with mental retardation / illness and developmental / physical disabilities
- Housing for low and moderate income first time homebuyers with children
- Safe, affordable housing for persons with AIDS
- Awareness and reduction of lead-based paint threats in housing

RECOMMENDATIONS

Several recommendations made in the 1985 comprehensive plan continue to be valid housing strategies for the City. They include:

- 1. Promote desirable residential growth that enhances diversity of housing stock while targeting specific population groups.
- 2. Locate new housing as to minimize future expenses associated with utilities and services; encourage infill of vacant areas.

Additional recommendations include:

- 3. Promote a spectrum of housing types suitable to the needs of the elderly including working with local service providers to ensure that the needs of elderly individuals "aging-in-place" are met.
- 4. Seek annexation opportunities that will provide land suitable for housing development.
- 5. Actively enforce the property maintenance code.

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ECONOMIC DEVELOPMENT

INTRODUCTION

Overall the City of Vandalia is in excellent financial shape. Like most Ohio municipalities, income tax is the City's most significant revenue source. Therefore, continued economic development is important to continuing the existing level of City services that residents have become accustomed to receiving. According to Moody's Investors Service, Inc. the factors most important to maintaining a high credit rating include the City's ability to diversify and expand the tax base, local demographics, sound management practices, and the ability to maintain significant cash balances while accommodating growing needs.

BACKGROUND INFORMATION

There are many measurements that can be used to determine the economic health of an area. One such measurement is income. Table 6.1 shows the distribution of Vandalia's households by income category. The figure shows that a majority of the City's 1989 households fell into middle-income categories. Vandalia's median household income in 1989 was \$34,835 and its per capita income was \$15,627.

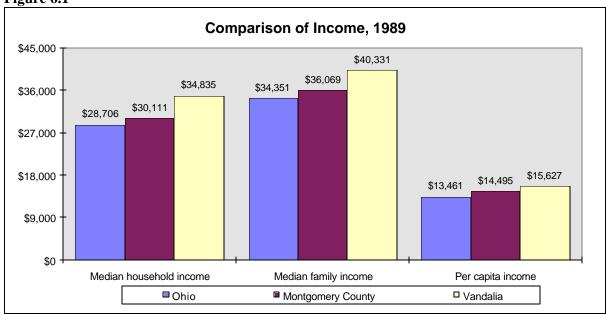
It is particularly useful to look at income data in comparison with

Table 6.1

Comparison of Household Income in 1989				
Income Range	Percentage of Households			
	Ohio	Montgomery Co.	Vandalia	
< 5,000	6.6%	6.4%	2.1%	
5,000-9,999	9.5%	8.8%	6.7%	
10,000-14,999	9.0%	8.5%	7.2%	
15,000-24,999	18.4%	17.8%	17.0%	
25,000-34,999	16.8%	16.4%	17.3%	
35,000-49,999	18.8%	19.5%	24.7%	
50,000-74,999	14.1%	15.0%	18.2%	
75,000-99,999	4.0%	4.5%	4.3%	
100,000-149,999	1.9%	1.9%	2.1%	
>150,000	1.1%	1.1%	0.5%	

the surrounding state and county. Figure 6.1 shows a comparison of income levels between Ohio, Montgomery County, and Vandalia. Vandalia has a higher median household income, median family income, median non-family household income, and per capita income than both the state and county.

Figure 6.1



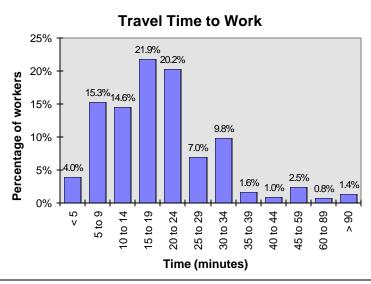
Source: 1990 US Census Bureau

In Vandalia, the highest per capita income is found in the southern area of the city where the newest housing is also located. Areas west of the CBD are also above the average per capita income in the city. The lowest per capita incomes are located in an older area of the City south of National Road and to the west of Dixie Drive. Lower per capita incomes are also located in the northeast where a large area remains in agricultural use. Comparing this data to the demographic information obtained, it appears as though the highest income residents

of the City frequently live in the newest areas of Vandalia, as well.

Over half of the working population in Vandalia lives less than 20 minutes from work, and 76 percent live within 25 minutes of work as seen in Figure 6.2. Less than ten percent of workers in the City travel longer than 35 minutes to their place of work. average travel time to work (one-way) is 18.5 minutes. In comparison, the mean travel for all Montgomery County workers is 19.7 minutes

Figure 6.2

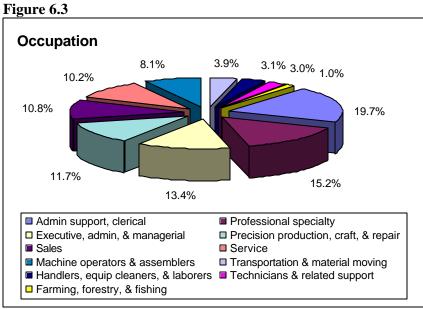


Source: 1990 US Census

and for all Ohio workers is 20.7 minutes.

Vandalia has many employment opportunities for its residents. There are 16 businesses located within the City that employ over 100 workers. These businesses are involved in a wide range of activities. They include manufacturers such as Delphi, TRW-Lucas, Unibuilt, EFTECH, and Leland; company headquarters including Iams, Mazer Company, and

Evenflo: and research and development firms such as Whirlpool. However, only a small percentage of the population actually live and work in the City. The Miami Vallev Regional Planning Commission (MVRPC) estimated that in 1990 the total employed workforce of Vandalia was 9412 persons. Of this number only 1551 persons live in the City itself. This represents approximately percent of 16.5 the working



population. Source: 1990 US Census Bureau

According to the report from MVRPC, Vandalia draws workers from all parts of Montgomery County. Vandalia businesses also employ workers from several surrounding counties, especially Miami County.

Vandalia's working population is represented in a large variety of occupations as illustrated in Figure 6.3 above. Approximately half of the City's population works in administrative,

administrative support, and professional occupations. Significant numbers of the working population are also concentrated in the occupational fields of precision production, sales, service, and machine operation.

Figure 6.4 indicates in which of the sectors Vandalia's economy workers are employed. In 1990. the service and manufacturing sectors had largest number of Figure 6.4 **Industry** 2.0% 7.9% 5.3% 1.5% 4.9% 4.3% 27.2% 17.6% 5.4% 23.9% Services ■ Finance/insurance/real estate ■ Retail trade Manufacturing Wholesale trade Construction ■ Agriculture/forestry/fisheries/mining □ Transportation ■ Communications & public utilities ■ Public administration

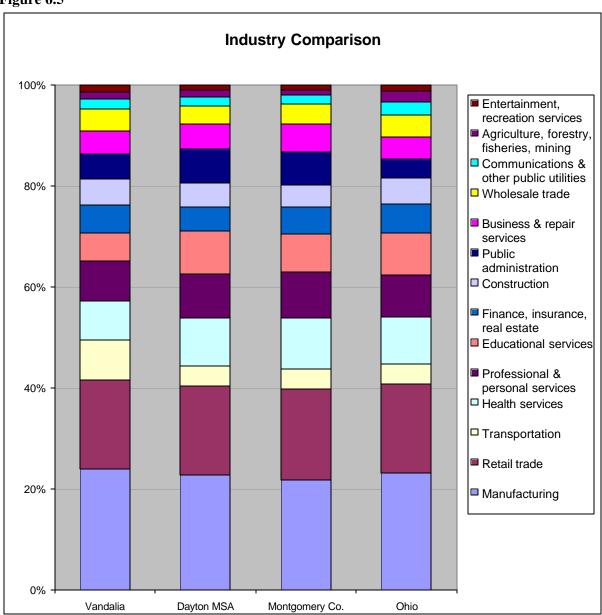
Source: 1990 US Census Bureau

employees. All persons in service occupations constitute approximately 27 percent of the

labor force while workers in manufacturing make up 24 percent of the labor force. Retail also employs a significant portion of the labor force at approximately 18 percent. Retail establishments in Vandalia are limited. Therefore, those individuals who work in the retail industry are commuting to areas outside the city limits.

Figure 6.5 shows a comparison of employment by industry between Vandalia, the Dayton metropolitan statistical area, Montgomery County, and Ohio. Based upon this data, Vandalia has a higher percentage of employment in both manufacturing and transportation than in the greater region. However, Vandalia has fewer than the average percentage employees in health, education, and professional services.

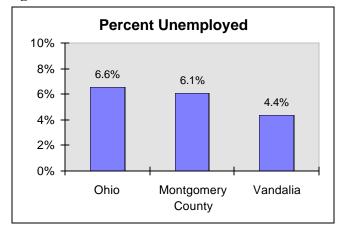
Figure 6.5



Source: 1990 US Census

Unemployment rates are often used as indicators of economic health. shown in Figure 6.6, Vandalia's percentage of unemployed persons in 1990 was 4.4 percent, lower than the unemployment rates for both Montgomery County and Ohio. This indicates that at the time of the Census nearly every person who desired to work had a job. For employers, however, a low unemployment rate can mean that there are fewer qualified workers to fill vacancies. Since 1990, unemployment rates have decreased nationwide. According to the Ohio

Figure 6.6

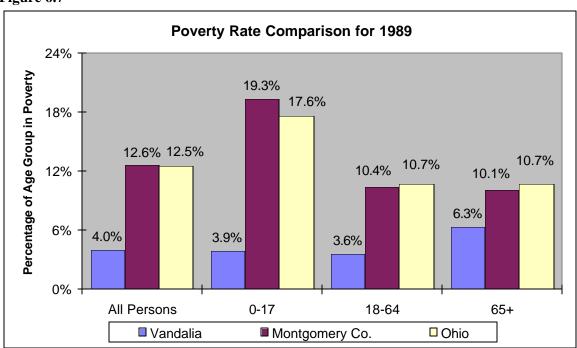


Source: 1990 US Census Bureau

Bureau of Employment Services (OBES), the seasonally adjusted unemployment rate for Ohio in May 2000 was 4.0. In May 2000, Montgomery County had an estimated 281,300 persons in the labor force with an unemployment rate of 3.2.

Poverty statistics are another way to describe a city or region's economy. In comparison with Ohio and Montgomery County, Vandalia has significantly lower poverty rates in every age category. One interesting observation is that the county as a whole has rates nearly the same as the state. Also, note that in both the state and county, persons below the age of 18 are most likely to be living below the poverty line while Vandalia has a low poverty rate for children. This information is presented in Figure 6.7.

Figure 6.7



Source: 1990 US Census Bureau

In Vandalia, the percentage of all families below the poverty level is 3.4 percent. In contrast, the percentage of female householder families below the poverty level is 17.9 percent.

CITIZEN INPUT

Interviews were conducted with several City officials and members of Vandalia's business community regarding economic development. In the interview, they were initially asked to identify the major development pressures facing the City. Officials cited competition from neighboring communities, lack of available / affordable land for commercial and residential uses, and the new 170 / I-75 interchange as the most serious development pressures. Representatives of the business community also cited the new interchange, as well as the airport expansion. City officials and the business community also agreed that the City must play a role in both promoting and managing economic development.

Interview participants were questioned as to what businesses they thought fit best in Vandalia. City officials offered a wide range of businesses including light industrial, manufacturing, warehousing, corporate offices, services, and technical fields. In contrast, the business community replied that retail best fit the City and was needed to support other businesses. A focus group at a town meeting also discussed what businesses would fit best in the City. The most frequent response was small businesses as people would be more likely to both work and shop in the area and because of the City's limited growth opportunities.

Focus group respondents were questioned whether there are types of businesses of which the City needs more or less. Focus group members replied that Vandalia needs more light manufacturing, durable retail, and anchor stores (other than of the type like Kroger). They suggested zoning as a way to assist growth in the City.

Interviewees were asked what types of support the City offers its business community. City officials most frequently cited Business Appreciation Day, the use of incentives, and close contact with each business through the economic development staff. In contrast, the business community representatives cited the City's public services, fire department, and police.

Similarly, focus group members were asked why businesses located in Vandalia as opposed to other regions. They responded that the City offers good highway accessibility, city services, police and fire, and school system. Additionally, Vandalia has high property values, and it is an attractive location for businesses that want to be in northern Montgomery County.

In interviews, representatives of the City and Chamber of Commerce were asked what Vandalia could do differently to support economic development. Responses varied greatly and included ideas such as creating a more defined partnership with businesses, improving communication, and forming a full time economic development department.

Representatives of the business community were also interviewed about the interaction between the City and businesses in Vandalia. First, they were asked if they knew of any community contact with businesses contemplating leaving the City. None of the individuals knew of any such contact. Two suggestions were forming a support network for businesses and having the City play a larger role. Second, business representatives were questioned as to what the City and / or Chamber of Commerce was doing to market Vandalia as a favorable location. Some responded that the City used tax incentives, mailings, and other means while some respondents did not know or said the City / Chamber did nothing to market the area. Third, interviewees were asked what the City / Chamber's role was in promoting economic development through marketing and infrastructure improvements. The respondents generally answered favorably saying that the City provided tax abatements, services, police, new member packets, and promoted the transportation system (i.e., the new interchange).

Focus group participants were asked whether they believe that the economic prosperity can continue in Vandalia. The focus group members gave mixed responses. The factors encouraging economic wealth include the location of the City in proximity to I-70 and I-75 and the City's position opposing the airport. Negative factors discouraging economic prosperity include the lack of space to expand, the cost of land, noise, and the uncertainties / fears the airport expansion has created.

The focus group was next asked what the City would have to do to maintain its current edge. They suggested rezoning and more clearly defining and publishing the City's zoning plan. Furthermore, the respondents believe that Vandalia needs to maintain the quality of its city services, promote types of businesses other than office parks, and promote more moderately priced housing between the extremes of the very expensive and the very inexpensive.

Focus group participants were also asked if the City should address any other issues. The majority of the respondents were concerned with the proposed airport expansion. Specifically, the residents believe the City should keep citizens well informed, take a proactive position in opposing the expansion, and bring the issue to resolution as soon as possible. In addition to concerns over the airport, respondents also replied that Vandalia should take steps to enforce current ordinances and work toward city beautification.

ECONOMIC DEVELOPMENT INCENTIVES

The majority of communities across Ohio offer economic development incentives. Typically economic development incentives are tax incentives such as tax abatement and tax increment financing. Opponents of tax incentives state that they hurt the school system. However, the City of Vandalia provides a variety of incentives to attract and retain business in the community.

When businesses are looking for potential sites, factors other than the incentives also become important. These factors include the proximity to major highways and an international airport, the quality of the school system, quality and affordability of housing

stock, and overall quality of life found in the community.

COMMUNITY REINVESTMENT AREA (CRA) TAX IN CENTIVES

The City of Vandalia provides CRA tax abatement in all of its major industrial and commercial areas. One hundred percent (100%) of the additional value to real estate is abated. The abatement period generally varies from five to fifteen years. City Council decides the specific length of the abatement period after reviewing the business' application for job creation and unabated taxes. All the current Community Reinvestment Areas were created under the former State law that does not require job creation contracts.

VANDALIA INCENTIVE PROGRAM (VIP)

For the first time in 1997, the City of Vandalia created a VIP fund to foster greater and higher quality job creation within the community. The program funds may be used in any lawful manner to assist a business in locating or expanding to Vandalia. Some eligible uses of VIP Funds, in order of preference, are:

- 1. Construction or improvement of municipal infrastructure such as water and sewer lines, roads, and sidewalks.
- 2. Construction or improvement of other public utilities such as gas and electric lines, telephone, and cable.
- 3. Land purchase or subsidy.
- 4. Improvements to property.
- 5. Employer required improvements to leased space.

The use of the fund is generally limited to industry and other non-retail businesses that bring new money into the local economy. Employers eligible for tax incentives and with projected payrolls under \$1 million are generally not considered for this program. The amount of the VIP incentive is not set by formula, but is dependent on the number of jobs created, the size of the payroll, and the amount and type of private investment involved.

GENERAL ECONOMIC DEVELOPMENT RECOMMENDATIONS

- 1. Intensify retention efforts. Re-institute visits to existing industrial / commercial ventures. Develop a one-to-two month schedule. Include City Council, Department Heads, and Chamber of Commerce.
- 2. Establish a roundtable for discussion. Membership should include City Council and administration representatives, Chamber representatives, airport representatives, and key business representatives.
- 3. Consider entering into economic development agreements with adjoining townships.
- Negotiate more comprehensive incentive packages with the Vandalia-Butler School District.

MAJOR INDUSTRIAL AREAS

Vandalia has four major industrial parks: Airport Corporate Center, Dayton Center, Northwoods Center and Scholz Industrial Park. None of these industrial parks are completely built-out at this time.

The Airport Corporate Center has the most potential for office development. It is fully served by utilities and is located on National Road less than a quarter mile east of the proposed Alkaline Springs / Airport Access Road interchange. The site offers lots of one to ten acres for office use and has a 3.4-acre site zoned for industrial/office use. In spite of the park's excellent location and availability of land, develop has been slow. Overall office development in the northern Miami Valley suburbs is weak. In addition, the airport has also been experiencing slow growth. If an interchange is developed on Airport Access Road, as proposed in the Transportation Thoroughfare Plan, the Airport Corporate Center will become a more attractive place for future development because of its direct linkage to the interstate system.

Northwoods Center is a perfect location in terms of access. It is fully served by utilities and has easy access to 175 at the Northwoods Boulevard exit, which is two miles from I-70. The industrial park offers lots of 1 to 100 acres that are zoned office and industrial. However, because of groundwater pollution issues, development in this park has been slowed. CSX Railroad, the property owner and developer of the park, has not made any recent attempts to expand infrastructure and promote future development.



Northwoods Industrial Park.

Dayton Center and Scholz Industrial Park are both located in mixed neighborhoods just east of I-75. Citizens living in nearby residential areas have complained about the truck traffic on S. Brown School Road. Now the Scholz Industrial Park is expanding to the south. This is causing friction with the neighboring residential development along Waldsmith Way.

Vandalia also has other economic centers that were not developed as industrial parks. The area bounded by Poe Avenue, Webster Street, and Stop Eight Road has developed into a mix of office and light manufacturing. Traffic congestion and accessibility have been major issues for this area and all parties agree that the new interchange will be beneficial. However, businesses along Poe Avenue stated that they were concerned about the transition period between the closing of the Little York interchange and the opening of the Benchwood / Wyse interchange. When the new interchange is completed, this area will become even more attractive to developers. However, land in the area is limited.

RECOMMENDATIONS

- 1. Modify zoning requirements to increase buffering and landscaping in industrial developments abutting residential areas.
- 2. Encourage development on underutilized properties by invoking the use of tax increment financing and other development tools as appropriate.
- 3. Create partnerships with the private sector in order to develop and/or redevelop underutilized properties.
- 4. Using Ohio Revised Code 1724-10, create a Community Improvement Corporation to facilitate the creation of a City industrial park.
- 5. Participate in the development and/or redevelopment of underutilized sites by purchasing and land banking properties when feasible.
- 6. Change the agricultural zoning around the Airport Access Road to allow for the development of a mixed-use area containing commercial, office and industrial.
- 7. Work with the Dayton Municipal Airport, local business leaders, entrepreneurs, and other airport users to identify and understand the economic development issues surrounding the airport and facilitate changes to enhance economic development and ensure the future success of the Airport Corporate Center.

MAJOR COMMERCIAL AREAS

Vandalia has several commercial areas in the community. The National Road corridor is composed of several commercial strip centers as well as small offices and restaurants. This corridor also contains several new and used car dealerships and hotels. These strip centers are aging and in need of redevelopment. Traffic counts along National Road are high. However, the majority of the traffic does not stop and shop at these local establishments. In addition, traffic congestion along National Road discourages many residents of the City from shopping in the area. There is a lack of employment centers along the corridor, especially from I-75 west to Dixie Road, which would provide daytime customers for many of the businesses located in the corridor. The area is not pedestrian friendly and therefore does not encourage citizens from local neighborhoods to "walk and shop".

Commercial activity can also be found along North and South Dixie Road. This area also has aging strip centers that are in need of redevelopment. Older single-family homes have also been converted into small offices or commercial establishments. This has created an access management problem. To preserve the integrity of the corridor, standards for the conversion of homes into office/commercial establishments must be developed. In addition, as redevelopment occurs, require the re-aggregation of parcels for major developments.

The Poe Avenue – Little York area is another major commercial area. This area contains several restaurants, hotels and businesses that support the offices in the vicinity. This area also has existing land available for development into either office or commercial uses. Because of the number of potential customers working in the surrounding offices and industries, more commercial establishments could be supported in the area. After the Poe

Avenue interchange is closed, many businesses that cater to highway traffic may experience a decrease in business. However, the decrease in congestion will make this area more appealing as a destination to residents and businesses in the area. By upgrading many of the roadways, as illustrated in the Transportation Thoroughfare Plan, this area can remain a commercial area. However, the City should monitor this area closely to ensure continued vitality.

RECOMMENDATIONS

- 1. Identify niche markets for the five major commercial strips. Involve the tenants and property owners in this process.
- 2. Adopt design guidelines for the major commercial centers, especially the National Road corridor and the Miller Lane area.
- 3. Identify commercial and retail areas that fall below "design guidelines or development standards" and initiate a program to upgrade these areas through the use of incentives and city partnering.
- 4. Develop programs and incentives to assist in the attraction and development of new small businesses.
- 5. Create a planned mixed-use district in the zoning code that allows for the development of commercial, office, and industrial uses.
- 6. Discourage the development of new strip commercial areas and focus future activity in such areas to create a more clustered pattern of commercial development.
- 7. Provide a link to the Vandalia Chamber of Commerce homepage.
- 8. Strengthen the relationship between the City of Vandalia and the Vandalia-Butler Chamber of Commerce.

During the planning process, the Steering Committee identified several "hot spots" in the community that are of significant economic concern. The following section discusses in depth three of these hot spots with a focus on economic development impacts and additional physical and functional issues.

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HOT SPOTS

INTRODUCTION

Hot spots can be thought of in several ways. Typically hot spots are areas where development / redevelopment is occurring that affects the whole community, such as the Wyse / Benchwood area where land uses will be altered as a result of the new interchange. Hot spots can also be areas that are affected by decisions of a neighboring jurisdiction, such as Dayton's proposed airport expansion area. In the case of the airport expansion area, the decisions of the Dayton International Airport may drastically affect the direction of the future land use plan and the National Road corridor.

Hot spots can also be concepts that need further exploration and action. At the initial steering committee meeting, members generated several concepts that they felt deserved attention. Hot spot concepts included identification / entry features, access control / management, definition of "family" in single-family housing, and character. Throughout the plan, many of these concepts have been defined and potential solutions outlined.

A litany of "hot spots" has been developed as a part of this planning process. Several interchanges have been identified. These include the Airport Access Road and Route 40, National Road and I-75, National Road and Dixie Drive, and Northwoods Boulevard and I-75. Zoning issues at the interstate interchanges were also developed as a "hot spot." Other sites that have been targeted as "hot spots" include Brown School Road / Industrial Park Drive / Brown School Woods, the airport expansion area, Grand American, Mulberry annexation area, and the new portion of Webster Street.

In addition to the session held with the steering committee, interviewees were also given the opportunity to list "hot spots." The respondents identified locations along Brown School Road, Northwoods, the downtown, and the Poe Avenue-Little York area. Other suggestions included Bohanan Drive, the Airport Corporate Center area, and Miller Lane.

STRATEGIC PLANS

As a part of the planning process, specific plans were developed for three of the hot spots listed above: Wyse / Benchwood interchange / Miller Lane area, downtown (National and Dixie) and the airport expansion area. All three of these areas have an impact on the economic "health" of the City of Vandalia. First, the predominate land use in the new interchange area is residential. However, the zoning has been changed to interstate business to allow for development once the new interchange is complete. Much of this new urban corridor is in Butler Township and will require joint planning to ensure a high quality of development. This area has a potential for high growth yet this growth must be managed.

Second, the National Road corridor is considered Vandalia's "downtown" and the intersection of National and Dixie is the traditional "Crossroads of America." This is also

the area where the majority commercial / retail development is located. Yet, this corridor caters more to highway traffic than to the City resident. Throughout the planning process, citizens, city officials, and business representatives have discussed the need to develop an identity in the downtown, creating focal point for the City.

The airport expansion area is one of the last remaining greenfields within the City limits. It has huge potential for future development. However, if the airport expands the runway and National Road is relocated, much of this land will be consumed. The City opposes the extension of runway 6R-24L.

WYSE / BENCHWOOD / MILLER LANE AREA

This area has several strengths. First, this will be the location of the new interchange, making the area ripe for development / redevelopment. Second, the area also has the infrastructure in place to support more intensive land uses. Third, the area still has vacant land available for development. Fourth, during the interview process, there was a consensus that the proposed interchange is needed to alleviate problems with traffic flow.

It is clear that the City of Vandalia wants to promote economic development and redevelopment of the area. The City has already rezoned the parcels in this area to IB (interstate business). This will make it easier for businesses wishing to locate here. The interchange will also make the area more accessible to businesses and residents of the City. The Transportation Thoroughfare Plan identifies streets that need upgrading to ensure continued accessibility. By undertaking the recommendations of the Transportation Thoroughfare Plan and also implementing an access management plan of the area, traffic in the area can be managed and congestion curbed, making this desirable location for future business growth and development.

Even though the area has several strengths, the area also has several weaknesses. Currently this area is predominately residential with a scattered mix of commercial uses along North Dixie Drive. The current lot configuration in the area reflects this initial development pattern. This lot configuration is inadequate for commercial uses as designated in the

Interstate Business zoning currently in place. Redevelopment will require the re-aggregation of parcels. To protect residential lots buffering and landscaping standards will be required. In addition, no design standards currently exist in the zoning code. There is nothing in place in the existing regulations to ensure that quality development will occur. Creating an overlay zone or incorporating standards into the existing IB classification would solve this problem. As



an alternative solution, a planned office/commercial district should be created that incorporates design and buffering standards. The above sketch illustrates what a McDonalds or any other fast-food establishment could look like with proper design standards in place. The façade of the McDonalds pictured here is brick with a wood shingled roof.

During interviews with businesses along Poe Avenue, representatives stated that they were concerned about the potential disruption that could occur during the construction phase of the new interchange. The City should appoint an administrative or council representative to work with Poe Avenue businesses to ensure continued viability of this section of the City.

Many possibilities exist for this corridor as Vandalia has the opportunity to create an area of high quality commercial development. At this time, Butler Township is in the process of preparing design standards for the land in their jurisdiction. Vandalia should work with the Township on joint planning efforts as well as economic development agreements that would benefit both jurisdictions. Since the



township cannot collect an income tax or bed tax, the formation of a joint economic development district (JEDD) would benefit both parties.

The main threat to the area is a lack of planning. A master plan should be created for the entire area south of I-70. Also, the current zoning code is a threat. The IB classification has too much overlap in what uses are allowed. This corridor could mirror the National Road corridor unless the zoning code is enhanced.

RECOMMENDATIONS

- 1. Create and implement an access management plan for the area.
- 2. Create a policy that requires the re-aggregation of parcels when residential land is redeveloped into higher uses.
- 3. Develop and implement buffering and landscaping standards for the area.
- 4. Create a planned office/commercial district that can be used to control the aesthetics of the area while protecting existing residential development
- 5. Appoint an administrative or Council representative to work with Poe Avenue businesses to ensure continued viability of this section of the City.
- 6. Form economic development partnerships with Butler Township in strategic areas. Investigate the feasibility of entering into a Joint Economic Development District (JEDD).
- 7. Create a master plan for the area.

DOWNTOWN (NATIONAL ROAD AND DIXIE DRIVE)

During the first public meeting, one set of questions focused on the downtown area. In focus groups, Vandalia citizens discussed if the downtown was adequately defined. Some respondents indicated that the downtown was not well defined or is characterized by unplanned development. They felt that the downtown, especially small businesses, could benefit from a downtown theme. A few mentioned that the brick sidewalks and lighting are

a good start, but more needs to be planned. Some would like to see improvements to the downtown such as good restaurants. Others do not think the downtown is a problem. They enjoy that the downtown has less traffic than in other neighboring communities and believe the downtown developed as it did because that is what the residents wanted.

In many communities, the historic downtown is the "center." When focus group participants were asked to identify the center of Vandalia, responses were mixed. Respondents cited the government complex around Maple and Bohanan Road, the intersection of Dixie and National Road, and National Road itself as the City's center. Others stated that a City center will be determined in the future and that the center needs to continue to develop to the west.

Focus group respondents were also asked to comment on the land uses along National Road and whether they should be changed. In response, they indicated the desire for different "mom and pop" businesses and a less scattered downtown. Others believe that the establishments on National Road are doing business but the buildings could be cleaned up. Respondents did not like the amount of traffic on National Road and businesses such as the

check-cashing establishment that "lowers the image of the City." Others said that Vandalia's codes do not encourage businesses, especially in comparison with neighboring municipalities.

the corridor Even though considered the "downtown," it is not pedestrian-friendly. Traffic volume and speed are not conducive to pedestrian uses. Access management



Downtown Vandalia.

is also a problem in the corridor. Suggestions for improving access are provided in the Transportation Thoroughfare Plan. In addition to traffic issues, the area also is aesthetically unpleasing due to its large expanses of asphalt with little landscaping or greenspace.

Despite these problems, this corridor and the intersection of National and Dixie have several strengths. The area is considered the "downtown" and center of the community, and its high traffic volume makes it appealing to businesses. The City has already made significant improvements in the aesthetics of the corridor through the use of decorative pavers and street lighting.

The 1984 Vandalia Downtown Development Plan offered several viable strategies for improving the downtown. Many of these strategies have not yet been implemented. This plan should be reexamined as it both outlined implementation procedures and included funding alternatives for physical infrastructure improvements.

In addition to the Downtown Development Plan recommendations, the City should continue its efforts to improve the downtown corridor through the use of pavers and distinctive lighting. This "theme" should be continued in extending the downtown streetscape. The

streetscape should be extended along National Road to Helke Road. Also, extend the streetscape north on North Dixie Drive to Inverness Avenue. Extend the streetscape south on South Dixie Drive to the High School / East Alkaline Springs Road area.

The area is ripe for redevelopment, and the City has the opportunity to spur it along and create a focal point or "theme." First, the City should create an overlay district with specific design guidelines and standards for the corridor. These design standards should also apply to the structures on Kenbrook and Bohanan Drives. Second, the City should provide incentives for redevelopment. Third, the City should explore the feasibility of purchasing property at the southeast corner of National and Dixie to create a city plaza. The plaza will provide a destination point for citizens in the downtown. The City can display public art, hold concerts, or sponsor other public events at this location to encourage people to come downtown.

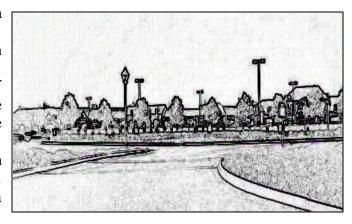
Citizens agree that the area needs to be enhanced and that a "theme" should be developed. However, the biggest threat to the area is the lack of consensus about how to accomplish such visionary changes. City Council and Administration must work together to develop a plan for this area. Time is of the essence as development continues in the corridor. The City needs to develop a Downtown Task Force to begin implementing many of the downtown recommendations while also building public support and consensus about the future of the district.

RECOMMENDATIONS

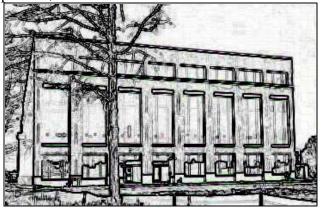
- 1. Combine existing parking facilities and develop new internal circulation patterns.
- 2. Add landscaping and physical improvements to parking facilities.
- 3. Combine and reduce curb cuts along National Road.
- 4. Encourage the renovation of facades within the downtown district through the development of incentives including grant programs and low interest rehabilitation loans
- 5. Revise zoning code to reflect proposed land use patterns and permitted uses in the downtown.
- 6. Extend the streetscape along National Road to Helke Road. Also, extend the streetscape north on North Dixie Drive to Inverness Avenue. Extend the streetscape south on South Dixie Drive to the high school / East Alkaline Springs Road area.
- 7. Create a corridor overlay with specific design guidelines and standards.
- 8. Provide incentives for redevelopment.
- 9. Create a city plaza or public space in the downtown area.
- 10. Develop a Downtown Task Force to implement the recommendations and build public and private support.

AIRPORT EXPANSION AREA

At the time this Comprehensive Plan was completed, the future and direction of the expansion of the Dayton International Airport was still undecided. The City is opposed to the extension of runway 6R-24L. According to the Dayton International Airport, the Environmental Impact Statement (EIS) Study will completed he approximately two years. The EIS will review the potential impacts and a multitude of alternatives in an effort to



prove or disprove the present Draft Dayton International Airport Master Plan. The City of Vandalia will continue to closely monitor the preparation of the formulation of runway alternatives and recommendations to modify the airport master plan. As a part of this process, alternative recommendations will be evaluated and the Draft Airport Master Plan



may be modified. One of the alternatives currently discussed in the Draft Airport Master Plan calls for the realignment of National Road. If the realignment were to occur as outlined in the Draft Airport Master Plan, traffic patterns along National Road and other collectors in the City of Vandalia will be dramatically affected. This is further discussed in the Transportation Thoroughfare Plan.

The area around Airport Access Road is one of the last remaining greenfields within the City limits. This area has the most potential for the development of the uses discussed by focus group participants such as more entertainment, upscale restaurants, a dinner theater, a banquet hall, a market, retail / specialty shops, industrial buildings, telecommunications, and research / high tech parks. They would like less fast food, hotels, gas stations, and heavy industry. The utilities are in

place to facilitate development. However, the City would need to make significant investment in the transportation network, mainly the construction of an interchange.

The uncertainty of the airport expansion is one of the biggest threats to this concept. A great deal of land in this area will be needed to realign National Road. This will decrease the viability of the site as a town center. Also, the noise level will dramatically



increase in this area, decreasing the overall appeal of the area. Finally, Butler Township is currently promoting the development of a town center that would contain a mix of commercial and retail establishments. The Township has the zoning in place and is in the process of developing design guidelines. It is likely that the land in the Township will develop first. However, the City could work with the Township to link the two developments in the future.

RECOMMENDATIONS

- 1. Monitor the development of the Airport Master Plan and the Environmental Impact Statement.
- 2. Pursue a cooperative working relationship with Airport staff and the City of Dayton to enhance future planning efforts and pursue joint economic development opportunities.
- 3. Continue to oppose expansion of runway 6R-24L.
- 4. Construct the Airport Access Road interchange as proposed on the Transportation Thoroughfare Plan.
- 5. Change the zoning in the area to conform with the Future Land Use Plan.
- 6. Create a planned office / commercial / industrial zoning category for the area
- 7. Using the new zoning category and working with property owners and developers, market the land as a mixed-use center ready for development.
- 8. Add the new interchange and water/sewer improvements to the Capital Improvement Program.
- 9. Work to create public / private partnerships to spur development of the site.
- 10. Extend water and sewer service to the site.
- 11. Develop design guidelines for the area.
- 12. Work with Butler Township to link the development to the Township's major commercial center.
- 13. Invest in high tech infrastructure for the area in order to create an office niche and spur along the construction of Class A office space.

GATEWAYS

Random House defines a gateway as any passage by or point at which a region may be entered. In this case, the region is the City of Vandalia and because of its location, several passages or points exist that are crucial to defining the City of Vandalia. A map of the gateways is located in Appendix 3.

An effort should be made to install attractive City markers or signs that identify the beginning of the City of Vandalia. Once a City "theme" is developed, this



"theme" can be incorporated into the signs. In addition to the signage, the gateways should be attractively landscaped. Visitors to the City will have a greater sense of where the

community begins and the quality of the community itself. This type of small improvement

can set Vandalia apart from other surrounding communities. These gateways and their features add to the identity of the community.

The photo above illustrates an existing gateway or 'welcome' sign located on National Road. The photo at the right is a gateway sign located in the City of St. Clairsville, Ohio.



LAND USE & ZONING ANALYSIS

INTRODUCTION

The land use plan portrays a vision of future land use patterns within the City of Vandalia. A variety of factors where considered when preparing the future land use plan. The first consideration was the existing land use pattern. A current land use map was prepared and can be found in this section. The second consideration was the environmental capacity of the vacant parcels. An environmental overview has been provided below that illustrates the environmentally sensitive areas of the City. Continued financial "health" was also a consideration in the preparation of the plan. Commercial and industrial land generates higher revenue than residential development. By continuing to provide commercial and industrial sites, the City's financial stream can be enhanced and the high level of services offered can continue.

ENVIRONMENTAL OVERVIEW

There are several environmentally sensitive areas within Vandalia's city limits. These include wetlands, floodplains, rangeland and forestland, and rivers/streams. The majority of these areas are located east of I-75, in the Miami River Valley. A map illustrating these areas can be found in the Appendix 3.

The Taylorsville Reserve protects much of the floodplain and wetlands from development. However, development pressures continue on the east side, near these environmentally sensitive areas. As the amount of open space/greenspace is decreased and the amount of impervious surface is increased, the floodplain also increases. Groundwater recharge is also affected since there is less open area for groundwater recharge to occur.

Federal law requires no net loss of wetlands. As illustrated in the *Natural Areas* map, several wetlands exist. As development occurs in these areas, these wetlands should be monitored to ensure that they are not destroyed in the development process.

Stream corridors and wetlands exist in the Northwoods Industrial area. Since the park has not been fully developed, efforts should be made to assist CSX Railroad to comply with the State and Federal wetland requirements.

The future land use plan designates the area near the Miami River Valley as residential. Development should be large lot and intense development should be discouraged. The future land use plan designates the area around Airport Access Road as a mix of commercial, office, and industrial. When development occurs in this area, ensure that the wetlands and stream corridors are protected. These areas would complement the existing network of open space and can easily be part of the open space system.

CITIZEN INPUT

In interviews with City officials, Chamber of Commerce, and Vandalia's business community, respondents were asked several questions regarding land use. Interview respondents were asked where there were areas of conflicting land uses. Several individuals saw a conflict between industrial and residential areas on Brown School Road. Respondents also commented on the impact of the airport along western neighborhoods, land uses along National Road, B-2 zoning, and the Store N' Lock on National Road.

Similarly, interviewees were asked if there were any areas in need of special attention. Respondents indicated that the City's 1950's era housing and businesses are in need of repair and / or retrofitting. Other areas in need of attention include National Road (too many curb cuts / lack of downtown) and the area around the American Legion on Helke.

Finally, interview respondents were asked if there were areas or borders where collaborative land use should occur. Participants indicated collaboration between Vandalia and Butler Township on services. Also, Stonequarry Road and Miller Lane were given as locations where collaboration should occur.

EXISTING LAND USE

No single land use dominates the City of Vandalia. Instead, Vandalia has developed a balance between residential, industrial, and commercial / office uses. The *Existing Land Use* map located in Appendix 3 illustrates this mix. In interviews conducted as a part of this plan, respondents were asked if the current mix of land uses in the City was appropriate. If not, they were asked to identify what uses were in excess and what uses were in shortage. Most respondents believed that the current mix of land uses was appropriate for the City. However, some respondents felt that the ratio of multi-family housing to single-family housing was too high and that Vandalia needed more retail / commercial.

FUTURE LAND USE

The future land use plan is comprised of several elements including annexation recommendations, land use objectives and supporting principles, and a future land use map. The *Future Land Use* map found on the following page shows the type and location of land development desired in the future. It was developed by applying the General Plan Goals and Objectives as well as the recommendations from other sections of the Comprehensive Plan. It is not the intent of the Plan to force uses other than those presently existing within the area. Rather, the Plan provides a basis for a public policy dialog and the framework for the orderly development of the area. The existing land use pattern has occurred over time and the parcel patterns and uses are appropriate for those times and uses. However, as private owners explore redevelopment opportunities, and seek new zoning opportunities from the City reflecting those opportunities, it is imperative that land use patterns, configurations, and

arrangements reflecting the public interest be considered. This plan provides a guide for those discussions.

The *Future Land Use* map is not the same as the zoning map, either in the legal sense or in its effect. The future land use plan is very general in nature. The map is an official description of where and to what level future zoning should be permitted. However, the Planning Commission and Council should consider the map to be only one of several tools available to assist them in making land use recommendations and decisions. The information contained on the map should be supplemented by impact studies and other site-specific information as deemed necessary by the City Engineer.

LAND USE OBJECTIVES AND SUPPORTING PRINCIPLES

The following areas are considered vital to maintain the community's well-being and the positive image that has contributed to the City's growth. Their protection will receive continuing consideration. These principles should supplement the goals and objectives and not be viewed as alternatives.

RESIDENTIAL

A. Objectives:

Homes for the residents of the City should be set within a physical environment that offers quiet and privacy; which is healthy, safe, convenient, and attractive; which is consistent with the quality of life in the City of Vandalia; which ensures stable property values and affords open opportunities for all citizens.

B. Principles:

- 1. Permit a rate of residential growth that does not exceed the ability of the City to provide adequate services, so as to avoid undue congestion or undesirable conditions brought on by high-density, overcrowding, and / or rapid development.
- 2. Assure adequate living space for all by taking into account existing development patterns and demands for public services.
- 3. Provide a variety of dwelling unit types throughout the community.
- 4. Provide a sound framework for neighborhoods by preventing them from being bisected by major trafficways or isolated from necessary community services.
- 5. Ensure thoroughfares and utilities (water, sewage, storm drainage) that are adequate for the proposed development. Development will not be permitted until assurances are given that such facilities will be provided.
- 6. Assure traffic safety through the design of street systems that discourage through-traffic in residential neighborhoods and by severely limiting uses that generate non-residential traffic.
- 7. Encourage development of neighborhoods that are attractive through the careful preservation of existing topography, trees, and other natural attributes, and the

promotion of other measures aimed at maintaining an aesthetically desirable environment.

8. Prevent residential development in areas with unsuitable environmental conditions.

INDUSTRIAL

A. Objectives:

Industrial uses should be developed on land that is appropriate in location, character, and extent for industrial use. Any industrial site shall be developed in a safe manner with enhanced site design and architectural compatibility with surrounding development.

B. Principles:

- 1. Permit those types of industries that will stabilize and diversify the economic base.
- 2. Create separations between industrial and residential neighborhood development by locating industrial district so that they will be buffered.
- 3. Reduce traffic congestion by locating major industrial uses near major thoroughfares and interchanges and on the edge of the City where they are more accessible.
- 4. Prohibit air and noise pollution and / or other pollution by requiring industries with such potential to be developed so as to incorporate special buffering requirements aimed at mitigating negative impacts and also by locating them a reasonable distance from major residential areas.

COMMERCIAL / OFFICE

A. Objectives:

Commercial uses should be developed on land that is appropriate in location, character, and size to serve the residents and those persons who work in the area in a clean, attractive, architecturally compatible, safe, and convenient manner with the goods and services they require.

B. Principles:

- 1. Assure logical access to goods and services by encouraging planned, integrated commercial areas of compatible size with surrounding uses and in proper locations to serve the residents.
- 2. Encourage desirable, productive commercial land development by creating sites with street access that can be developed in harmony with surrounding land uses in the area.
- 3. Encourage attractiveness by incorporating standards within the development process that will result in well-designed commercial areas, integrating parking, shops, landscaping, and adequate buffering.
- 4. Assure compatibility of style and scale of commercial and office development with adjacent development through such means as the establishment and retention of adequate buffer areas and control of access to the site.

- 5. Preserve privacy for abutting and nearby properties by requiring appropriate setbacks and screening from streets and internal property lines in keeping with adjacent development.
- 6. Ensure harmonious relationships of commercial and office development with trafficways and other land uses by locating commercial and office areas on improved major thoroughfares, and requiring adherence to sound traffic principles.

RECOMMENDATIONS

- 1. Annex the Engle Road and Old Springfield Road area.
- 2. Annex the Peters Pike area north of Stoneguarry Road.
- 3. Annex the Stonequarry Road to Dog Leg Road to I-70 area.
- 4. Annex the area bounded by North Dixie, I-70, I-75, and Benchwood.
- 5. Create a mixed-use center with commercial, office and industrial as illustrated on the future land use plan.
- 6. Develop an area plan for the area south of I-70.
- 7. Discourage the development of new strip commercial areas and focus future activity in such areas to create a more clustered pattern of commercial development.
- 8. Create a community focal point in the downtown area.
- 9. Continue development of industrial and residential areas.

ANNEXATION POLICY

Annexation plays an important role in continuing the economic "health" of an area. Annexation was an important element of the 1985 Comprehensive Plan and its importance continues in the 2000 update. By adopting this plan, the City adopts the policy of phasing the annexation program in order to provide a smooth transition in urban services, establish logical city boundaries and promote coordinated capital improvement programming. Steering Committee members felt that a cost/benefit analysis should be conducted by city staff and presented to Council for all annexation requests. This was also a recommendation of the 1985 Plan. The analysis would detail the proposed use of the parcel, potential density, estimated potential revenue (by type), estimated service costs, and a timetable for service. A public comment stage would be provided as a part of the analysis.

The 1985 Plan recommended that an annexation priority listing be developed and updated yearly. This listing should include information on each parcel, ownership, development, and estimated costs of service. Currently this is done informally by administration. This process should be formalized.

ZONING

Zoning serves as one of the vehicles available for implementing the Comprehensive Plan. According to Black's Law Dictionary, zoning is the legislative division of a region, into separate districts with different regulations within the districts for land use, building size, and the like. The United States Supreme Court has determined that zoning can be used to regulate several other things, such as aesthetics and density. The power to zone comes from a municipalities "police power" which is the power to pass regulations to protect a community's health, safety, morals and welfare.

Zoning has been in place in the City of Vandalia since 1961. However, a major revision of the code was undertaken in 1986 to reflect many of the recommendations of the 1985 Plan. At the time that the 1985 Comprehensive Plan was completed, the zoning reflected the predominant single-family residential land uses of the City. Since that time, a large amount of land has been zoned for office and industrial development. Also, the code revision created several new districts including Highway Business, Downtown Business, Office-Residential, and Office Service. In 1999 the Planning Commission created the Interstate Business District.

In interviews conducted with City Council representatives, business representatives, and Planning Commission representatives, a strong sentiment was expressed that there is an overlay of uses between districts and that the existing B2 (Highway Business) District is creating problems.

Upon review, it is clear that overlap exists between districts. Uses in the Downtown Business District should be limited. The B-2 District allows all of the uses currently found in the Downtown Business District plus a host of others. First, the list of uses permitted in the B-2 District should be modified. Second, the Interstate Business District should be reevaluated. It may be possible to combine the B-2 District with the Interstate Business District. As stated in the zoning code, the purpose of the Interstate Business District is to provide for the development of commercial uses that would provide for an orderly flow of traffic to other adjacent higher traffic volume business districts. However, all uses listed in this district are high generators of traffic. Therefore, an access management plan becomes crucial in the areas zoned Interstate Business.

Another category that should be modified is the OR-1, Office-Residential District. Many of the permitted uses should be discouraged in residential districts. If it is the desire of the City to permit low intensity uses as listed, the uses should be conditional and not permitted. If the uses are listed as conditional, the City will have more control over buffering, access management, parking, signs, and lighting since conditional use permits will be required.

RECOMMENDATIONS

- 1. Undertake a process to re-evaluate the existing zoning and subdivision regulations. Remove "undesirable" overlapping uses and at a minimum complete the following: create an Open Space category, create a Community Facilities category, create a Planned Office / Commercial category, create an overlay district for the National Road corridor, possibly extending one block N/S on Dixie Drive, modify the B-2 zone, modify the Interstate Business district, modify the sign ordinance.
- 2. Evaluate existing zoning categories and initiate rezoning of property to conform to the future land use plan.
- 3. Consider office zoning within the well field protection area.
- 4. Develop compatible land use guidelines to discourage residential development in areas currently and projected to be impacted by aircraft noise and overflights.
- 5. Adopt overlay zoning prohibiting residential developments in areas projected to have 75 or more decibels, a weighted day-night level. It is Vandalia's intent to fully comply with FAA requirements pertaining to the weighted DNL and, in fact, would prefer to include 65 DNL in the overlay zoning should the Airport adopt these standards for existing neighborhoods.
- 6. Adopt overlay zoning requiring special noise insulation building standards in areas projected to have 65 to 75 decibels, a weighted day-night level. It is Vandalia's intent to fully comply with FAA requirements pertaining to the weighted DNL and, in fact, would prefer to include 55 DNL in the overlay zoning should the Airport adopt these standards for existing neighborhoods.
- 7. Amend zoning code to allow zero lot line doubles.
- 8. Modify corner lot setback requirements to allow more flexibility.
- 9. Modify zoning code to discourage flag lots.
- 10. Develop specific commercial maintenance standards relating to big box uses, exterior maintenance, parking lots, and signature buildings.
- 11. Create special church related zoning including frontage, landscaping, setbacks, and screening.
- 12. Include as permitted uses in selected districts service organizations such as plumbers, electricians, HVAC contractors, tree trimming services, etc. Create specs for enclosure of equipment, materials, fleet vehicles, etc.

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OPEN SPACE & RECREATION

INTRODUCTION

The Vandalia Open Space & Recreation Plan reflects a number of policies aimed at maintaining and enhancing the quality of life in Vandalia. The plan reflects the central role that recreation, open space, and leisure activities play within the community. It is important to note that a successful "open space" element builds upon a public-private partnership. Some elements will be publicly owned, such as parks and recreation lands and facilities, and other protected lands; others like the floodplains, streams, steep topography and cultural sites may be in private ownership. All contribute to the special character of Vandalia and must be maintained, preserved, and enhanced for the future.

There are three basic functions which open space serves: (1) It can meet positive human needs - both physically and psychologically - in recreation amenities; (2) It can enhance and protect the natural resources of the community; and, (3) It can affect economic development elements like tourism, the cultural base of the community, development patterns, employment, and real estate values.

The Open Space & Recreation Plan builds upon and augments what is the land base of the City and what has been built in the past. The City of Vandalia has a very solid base of park and recreation lands. The land reflects a variety of physiographic features such as topography, rivers, and streams. Together these general outdoor recreation and natural environmental areas constitute the ingredients of the Open Space Plan.

OBJECTIVES AND SUPPORTING PRINCIPLES

OPEN SPACE

A. Objectives:

The City of Vandalia's remaining natural features and other areas gained by annexation should be provided for and protected in keeping with the community vision.

B. Principles:

- 1. Provide an interconnected open space system to permanently maintain visual and functional linkages between parks and other open spaces.
- 2. Explore the use of the conservation concept through the acquisition of development rights and easements as development occurs and preserve open space, scenic views, woodlands, wetlands, and flood plains.
- 3. Preserve natural features such as woodland and ravines through strict enforcement of well-defined flood plain, wetland, and storm water management regulations.

- 4. Avoid erosion and sedimentation by encouraging preventative measures during the development process.
- 5. Recognize that the streams, ravines, and wooded areas are very important environmental elements within the community and should be preserved, where appropriate.
- 6. Develop an open space system that protects environmentally critical areas such as floodways and drainage corridors against encroachment; preserves significant vistas and views; provides relief from expanses of development and pavement; and offers opportunities for development of systems of greenways and sites for outdoor recreation.

RECREATIONAL FACILITIES

A. Objectives:

The park system, aimed at serving the City, shall be planned, located, designed, and constructed to provide: recreational opportunities for the City, each neighborhood and subneighborhood with park grounds and playgrounds, and recreational facilities for use by all age groups.

B. Park Development Principles:

- 1. Provide neighborhood parks for basic recreational opportunities that are easily accessible to local residents.
- 2. Provide specialty parks for meeting community-wide needs, and protecting unique landmarks and environmentally significant areas.
- 3. Locate parks to enhance unique landmarks and environmentally significant areas.
- 4. Maintain cooperative provision and use of school-park sites and facilities to provide maximum recreational opportunities.
- 5. Carefully review park sites accepted for use by the City to ensure suitability for the projected needs of a given area. Such review will include review of the topography, nature of the soils, vegetation, and surrounding land uses.
- 6. Promote and encourage the dedication and development of bicycle and pedestrian linkages between parks.
- 7. Maintain current levels of recreational amenities to ensure maximum usage and enjoyment by the residents.

GENERAL STANDARDS

Ideally, an area such as Vandalia should have a combination of several types of parks including community parks, neighborhood parks, and passive open space. Community parks are lands that provide for recreational facilities, both active and passive, to the entire community and generally should be minimum of 25 acres in size. In an urban environment, such a park should serve an area of approximately two square miles. Community parks should be easily accessible by foot or bicycle.

Passive recreation areas have no designated service area or ideal size. Rather, they are

generally designated in recognized environmentally sensitive locations or areas with unique potential for contributing to special activities such as hiking, bird watching, or picnicking.

The City must keep in mind that with any increase in population, care must be taken to continue to provide additional parklands to meet the demands of the new residents. Acquisition of parklands, active or passive, traditionally has been done through donations or dedication of land. A number of parks within some areas of the City have been acquired through purchase.

Following are general standards addressing the amount of parkland that should be acquired to achieve a high quality park system that meets the needs of the City.

- □ 10 acres of community park land per 1,000 residents;
- □ 6 acres of passive open space per 1,000 residents; and
- □ 3 acres of neighborhood park land per 1,000 residents.

Standards do not mean a lot unless the location of such parkland meets the needs of the residents being served. Therefore, location is key. Ideally, as development occurs, locations should be selected as subdivision review takes place by the various planning bodies. Compact growth rather than stripping out township roads provides an opportunity to locate parks within easy access to the residents.

SITUATIONAL ANALYSIS

The City has ten parks (three under construction as a part of the subdivisions), a sports complex, a golf course, and a swimming pool. An inventory of the existing park and recreation facilities can be found in Table 9.1 below.

Table 9.1

Park / Facility	Size	Type
Robinette Park	12 acres	Neighborhood park
Lichtenfels Park	8.5 acres	Passive open space
Victory Park	1 acre	Neighborhood park
Jeffers Park	9.5 acres	Neighborhood park
Warner Park	0.34 acre	Neighborhood park
Ashbury Park	Not yet built	Neighborhood park
Foxfire Park	Not yet built	Neighborhood park
Brown School Woods Park	Not yet built	Neighborhood park
Helke Park	32 acres	Passive open space
Seger Park	1 acre	Passive open space
Sports Complex	100 acres	Community facility
Cassel Hills Swimming Pool	25 acres	Community facility
Cassel Hills Golf Course		Community facility

Many of the newer developments in the City have private parkland. Private parkland exists

in The Falls, Village Brooke, Guillmen Estates, Cedarbrook and Cassel Hills. This further enhances the open space amenitities that exist for residents of those developments.

Based on general standards and not considering privately held open space, the inventory of parkland reveal that the City is currently deficient in the amount of city-owned parkland that should have been set-aside. Only 23 acres of neighborhood parks exist. This number will change when the three new neighborhood parks are completed. However, it is estimated that these parks will be under one acre. For a population of 14,000 residents, 42 acres of neighborhood parkland should be available.

The majority of the new subdivisions being constructed currently have only a half to one-acre parcel of land that has been dedicated as open space. Typically these parcels contain play units for children. These pocket parks should be linked to increase the open space network found in the City.

Only 41.5 acres of passive open space exist. The City should have 84 acres. Only when the sports complex and swimming pool are added to the equation does the City meet the general standards. However, these facilities as well as the golf course are not considered passive open space. The golf course and swimming pool are active recreational facilities that charge a fee for use.

A map illustrating the 1994 non-urban land use / land cover can be found in the Appendix. Since 1994, much of the non-urban land along Brown School Road has been developed into subdivisions. However, a large amount of this non-urban land still exists today and can provide a starting point for the development of a parks and recreation master plan. Also, the City of Vandalia has the opportunity to use the floodplain of the Miami River to create a greenway. Such a set-a-side does not need to be publicly acquired land. Rather, these strips create a greenway that will enhance the beauty of these natural resources and preserve the character of the landscape.

The City should work toward the development of additional resources that could provide money for the purchase of land and the maintenance of the parks. It is important that the City obtain land prior to the increasing costs resulting from continued development pressure. Park Districts as well as community land trusts have proven to be sound investments, especially for the preservation of open space as growth occurs. The City should explore creating a Community Land Trust to work with the Parks and Recreation Department on acquiring open space and recreation land.

Even though not owned by the City of Vandalia, the Taylorsville Reserve provides an excellent open space buffer along the eastern boundary of the City. The Taylorsville Reserve provides passive recreational opportunities to residents of the City and surrounding communities. The City can build upon this open space network and enhance it by creating community greenways that link the Taylorsville Reserve to the other park and recreational facilities found throughout the City.

In addition to the open space amenities, the City of Vandalia has a tremendous recreational

base. Active recreational facilities such as tennis courts, basketball courts and play equipment are located in a number of parks in the City. The largest concentrations of active recreational facilities are in Helke Park, right, and the Sports Complex. Seger Park has a gazebo that is used for weddings, gatherings, summer movies and concerts. The City of Vandalia also has Cassel Hills Swimming Pool and Cassel Hills Golf Course. A clubhouse is located at the Golf Course.



In July 1999, the City began construction of a new 58,000 square foot community recreation center. The recreation center will be the central focus of the Sports Complex and will contain state of the art exercise equipment as well as provide an indoor jogging track, indoor lap pool, and a climbing wall. The recreation center will be open to all Vandalia citizens. Persons who work in the City of Vandalia will also be able to use the facility.

The Parks and Recreation Department is responsible for coordinating a number of various sports leagues and programs throughout the year. Township residents are able to participate in many of these programs. The School District allows the Parks and Recreation Department to use many of its facilities.

RECOMMENDATIONS

- 1. Undertake the creation of a Parks and Recreation Master Plan that identifies future park sites.
- 2. Work with surrounding political jurisdictions and the Metroparks District to promote the construction of interconnected hike / bike trails surrounded by open space that connects neighborhoods within residential areas, interconnects opens space, scenic roads and greenways resulting in a linear park system connecting the entire county.
- 3. Encourage the preservation of open space along the Miami River. Minimum preservation should include all floodways as determined by the City Engineer or 100 feet from centerlines whichever is greater.
- 4. Provide aggressive leadership in encouraging collaborative partnerships between the county, townships, municipalities, and the private sector in the creation and / or designation of new open space.
- 5. Move toward the creation of neighborhoods rather than subdivisions by providing for interconnected bike / walking paths between areas.
- 6. Consider creating a Community Land Trust.

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TRANSPORTATION

INTRODUCTION

Since the most 1985 Comprehensive Plan update was completed, a measurable increase in traffic volumes and highway congestion has occurred in the City of Vandalia. Much of this increase is attributable to the increased mobility of families and the national trend of increased car ownership by these traditional families. However part of the problem is a direct result of historical access points on the city's major collector and arterial highways. The costs associated with remedying these situations are great, and the long-term implications profound.

One alternative proposed in this plan is the creation of a new city center that would redirect the orientation of the city to the west. This would have the effect of redirecting the City's commerce to an area that could be designed to accommodate it while providing relief to the National Road Corridor.

Air passenger and freight services continue to exist at the Dayton International Airport that is contiguous to the City to the northwest. Office and industrial sites within the airport's sphere of influence continue to find this proximity a major contributing factor in their decision to locate and expand in the region. Railroad access also exists in the currently designated office/industrial areas to the north and northeast areas of the City.

LAND USE / TRANSPORTATION INTERFACE

A transportation plan should reflect the reality of implementing a land use plan. Both are developed through iterative planning processes based upon considerations such as utility capacities, environmental constraints, economic factors and the overall desires of the community. This planning process has benefited from a number of programs designed to encourage public input such as focus groups, surveys, and town meetings. This public input has contributed immeasurably to the planning process by both identifying and prioritizing citizen perceptions of the existing community, as well as its future needs.

CITIZEN INPUT

GENERAL DISCUSSION

In interviews with City officials and Vandalia's Chamber of Commerce, respondents were asked several questions regarding traffic and transportation. First, they were asked if the City's thoroughfares were adequate for the current traffic volume. The majority of the respondents answered positively, yet had concerns about adequacy for future traffic flows. Others commented that the City already had traffic problems in certain areas, especially at

times when the interstates were congested and travelers instead used City streets.

Interview participants were asked to identify areas in Vandalia where congestion is a problem. National Road was the most commonly cited area. Other congested roads include Dixie, Little York, Poe, Brown School, and Bohanan.

Interviewees were questioned as to whether they thought the proposed modification to the interchange would help or hurt the City. Most respondents believed that the interchange would help, but had some concern over the short-term effects and impacts on businesses. Only a few respondents said that the interchange would hurt the City or not make a difference.

Finally, interview respondents were asked if the proposed relocation of National Road was an issue for the City. They responded that it was an issue / problem and had special concerns about taking private land and traffic impacts.

OBJECTIVES AND SUPPORTING PRINCIPLES

A. Objectives:

The thoroughfare system within the City shall be planned, located, designed, constructed, and upgraded as growth occurs. The aim is to provide for the logical development of the City's road system and to ensure the safe and efficient movement of people and goods.

B. Community Development Principles:

- 1. Provide easy access to all public facilities particularly schools and parks.
- 2. Protect residential neighborhoods from through-traffic or non-residential traffic.
- 3. Internalize traffic to encourage sound development patterns by discouraging direct access to major thoroughfares.
- 4. Provide for the separation of transportation modes within neighborhoods and along major streets where desirable for the public safety.
- 5. Develop streetscapes as attractive and integral parts of public open spaces, including an appropriate setback from the centerlines of all major thoroughfares as a natural buffer.
- 6. Reduce traffic hazards and preserve investments by avoiding spot and strip commercial development, and the inappropriate intrusion of commercial development into residential areas.

C. Traffic Movement Principles:

- 1. Provide a variety of street systems, specifically designed to service the distinct traffic needs in the area, including: an expressway system, a major street system, a collector street system, local streets, and boulevards where desirable.
- 2. Provide for properly controlled access to all developed or readily developed property.

- 3. Maintain needed traffic capacity and desired quality of flow in the system by limiting on-street parking, spacing curb cuts, and providing direct access to residential uses exclusively.
- 4. Design all thoroughfare and terminal facilities, including parking, with sufficient capacity to accommodate anticipated traffic based upon intensity of projected and planned land use.
- 5. Control the intensity of land use to keep traffic volume on any thoroughfare from exceeding its planned capacity; and whenever it is considered desirable to modify the land use intensity, the capacities of the affected thoroughfares shall be modified accordingly. Street improvements shall occur within a reasonable time to accommodate traffic generation. Determination of construction schedule and financing agreements for road improvements shall occur prior to rezoning.
- 6. Plan the street system and land uses to keep commercial and industrial traffic off residential streets.

THOROUGHFARE PLAN

INTRODUCTION

A number of modifications have been recommended based upon the proposed future land use plan. Many of these upgrades are based upon land uses that were not projected during the previous plan update. These include the new I-75 interchange at Benchwood Road / Wyse Road; the industrial / office area west of Cassel Road; and the new City Center located south of National Road between Peters Pike and Dog Leg Road. Each of these land use changes require a number of highway improvements to adequately handle the future traffic volumes anticipated.

NEW 1-75 INTERCHANGE

This interchange upon completion will require a number of highway improvements to accommodate not only the introduction of I-75 traffic into the area but also the proposed commercial/office center of approximately 150 acres to the west of I-75 between Benchwood Drive and Stop Eight Road west to North Dixie Drive. The following highway classification upgrades are recommended with the implementation of this interchange:

STREET	DESIGNATION	FROM / TO
Poe Avenue	Arterial	Interchange North to Little York Road
Wyse Road	Thoroughfare	East of Interchange
Benchwood	Thoroughfare	I-75 to North Dixie
Little York Road	Arterial	North Dixie to city limits
Miller Lane	Arterial	Benchwood Rd. to Little York Road
Miller Lane	Arterial	Benchwood Rd. to Stop Eight Road
Stop Eight Road	Arterial	North Dixie Drive to Webster
Webster Street	Thoroughfare	Existing South to Stop Eight Road
Poe Avenue	Collector	South to Stop Eight Road

NORTHEAST INDUSTRIAL / OFFICE PARK

This area of the City is projected to develop as an Office/Industrial land use. This is an extension of current uses with an ultimate buildout estimated at approximately 4 million square feet. This employment center will require a phasing of highway improvements as development occurs.

STREET	DESIGNATION	FROM / TO
Northwoods Blvd.	Arterial	North Dixie Drive to Falls Creek
Falls Creek	Arterial	Northwoods Blvd. to Old Springfield Rd.
Old Springfield Rd.	Arterial	North Dixie Drive to the city limits
Crossroads Court	Collector	Existing

CITY CENTER WEST

The proposed City Center West provides the City of Vandalia an opportunity to redefine its community image. The key component to the development of this area will hinge upon the construction of a new interchange on the Airport Access Road. The area designated to contain this center contain approximately 650 acres and is proposed for commercial / office land uses. This area at buildout could easily contain over five (5) million square feet of leasable area, requiring a number of highway improvements as phased development occurs.

NATION	FROM / TO
	Existing to Dog Leg Rd.
	S. Dixie Drive to Dog Leg Rd.
r	Existing
r	Existing
	NATION r r

OTHER SUGGESTED IMPROVEMENTS

STREET	DESIGNATION	FROM / TO
National Road	Arterial	Brown School to Sunderland
National / Cassel	Collector	Sunderland to Old Springfield

NEW STREETS (PROPOSED)

STREET	DESIGNATION	FROM / TO
Stoneysprings Extension	Collector	Stonequarry to Mulberry
Poe Avenue	Local Street	Connection to Foxfire
Paddock Road	Local Street	Connection to Birnam Wood

THOROUGHFARE PLAN UPDATE / FUNCTIONAL CLASSIFICATION

Traffic volumes in the City have increased consistently during the past decade. This is particularly true of the regional thoroughfares and freeways, which contain considerable pass through traffic volumes; creating traffic congestion not of the City's making. The three major future development areas identified above collectively contain over 1000 acres of developable land. The final determinations regarding the development of these areas will evolve over the next few decades and are beyond the scope of this planning process; however, it is clear that these three areas have the capability of generating well over 10,000 new jobs at build out.

By identifying current transportation deficiencies based upon the future land use plan recommendations, the City of Vandalia will be in a position to match future services with demands. These thoroughfare recommendations are general in nature and are intended to provide guidance in planning for future transportation needs. However, as development proposals are submitted for consideration, in depth traffic studies should be initiated (particularly for the City Center West) to identify in detail, utility phasing schedules and the timing of the transportation infrastructure needs.

The Thoroughfare Plan found in the Appendix represents an updated functional classification of the City's transportation system. All street modifications noted above, have been included in the updated Thoroughfare Plan. The capacities of these highway upgrades can be enhanced with the development and implementation of an access management system designed to preserve the functionality of the existing highway system.

ACCESS MANAGEMENT

Access management is the act of balancing access to developed parcels of land while ensuring the existing and continued movement of vehicles in a safe and efficient manner. Different roads provide different purposes based upon the land uses accessing the facility. No single highway can provide for both high levels of movement as well as high levels of accessibility to individual parcels.

In order to understand the role of access management, it is critical to keep in mind the close connection between land use and transportation. Highways provide access to land that enables the development of that land. Land uses generate vehicle trips. In order to manage traffic along a highway, both land use and transportation strategies are necessary. To manage one without the other will result in congestion; deterioration of the highway corridor; and resident, business, and landowner dissatisfaction.

Local roads and streets are designed for localized traffic, slow design speeds with numerous driveway cuts. Parking is permitted on the street, which provides services to a diverse group of users from pedestrians, to localized automobile traffic and vehicles providing government services such as police, fire, and garbage removal.

Collectors provide a balanced responsibility of access to adjacent properties while facilitating through traffic movements. Collectors carry a moderate amount of traffic volumes during the day, with increased traffic volumes during both the AM and PM peak hours. Collectors also connect local roads and streets to the arterials.

Arterials are higher-speed corridors usually within or between communities. These highways carry the majority of commuter traffic, in addition to goods and services each day across the community. These highways often tie into the freeway / interstate system at strategic locations. Free-flowing traffic movement is more critical than access to adjacent property.

Freeways provide ease of movement through higher speeds, higher traffic capacities, improved safety, and a vast reduction of traffic conflicts. Freeways maximize movement and minimize direct access.

As the City of Vandalia continues to grow, concerns regarding its costs of services and the maintenance of its community character have increased. This is particularly true in areas where functional obsolescence created by strip commercial development has impacted the community's character as demonstrated by the National Road Corridor west of the I-75 interchange. This type of development is prominent throughout Ohio, where strip zoning commercial uses and indiscriminant access cuts onto arterial highways have been allowed.

As these traffic conflicts occur over time, the growing number of curb cuts and turning movements conflict with the intended function of the arterial system – to move people and goods safely, quickly, and efficiently. Poorly coordinated access systems force more trips onto the arterial, traffic conflicts multiply, and congestion increases. As the level of service declines, additional lanes, controlled medians, and access consolidation are programmed, however with the diminishing funds available to communities, localized cost sharing is often required of local property owners. As the functionality of the highway system diminishes, and the costs of retrofitting the highway system increases, these uses sometimes move up and out to new greenfield developments outside of the community.

Many factors go into the development of an access control plan. Though the scope of this planning process cannot provide the in-depth analysis necessary to implement an access management plan, it does allow for the discussion of the general elements necessary for its implementation.

Access management is more that just the simple evaluation of driveway access points onto the Vandalia highway system. It involves a combination of techniques including:

- 1. Spacing and design of driveways
- 2. Median use, including design and openings
- 3. Provisions for turn lanes
- 4. Proper spacing of traffic signals
- 5. Internal parcel circulation
- 6. Freeway interchanges

- 7. Functional class facilities
- 8. Functional area of intersections
- 9. Local road infrastructures

There are a number of benefits associated with the implementation of an "Access Management System."

Fewer accidents occur on the highway system. An area that would benefit immediately from access management would be the immediate area west of the I-75 Interchange on National Road. Access conflicts that currently exist within this corridor have led to an incredibly high number of accidents, which would surely be reduced, with access consolidations.

Increased capacity would be facilitated, possibly reducing the costs for road improvements such as the construction of additional lanes. This would also maintain the scale of the community while reducing the amount of impervious cover on the landscape.

Travel times usually decrease in areas utilizing access management practices. This translates into reduced travel times, lower emissions, and substantial fuel savings.

The protection of the public's investment is becoming even more important today as governments struggle to maintain adequate infrastructure services. By implementing access management programs, governments ensure that infrastructure investments are maximized and that the costs of the improvements reflect the direct benefits gained.

Finally, it makes good business sense by not only enjoying the reduction of traffic accidents, but also reducing the need of constructing additional road lanes and the associated acquisition of additional right-of-way while stretching the service life of freeway interchanges.

TEN WAYS TO MANAGE ROADWAY ACCESS IN YOUR COMMUNITY²

- 1. Lay the foundation for access management in the comprehensive plan.
- 2. Restrict the number of driveways per lot.
- 3. Locate driveways away from intersections.
- 4. Connect parking lots and consolidate driveways.
- 5. Provide residential access through neighborhood streets.
- 6. Increase minimum lot frontage on major roads.
- 7. Promote a connected street system.
- 8. Encourage internal access to outparcels.
- 9. Regulate the location, spacing and design of driveways.
- 10. Coordinate with the Department of Transportation.

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² Center for Urban Transportation Research

PLANNING POLICIES THAT ASSIST ACCESS MANAGEMENT

- 1. Provide for mixed uses and higher densities.
- 2. Do not plan narrow, commercial strips along highways.
- 3. Redesign existing strip development areas.
- 4. Plan for a community street network.
- 5. Require master planning for large tracts of land.
- 6. Plan and design transportation improvement that fit with community character.

RECOMMENDATIONS

1. Undertake the development of an access management plan that provides a parcel-by-parcel inventory of existing problems, especially in the commercial corridors. The access management plan can provide site specific or corridor specific solutions to the current problem. In addition, the access management plan can contain roadway design standards that can be incorporated into the regulatory process to ensure that access management and quality design become a consideration in the construction of future roadways. The access management plan will also develop specific policies and standards that should be followed in the future.

URBAN CORRIDORS

The elements that make up an urban corridor include nearly anything that can be seen from, or has an impact on, the roadway. Because of Vandalia's location in relation to the interstate system, several commercial corridors have developed over time. Vandalia's commercial corridors are not a-typical to other commercial corridors in the area or across the United States. Among the characteristics that have come to epitomize the common commercial corridor are:

- 1. Numerous large freestanding and portable signs;
- 2. Large expanses of unscreened surface parking;
- 3. Little or no landscaping of public or private property;
- 4. Few or no pedestrian improvements;
- 5. Aboveground utilities and overhead lights;
- 6. Numerous poorly delineated and closely spaced driveway access points; and
- 7. A generally uncoordinated approach to the design, location, and planning of various public and private improvements.

National Road, Vandalia's principle commercial corridor and "downtown," contains little more than national fast-food franchises, gas station chains, and aging strip centers. Indiscriminate curb cuts exist throughout the corridor and most businesses have an individual parking lot. The corridor is not pedestrian friendly and caters to the automobile.

As the commercial properties / centers along National Road begin to redevelop, it becomes crucial to have standards in place to assure quality redevelopment.

When the new interchange is constructed, Miller Lane will become a new commercial corridor. The majority of uses that will locate in this corridor will also cater to highway traffic. By implementing the recommendations found in this section, the Miller Lane corridor will not become a mirror of the National Road corridor.

RECOMMENDATIONS

- 1. Implement tighter sign controls in the commercial corridors. Specifically, modify Section 1282.12. The size and height requirements are excessive. Add sections to the sign ordinance that address landscaping, letter style, color, and construction materials.
- 2. Establish landscaping standards for vehicular use areas.³ For example, require a vegetative buffer, masonry wall, or earthen berm, with a height of between 36 and 54 inches between all vehicular use areas and abutting public rights-of-way.
- 3. Establish landscaping requirements for the interior of all vehicular use areas that exceed 5,000 square feet in size. For example, require landscaping of at least eight percent of the vehicular use area. Individual landscaped islands should be at least 100 square feet in size, with sides measuring at least five feet in length. One tree should be planted within these interior areas for each 100 square feet of required landscaping; three shrubs with a minimum installed height of two feet should be planted for each required tree.
- 4. Enhance the aesthetic appearance of the gateways through landscaping and the addition of gateway features.
- 5. Explore the creation of a "Special Improvement District" along National Road.
- 6. Extend the streetscape improvements in the National Road corridor. This is further discussed in Section VII.
- 7. Require site plan approval as a precondition of all development and redevelopment activity.
- 8. Create commercial corridor overlays to control building construction material, lighting, signage, etc.
- 9. Develop and implement appropriate access controls and driveway design criteria. For example, encourage the use of shared driveways by adjacent parcels.
- 10. For commercial and industrial sites, establish a minimum 150-foot spacing requirement between private drives and major highway intersections, and a 100-foot spacing standard between private drives.

³ includes parking lots, loading areas, service drives, and all other areas subject to vehicle traffic

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INFRASTRUCTURE

INTRODUCTION

Infrastructure is important to the development of any community. Without an adequate sewer and water network, residential, commercial, and industrial growth will be inhibited. Infrastructure development is costly, and, therefore, these networks must be adequately designed and maintained.

Because of Vandalia's position in the Miami River Valley, the stormwater management system also becomes an important infrastructure element. To prevent flooding within the City limits and downstream, an adequate stormwater management system must be in place.

Community facilities are also part of the overall infrastructure. These facilities include schools, public buildings, and park and recreation facilities. Parks and recreation are addressed in the open space plan. The other community facilities are addressed below.

CITIZEN INPUT

In interviews with City officials and Vandalia's business community, respondents were asked whether the existing level of services meets the current needs of the City and will continue to meet them in the future. The great majority of the interviewees responded positively that the City meets present needs and will continue to do so in the future. When asked what services could be enhanced, the only repeated response was the operations of the City's tax department.

UTILITIES

WATER SYSTEM

The City of Vandalia receives its treated water supply from the City of Dayton Municipal Water System. Average daily demand for the City is 1.9 million gallons per day (MGD) from 4,722 accounts within the City limits. The City Council is actively pursuing a proposal with neighboring Tipp City for a centralized water treatment facility with a total treatment capacity of 7.0 MGD.

The distribution system consists primarily of cast iron piping and ranges in size from 30 inches to 4 inches. Replacement materials are also made of cast iron. The system is reported to be in very good shape. There are 702 hydrants located throughout the system and system pressure is reported to be adequate. The Vandalia Fire Department is responsible for yearly flushing of the hydrants. The distribution system has been modeled using KY Pipe.

Distribution storage consists of two 1.0 million gallon (MG) and one 0.5 MG elevated steel tanks. The two larger tanks were built in 1969 and 1996. The smaller tank was built in 1958. The City is in the process of repainting and repairing the older tanks.

The City charges users a fee per amount metered at each hookup. Fees are based on the size of the water meter at the hookup. Additionally, users are charged a flat fee for wellhead protection.

Expansion for the City is dependent upon Dayton's ability to supply water. Currently, the area south of the airport, in the western sector of the City, is being looked at for possible commercial development. In an interview with the City Engineer, Ted Rusen, he said that since the City of Vandalia built a 1.0 MG storage tank in that general area, expansion in this sector is feasible. Additionally, once the new water treatment facility is constructed, expansion capacity for Vandalia should be readily available.

RECOMMENDATIONS

1. Continue with current negotiations / plans with Tipp City for a centralized water treatment facility. This facility will place the city in a stronger position when expansion plans are being considered. The construction of this water treatment plant will enable the city to have greater control over maintenance and operations and also over rates charged to consumers.

WASTEWATER SYSTEM

Vandalia currently is tied in with two other cities, Tipp City and Huber Heights, to form the North Regional Wastewater Treatment Plant, located in Huber Heights. The plant has a total treatment capacity of 11.2 MGD with an average daily flow reported to be at 8.2 MGD.

Vandalia's collection system consists of clay, concrete, and plastic piping. The collection is 90 to 95 percent gravity feed. The oldest portions of the system are reported to be 60 years old. The system collects effluent from 4,810 accounts in the City. Currently, the City has an ongoing program of camera testing and repair to take care of inflow and infiltration problems in the piping.

The system is included under a capital improvement program and a capital budget has been established for facilities.

Expansion for the City's portion of the wastewater system appears to be quite feasible. The treatment facility was built in 1985 and so is relatively new. Average daily flows make up approximately 73% of the treatment capacity for the plant. An ongoing I / I inspection program is intended to keep hydraulic overload of the plant at a minimum. Current expansion plans include extending the collection system into the western sector of the City.

RECOMMENDATIONS

1. Current maintenance efforts must be maintained, particularly in areas where the distribution system is older. These portions of the system must be monitored for inflow and infiltration regularly.

STORMWATER MANAGEMENT

The majority of the drainage in the City is to natural streams tributary to the Miami River. The Miami River, which flows south, serves as the City's eastern boundary.

The City's existing stormwater management system is comprised of numerous physical structures for stormwater collection, conveyance, and storage. Collection structures are catch basins and curb inlets. Conveyance structures are manholes, junctions, headwalls, detention basin outlets, pipe tap connections, and open and closed culverts. Storage structures are detention basins, ponds, and depressional areas.

The *Natural Areas* map, located in Appendix 3, shows the major streams that flow through the City of Vandalia. Streams and rivers do not respect physical boundaries, and, therefore, stormwater management becomes a regional issue. At the time that this plan was completed, the City of Vandalia did not have a stormwater management plan in place.

RECOMMENDATIONS

- 1. Undertake the preparation of a stormwater management plan that provides an inventory of the existing system, as well as making recommendations for future needs based on projected population and business growth.
- 2. Continue to work with MVRPC and the regional communities to address regional stormwater issues and the impacts of the individual communities on the system as a whole.

COMMUNITY FACILITIES

The City of Vandalia provides the citizens and the business community with a high level of community facilities and services. The City desires to maintain this high level of services that contribute to the quality of life in Vandalia. The community facilities discussed below include schools, police, and fire. Other important community facilities include the parks and recreation system presented previously. The *Community Facilities* map is located in Appendix 3.

OBJECTIVES AND SUPPORTING PRINCIPLES

A. Objectives:

City service facilities should be provided to efficiently meet the administrative, maintenance, and public safety needs of the community.

B. Principles:

- 1. Provide a primary focus for community activities and City services within a community center.
- 2. Maintain City services commensurate with available revenues based on sound fiscal practice.
- 3. As development occurs, ensure that the private sector participates in infrastructure improvements through rights-of-way dedication and road construction.

SCHOOLS

"Socially, schools along with parks, act as nodes or focal points of the neighborhood and the community. They play an important role in creating and maintaining a cohesive community. 4"

Residents from the City of Vandalia and Butler Township share a school district. Murlin Heights Elementary School and Smith Middle School are the only buildings located in

Butler Township. All of the other school buildings, including the Vandalia-Butler Board of Education Offices are located within the City of Vandalia. The schools located in the City of Vandalia are Butler High School, Morton Middle School, Helke Elementary School, Demmitt Elementary School, and Vandalia Elementary School. Since the 1985 Plan update was completed, no new school facilities have been added within the City of Vandalia.

The majority of the school facilities are located west of Interstate 75. However, considerable residential growth has occurred in the eastern portion of the City. If new facilities are needed, efforts should be made to construct at least one facility on the eastern side of the City. At this time no new school sites have been designated. If new construction occurs, it is likely that an existing facility will be razed and a new building constructed on that site. Morton Middle School, one of the oldest facilities, is in need of serious rehabilitation.



In interviews and citizen surveys, the school system was frequently cited as a primary reason as to why residents enjoyed living in the City. The quality of the school district serves as an

-

⁴ 1985 Comprehensive Plan

important role in economic development. When businesses consider potential locations for relocation / expansion, the quality of the school district is an important factor often considered. As previously stated, Vandalia has higher rates of high school graduation than both Montgomery County and the State of Ohio. Additionally, in four of five 9th grade proficiency test subjects, pass rates exceeded 94 percent.

Vandalia-Butler Public Schools enrolled approximately 3,560 students during the 1998-1999 school year. Because of the quality starter homes that exist in the City and the high quality of the school system, young families with children will be attracted to the area, causing an increase in school enrollment figures. The school district has prepared projections that show a steady increase in enrollment, supporting this hypothesis. Therefore, existing sites must be expanded or new sites acquired to accommodate future enrollment. To maintain the quality of the school system and ensure that land will be available for future expansion, the City should work with Butler Township to coordinate land use policies and future land use plans. The school system should also undertake the development of a strategic plan that identifies future needs and potential expansion sites. Once these sites have been designated, Vandalia and Butler Township can both work with developers to ensure that land is set-aside as part of the subdivision process.

Representatives from the Board of Education stated that improved communication is needed between the government entities. A coordinated approach should be developed that addresses several elements including the airport and highway expansion. Also, economic development plans should be coordinated to ensure that the tax base continues to increase in both jurisdictions, not just the City of Vandalia.

The City of Vandalia supports the school district in several ways. First, the school district now gets shared revenues on tax abatements. The tax incentive programs established by the City of Vandalia do not hurt the school system. The Parks and Recreation Department also opens up many of the programs to Township residents. This support should continue.

Representatives from the Board of Education stated that the business community also supports the school district in several ways. Currently, a Business Advisory Committee is in place to facilitate cooperation. However, clearer partnerships with businesses should be defined. The City of Vandalia and Butler Township also need to develop a coordinated link for support to draw upon the resources in the community. The majority of large businesses that support the school district are located in the City of Vandalia. In addition, the majority of fiscal support for the school district comes from property tax from Vandalia businesses and residents.

POLICE DEPARTMENT

Vandalia's police department was frequently mentioned as a positive aspect of living in the City according to the results of the citizen survey. In addition, the Division of Police conducts its own survey of police services where respondents are asked to rate their satisfaction with the department based on a rating scale of 1 (lowest) to 10 (highest). The survey determines satisfaction with call receipt by the dispatcher, police response time,

officer's courtesy and concern, overall handling of the call, neighborhood safety and security, and City safety and security. Results from 138 surveys taken in 1999 indicate high satisfaction levels with ratings above 9.0.

An interview with Police Chief Doug Knight indicated that the City Council and staff are very supportive and that the department's needs are met without exception. The Division of Police spends approximately \$3.5 million per year, and has an average response time of five minutes. The most commonly reported crimes in Vandalia are petty theft and vandalism.

Currently, the police department's offices are centralized in one location, a new facility located on Bohanan Drive with a capacity for sixty-eight officers. Knight indicated that the current goals of the department are to provide two officers for every 1,000 in resident population. Vandalia's population is estimated at 14,000. To attain Mr. Knight's goal of not fewer than two officers for every 1,000 residents, twenty-eight officers would be needed. Currently, the Division of Police supports thirty-one full-time officers and three reserve officers, all of whom are trained EMT's. To accommodate future population growth, a maximum of fifty-one officers will be needed by 2020. The new facility at Bohanan Drive will be capable of handling these new additions to the police force.

Table 11.1 indicates the most frequent locations in Vandalia where traffic accidents occurred 1998. during According statistics provided by police the department, most accidents occurred in the middle of the week--between

Table 11.1

Table 11.1		
Most Frequent	Number of	Intersection
Locations	Crashes	
East National Road	57	I-75 ramp (11)
		Ranchview / Bohanan (10)
South Dixie Drive	35	Elva (9)
		Kenbrook (7)
West National Road	35	South Dog Leg (5)
		Access Road (4)
Little York	29	Poe (9)
		South Cassel (8)
South Brown School Road	25	East National Road (3)

Source: 1998 Traffic Crash Statistics, Vandalia Division of Police

Tuesday and Thursday--and in the late afternoon. The most common causes for traffic accidents were speeding and failure to yield.

FIRE DEPARTMENT

There are two fire stations located in the City of Vandalia. Fire Station No. 1 is located on North Dixie Drive. It serves the majority of the population and businesses west of I-75. Fire Station No. 2, located on Brown School Road, serves residents and businesses east of I-75.

The City of Vandalia's fire department employs eight full time staff including firefighters, paramedics, and an inspector, as well as 52 paid, on-call personnel. Additionally, the City has a mutual aid agreement with Butler Township and other surrounding areas including parts of Miami County. According to Fire Chief John Sands, there is a discrepancy in that

the Vandalia fire department goes on three times more mutual aid calls than the City gets from the surrounding areas. Sands said that Vandalia gave aid to the surrounding communities on 301 calls and received aid on 88 calls in 1999.

The Vandalia fire department has an average turn around time of 45 minutes. Average response times in 1999 were as follows:

1,873 first responder calls: 3.4 minutes
1,274 EMS calls: 5.27 minutes
599 fire calls: 6.02 minutes (includes mutual aid time)

Sands indicated the fire department has many plans and goals for the near future. The department plans to add two bays to Station 1 in addition to a medic unit where three medics will be available at all times. Facility goals include acquiring a training tower with burn rooms by 2001 and a new station in the Poe Avenue area. Currently, Vandalia firefighters train using Dayton's facilities, and service to the Poe Avenue area is provided by Butler Township. After the contract with Butler Township expires in the Poe Avenue area, Vandalia will be providing fire protection there as well.

Since January 2000, the fire department instituted a community services survey similar to that the police department has used. As with the police, Vandalia's fire department received favorable comments from City residents according to the results of the citizen survey.

RECOMMENDATIONS

- 1. Work with Butler Township to coordinate land use policies and future land use plans.
- 2. Work with the school district in future planning efforts.
- 3. Coordinate approach on critical regional issues such as economic development and the airport and highway expansion.
- 4. Clarify the partnerships with the business community. Develop a coordinated link for support.

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INTERGOVERNMENTAL & ADMINISTRATIVE ISSUES

INTRODUCTION

The City of Vandalia does not exist in a vacuum. A variety of outside forces affect the future viability of this community. Therefore, regional or intergovernmental cooperation becomes the key to long-term sustainability. The Vandalia-Butler School District provides a starting place for intergovernmental cooperation with Butler Township. Several joint economic development opportunities also exist, as previously discussed. The decisions of the City of Dayton in regards to the Dayton International Airport also become critical to the City of Vandalia.

In addition to intergovernmental issues, several administrative issues affect the future direction of the City. Once the plan is adopted, it will be up to the administration to implement many of the recommendations. Therefore, administrative support of the plan is critical.

CITIZEN INPUT

In individual interviews, City officials and members of Vandalia's business community were asked to identify the intergovernmental issues with adjacent political jurisdictions. The issue most cited was annexation conflicts with Butler Township. Respondents also saw the airport expansion issue with Dayton as a serious concern. Also cited was the need for cooperation and communication among all neighboring communities.

Similarly, focus group participants were asked to describe Vandalia's relationship with surrounding townships and municipalities and indicate what the relationship should or could be. Respondents indicated that the community most interacted with is Butler Township due to its proximity and sharing of schools and other facilities. The focus group felt that the relationship was good, except on the issue of annexation. Other issues between the two communities to consider include the unnecessary duplication of some public services and the discrimination in the use of Vandalia's park and recreational facilities (i.e., gaining permission, paying fees).

Next, the focus group was asked to identify issues affecting the whole region. The airport expansion was the most common answer. Focus group members agreed that the expansion would encourage economic development; however, it was believed that the negative impacts on quality of life such as noise, traffic, and congestion would more than outweigh such benefits.

Focus group members were questioned as to how Vandalia could take advantage of its location in the region. The residents replied that the City was marketing itself well and

should continue to promote itself as a strategic and convenient place to locate business, live, and work.

Focus group respondents were asked how Vandalia would be impacted by the new I-70 / I-75 interchange. The common response was that the interchange would help alleviate traffic and create economic development opportunities at the site. However, they also expressed concern as to how the new interchange would affect businesses at the old interchange location.

INTERGOVERNMENTAL RELATIONSHIPS

The City of Vandalia is only a small part of the greater Miami Valley region. However, Vandalia's location as a regional transportation center, both highway and air, make it a desirable location for future economic expansion. Several major regional employers are located in the City of Vandalia. It is in the interest of the entire region to promote continued economic development in this area.

Butler Township and the City of Vandalia have the opportunity to create a strong alliance. However, the current relationship between these two jurisdictions is strained. Annexation has become a sore issue. Butler Township continues to fight annexation petitions. The City should set up a forum for discussing future annexation plans. If annexation is not feasible in certain areas, the City should pursue intergovernmental agreements that allow revenue sharing so both jurisdictions may benefit.

Both jurisdictions will also be affected by a number of other development issues. The first is the construction of the new interchange. The interchange will be located in both jurisdictions. Currently Butler Township is working with a consultant to develop design guidelines and market sites for commercial development. Therefore, joint planning becomes crucial in this area. With joint land use and transportation planning, both jurisdictions can increase the development potential and attractiveness of this new corridor.

The City of Dayton International Airport has a huge impact on the City of Vandalia and other surrounding jurisdictions. The City must work with the airport to mitigate the adverse impacts on the City of Vandalia. Currently, the City of Dayton has not been a willing participant in mitigation discussions. The City of Vandalia should begin to form alliances with other communities affected by the Dayton International Airport and begin to develop a regional forum for discussion of issues related to the airport's proposed expansion.

RECOMMENDATIONS

- 1. Set up a forum for discussing annexation issues.
- 2. Pursue intergovernmental agreements that allow revenue sharing.
- 3. Undertake joint planning with Butler Township in the new interchange area. Coordinate design standards.
- 4. Form alliances with other communities affected by the Airport.

ADMINISTRATIVE ISSUES

After the Comprehensive Plan is completed, City Council and the administration will be responsible for implementing the recommendations. Many of the recommendations will require capital improvements or changes in existing regulations and procedures. All departments will play a role in implementation. However, the Service Department will be the key administrative implementer of many of the recommendations. All departments should work together to ensure that the plan is implemented consistently.

Once the plan is adopted, it should be promoted to obtain local support. The plan is a dynamic document that also must be regularly reviewed and updated. It is recommended that the Planning Commission and Administration review the plan at least every five years. If Planning Commission acts in a manner contrary to the goals, policies, objectives and recommendations an amendment to the Plan should be required. This ensures full public knowledge of the actions of Planning Commission.

When new members are appointed to the Planning Commission or Board of Zoning Appeals, a training packet should be distributed that contains a copy of the Comprehensive Plan. The boards and commissions in the City could also benefit from regular training sessions that detail policies, procedures, and general conduct.

To maximize citizen participation in the planning process and other municipal issues, a citizen's academy should be developed. This would prepare individuals to take positions on various boards and commissions as well as provide a forum for discussion of community issues.

RECOMMENDATIONS

- 1. Coordinate efforts across departments to ensure the Comprehensive Plan is implemented.
- 2. Promote the Plan to obtain support.
- 3. Provide regular training sessions for Planning Commission and the BZA.
- 4. Review the Plan every 5 years and update as needed.
- 5. Develop a citizen's academy.
- 6. Update the demographic information and adjust the population projections when the 2000 Census data becomes available.

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IMPLEMENTATION STRATEGIES

Implementation is crucial to the success of any planning process. This document serves as a roadmap that can be used by elected officials, administration, boards and commissions, public sector organizations, and citizens to guide future decisions. As written, the Plan contains over fifty individual recommendations. It is unreasonable to think that all of these recommendations can be implemented immediately. Many of the recommendations will take a decade or more to implement. However, some very crucial steps must be undertaken in the first one to three years to ensure plan success.

Many of the recommendations require further action in the form of in-depth studies that should be undertaken by the appropriate city department. Below is a prioritized list of the most important studies that should be considered and the appropriate recommendations that should be accomplished as a part of those studies.

1. Zoning Study

- Industrial Recommendations #1 and #6
- Wyse/Benchwood/Miller Lane Recommendations #4
- Airport Recommendation #4
- Zoning Recommendations #1 thru #11
- Commercial Recommendations #5 and #6
- Downtown Recommendations #7 and #9
- Land Use Recommendation # 5
- Urban Corridor Recommendation #9

2. Landscape Architecture/Planning Study

- Urban Corridor Recommendations #1, #3 and #5
- Neighborhood Recommendations #1, #3 and #4
- Commercial Recommendations #2 and #3
- Wyse/Benchwood/Miller Lane Recommendation #3
- Downtown Recommendations #2 and #11
- Airport Recommendation #7

3. Economic Development Plan/Study

- Commercial #1 and #4
- Wyse/Benchwood/Miller Lane Recommendation #10
- Downtown Recommendation #6

4. Access Management Plan

- Access Management Recommendation #1
- Wyse/Benchwood/Miller Lane Recommendation #1
- Downtown Recommendation #4
- Urban Corridor Recommendations #10 and #11

5. Park and Recreation Master Plan

• Open Space and Recreation Recommendations #1 thru #7

6. Master Plans

• Create detailed master plans for the Wyse/Benchwood/Miller Lane area, the Airport Access Road area and the area south of I-70.

Several of the recommendations of the Plan require no new investment of public funds. Instead, they require a modification of the current policy and/or an intensification of an existing effort. These recommendations were placed into five major categories: on-going activity, promotion, enforcement, encourage/discourage, and legislative action.

On-going activities are efforts at the local community level that represent existing efforts or activities. These efforts should be continued; however, some require a redirection in the existing manner in which they are conducted. To ensure consistency of policy application, existing policy direction should be built into the communication system between the public, elected officials, boards and commissions, and administration.

ON-GOING ACTIVITIES	
Recommendation Block	Recommendation
Airport Expansion Area	Continue to oppose the expansion of runway 6R-24L.
Water	Continue with current negotiations/plans with Tipp City for a centralized water treatment facility.
Wastewater	Maintain current maintenance efforts, particularly where the distribution system is older. Monitor for inflow and infiltration regularly.
Stormwater Management	Undertake the preparation of a stormwater management plan that provides an inventory of the existing system, as well as making recommendations for future needs based on projected population and business growth.
Stormwater Management	Continue to work with MVRPC and the regional communities to address regional stormwater issues and the impacts of the individual communities on the system as a whole.
Intergovernmental Relationships	Work with Butler Township to coordinate land use policies and future land use plans.
Intergovernmental Relationships	Assist the school district in future planning efforts.
Intergovernmental Relationships	Coordinate approach on critical regional issues including economic development and the airport and highway expansion
Intergovernmental Relationships	Clarify partnerships with the business community. Develop a coordinated link for support.
Administrative Issues	Coordinate efforts across departments to ensure the Comprehensive Plan is implemented.
Administrative Issues	Promote the Plan to obtain support.

Administrative Issues	Provide regular training sessions for the Planning
	Commission and BZA.
Administrative Issues	Review the Plan every five years and update as needed.
Administrative Issues	Develop a citizen's academy.
Administrative Issues	Update the demographic information and adjust the population projections when the 2000 Census data becomes available.

The public needs to be aware of existing policy and where future emphasis will be placed. The recommendations listed below simply require the promotion of public policy.

PROMOTION		
Recommendation Block	Recommendation	
Housing	Promote desirable residential growth that enhances the	
	diversity of the housing stock while targeting specific	
	population groups.	
Housing	Promote a spectrum of housing types suitable to the	
	needs of the elderly including working with local	
	service providers to ensure that the needs of elderly	
	individuals "aging-in-place" are met.	
Commercial	Provide a Ink to the Vandalia Chamber of Commerce	
	homepage.	

Currently the policy below is in place. Vandalia needs to ensure future enforcement in order to protect existing neighborhoods and housing stock.

ENFORCEMENT	
Recommendation Block	Recommendation
Neighborhood, Housing	Actively enforce the property maintenance code.

Predictability of public policy decisions is crucial to both public and private sector organizations. The policies listed below reflect public policies that should be either encouraged or discouraged. Many of these policies are already in place and need further encouragement to accomplish the desired goal(s). Note that in several cases, the encouragement of the recommendations listed below will require public financial assistance. However, by decreasing funding in areas deemed undesirable by the Plan, money can be funneled into positive recommendations.

ENCOURAGE/DISCOURAGE		
Recommendation Block	Recommendation	
Industrial	Encourage development on underutilized properties by invoking the use of tax increment financing and other development tools as appropriate.	
Industrial	Using Ohio Revised Code 1724-10, create a Community Improvement Corporation.	
Commercial, Land Use	Discourage the development of new strip commercial areas and focus future activity in such areas to create a more clustered pattern of commercial development.	
Wyse/Benchwood/Miller Lane	Appoint an administrative or Council representative to work with Poe Avenue businesses to ensure continued viability of this section of the City.	
Downtown	Encourage the renovation of facades within the downtown district through the development of incentives including grant programs and low interest rehabilitation loans.	
Land Use	Continue development of industrial and residential areas.	
Open Space	Encourage the preservation of open space along the Miami River.	
Open Space	Provide aggressive leadership in encouraging collaborative partnerships between county, townships, municipalities, and the private sector in the creation and/or designation of new open space.	

Legislative action will be required to accomplish many of the recommendations. The action found below represents the recommendation that requires no outlay of public funds. Future legislative action should depend on the results of the future study areas discussed later in this section. Building the recommendations into the budget process will be the most crucial legislative action.

LEGISLATIVE ACTION	
Recommendation Block	Recommendation
General Economic Development	Establish a roundtable for discussion.

To provide input, a combined workshop was conducted with the Planning Commission and Board of Zoning Appeals. After reviewing the plan, the group was asked to prioritize major plan sections.

The following table illustrates the voting of the Planning Commission and Board of Zoning Appeals. Note that many of the priorities of the Planning Commission and Board of Zoning Appeals are reflected in the proposed work items previously discussed.

Recommendation Block	Votes Received
Neighborhood recommendations	4
Housing recommendations	0
General Economic Development recommendations	3
Industrial recommendations	2
Commercial recommendations	5
Wyse/Benchwood/Miller Lane recommendations	7
Downtown recommendations	8
Airport Expansion Area recommendations	0
Land Use recommendations	7
Zoning recommendations	7
Open Space / Recreation recommendations	0
Access Management recommendations	0
Urban Corridor recommendations	5
Water recommendations	0
Wastewater recommendations	0
Stormwater Management recommendations	0
Community Facilities recommendations	0
Intergovernmental Relationships	2
Administrative Issues	4

City Council also had the opportunity to review the Plan and the major recommendation blocks. Several Council members felt that many of the recommendations such as the water, wastewater, stormwater management, intergovernmental relationships and administrative issues recommendations were on going and would need constant attention, as reflected in the statements above. The majority of City Council members ranked the land use and zoning recommendations as a high priority. Other recommendations receiving a priority status include the Wyse/Benchwood/Miller Lane recommendations, the downtown recommendations, and the commercial recommendations.

APPENDIX 1

<u>CITIZEN SURVEY RESULTS BY NEIGHBORHOOD</u>

*represents the number of times the response was given

1. How long have you lived in the City of Vandalia?

Neighborhood 1:

- 0-4 years: 1*
- 5-9 years: 2
- 10-14 years: 1
- 15-19 years: 1
- 20-24 years: 1
- 30-34 years: 2
- 35-39 years: 1
- 45-49 years: 1

Neighborhood 2:

- 10-14 years: 1
- 15-19 years: 1
- 20-24 years: 2
- 25-29 years: 1
- 35-39 years: 3
- 45-49 years: 1

Neighborhood 3:

- 5-9 years: 3
- 10-14 years: 1
- 20-24 years: 3
- 25-29 years: 1
- 30-34 years: 3
- 45-49 years: 1

Neighborhood 4:

- 0-4 years: 2
- 5-9 years: 3
- 10-14 years: 1
- 20-24 years: 2
- 25-29 years: 1
- 35-39 years: 1

Neighborhood 5:

- 0-4 years: 1
- 5-9 years: 5
- 20-24 years: 1
- 25-29 years: 2
- 30-34 years: 1

Neighborhood 6:

- 0-4 years: 1
- 5-9 years: 1
- 35-39 years: 1

Neighborhood 7:

- 0-4: 1
- 5-9:1
- 10-14: 1
- 15-19: 2

Neighborhood 8:

- 5-9 years: 1
- 10-14 years: 2
- 15-19 years: 1
- 20-24 years: 2
- 25-29 years: 1
- 30-34 years: 1
- 35-39 years: 1
- 50-54 years: 1

Neighborhood 9:

- 0-4 years: 2
- 5-9 years: 1
- 10-14 years: 2
- 15-19 years: 1
- 25-29 years: 2
- 30-34 years: 1
- 45-49 years: 2

Neighborhood 10:

- 0-4 years: 3
- 5-9 years: 2
- 15-19 years: 2
- 20-24 years: 1
- 25-29 years: 1
- 30-34 years: 2
- 35-39 years: 1
- 40-44 years: 4
- 50-54 years: 1

Neighborhood 11:

- 5-9 years: 2
- 20-24 years: 2
- 35-39 years: 1
- 40-44 years: 1
- 45-49 years: 2
- 50-54 years: 1

2. What do you like most about living in the City of Vandalia?

Neighborhood 1:

- small town feel / homey (4)
- safe / no crime (2)
- good schools (1)
- convenience (1)
- a lot of activities for a small town
- good police and fire depts.

Neighborhood 2:

- small town feel (2)
- close to everything (1)
- good schools (1)
- best police, fire, EMS (1)
- family-oriented community
- friendly people

Neighborhood 3:

- quiet / peaceful (4)
- convenience to shopping, interstate, etc. (3)
- small town atmosphere (2)
- good city services (1)
- safe (1)
- cheaper taxes than Dayton
- cleanliness
- good police dept.

Neighborhood 4:

- good schools (2)
- good EMS, police / well protected
 (1)
- small town feel (1)
- city administration
- city services
- clean

Neighborhood 5:

- accessibility / convenience / proximity to everything (3)
- city services (2)
- small town feel (1)
- police protection (1)

Neighborhood 6:

- small (1)
- convenient

- it's not too big or too little
- not overbuilt or overcrowded
- quiet
- sports programs in town / public involvement in sporting activities
- lot of churches
- low crime
- no big shopping centers
- quiet
- don't know
- good schools
- haven't been bothered
- nice
- nice people
- parks / rec
- perfect
- sidewalks
- easy to get around
- good parks and rec
- little traffic
- location
- neighborhood
- don't know / no answer
- don't feel like part of the city
- good roads
- quiet
- don't know / no answer
- don't know / no answer

Neighborhood 7:

- quiet / peaceful (1)
- close to job
- good schools

Neighborhood 8:

- city services (1)
- school system (1)
- small town feel (1)
- clean
- middle income
- nice amenities
- nice city

Neighborhood 9:

- convenient / accessibility to interstates (6)
- small town atmosphere (3)
- city services (2)
- clean streets (1)
- good schools (1)
- nice town / community (1)
- people (1)

Neighborhood 10:

- good schools (2)
- access to highways (1)
- always lived here (1)
- city services (1)
- clean (1)
- parks and rec (1)
- police and fire depts (1)
- small / not too big (1)
- action
- airplanes
- golf course

Neighborhood 11:

- convenient / close to everything (2)
- good neighborhood (1)
- people / neighbors (1)
- comfortable
- general atmosphere
- good for raising children

- safe
- small town atmosphere
- no one specific thing
- not congested
- park facilities
- peaceful
- people friendly
- progressive town
- don't know / no answer
- police, fire, EMS (1)
- safe (1)
- good housing
- not too busy
- quiet
- self-contained
- good neighbors
- homey
- neighborhoods
- no shopping centers
- proximity to friends
- shopping convenience
- small town atmosphere
- snow removal
- streets maintained
- used to be small
- good police and fire depts
- high property values
- it's home
- peaceful
- pleasant place
- used to be small

3. How do you define your neighborhood?

Neighborhood 1:

- nice / very nice (4)
- quiet / peaceful (3)
- good / very good (2)
- close knit
- country feel
- excellent
- friendly

Neighborhood 2:

- good neighbors (2)
- nice / pretty good (2)
- fine / not bad (1)
- close
- great
- neighborhood has grown old

Neighborhood 3:

- quiet / peaceful (3)
- nice / great (3)
- well kept (2)
- good neighbors (1)
- first class
- good location

Neighborhood 4:

- good / nice (5)
- friendly (2)
- enjoy it (1)
- excellent
- family oriented

Neighborhood 5:

- annexed / used to be twp
- close to Taylorsville Reserve
- friendly
- great

Neighborhood 6:

- excellent
- good neighbors

Neighborhood 7:

- excellent
- friendly
- lots of kids

- good care of property
- good trash pick up
- I have moved away but I always come back
- safe
- very good neighbors

together

- plat of houses
- there's not a bad neighborhood in Vandalia
- new development
- older neighbors
- safe
- variety of ages
- don't know / no answer
- minor crimes
- new
- safe
- small
- new
- older, larger lots / feels like country
- safe
- don't know / no answer (5)
- quiet
- like it
- nice
- patrolled
- quiet

• under construction

Neighborhood 8:

- nice (5)
- upper middle class (2)
- friendly (1)
- older houses (1)
- new
- pleasant

Neighborhood 9:

- wonderful / excellent / great (2)
- nice place to live (2)
- affluent
- average
- clean

Neighborhood 10:

- nice (5)
- quiet (2)
- safe (2)
- good people / neighbors (1)
- like it (1)
- real good (1)
- small (1)

Neighborhood 11:

- nice (5)
- older neighborhood / older residents (2)
- good neighbors

- quiet
- social, especially during the summer
- well maintained
- don't know a lot of neighbors
- friendly
- no problems
- safe
- don't know / no answer (1)
- apartments
- friendly
- great
- heavily patrolled
- pleasant place to live
- stable
- don't know / no answer
- not many kids
- peaceful
- stable
- walking distance to many places

4. What do you like most about living in your neighborhood?

Neighborhood 1:

- good / helpful neighbors (3)
- friendly, small town atmosphere (2)
- good spot / nice place to live (1)
- familiar with people

- friends and family
- good trash pick up
- quiet
- safe

Neighborhood 2:

- convenient / proximity to everything / walkable (2)
- good neighbors (2)
- rural feel / smallness (1)
- affordable to buy
- everything

- good community
- like being on a backstreet
- safe
- schools

Neighborhood 3:

- good neighbors (6)
- convenience, location, accessibility (2)
- quiet (2)
- safe (2)
- well kept (1)

- good services
- it's the place to be / wouldn't want to live anywhere else
- some nuisances, but not too bothered

Neighborhood 4:

- good neighbors (5)
- people watch out for each other (1)
- away from town
- clean
- convenient
- friendly

Neighborhood 5:

- private / secluded (3)
- accessibility / proximity to services
 (2)
- trees / woods (2)
- rural feel (1)

Neighborhood 6:

- safe / no crime (1)
- people
- friendly

Neighborhood 7:

- comfortable
- generally peaceful and safe
- near rec center

Neighborhood 8:

- convenience (1)
- people (1)
- like my lot / like my house (1)
- feel comfortable
- its home
- location

Neighborhood 9:

- friendly / good neighbors (5)
- quiet (1)
- close to country
- close to sports complex / parks
- nice homes

- privacy
- quiet
- safe
- walkable
- well kept
- quiet (1)
- friendly neighbors (1)
- large plot
- near highway
- police patrol a lot
- know neighbors
- clean / neat
- police and fire are good / visible
- newness
- people
- lots of kids
- new / modern housing
- no through traffic
- quiet
- wooded area
- no worries about neighbors
- people support each other
- safe
- well kept

Neighborhood 10:

- kind people / neighborly (4)
- quiet / peaceful (3)
- safe / police patrol (1)
- across from park
- big trees
- close to airport
- community

Neighborhood 11:

- good / helpful neighbors (3)
- being part of Vandalia
- convenient to town and everything
- country setting with city conveniences

- don't like it / it's changing
- few kids
- friendly
- just like it
- kept up
- wide roads
- don't know / no answer (2)
- new
- nothing specific
- small town atmosphere

5. Name 3 positive physical characteristics of your neighborhood?

Neighborhood 1:

- cleanliness (4)
- landscaping / yards (1)
- aesthetics
- friendly
- good schools
- homes kept up
- house quality
- mailman good

Neighborhood 2:

- close to park (2)
- good schools (1)
- adequate fire dept.
- bike friendly
- buses run close
- close to highway
- close to school

Neighborhood 3:

- location / accessibility (2)
- near golf course and pool (1)
- quiet (1)
- good neighbors (1)
- bus service at corner
- city services

- pleasant neighbors
- privacy
- quiet
- small to medium sized
- street care
- trash pick up good
- trees
- good police
- roads maintained
- safe
- sports complex
- woods / wildlife
- don't know / no answer (2)
- clean
- good roads
- lots of trees
- safe to walk
- don't know / no answer (2)

Neighborhood 4:

- well-maintained homes and yards (4)
- accessibility (reserve bike pathway, sledding hill) (3)
- good snow removal (2)
- natural features / wildlife (2)
- new neighborhood (1)

Neighborhood 5:

- good neighbors (3)
- woods / trees / wildlife (3)
- seclusion, but close to services (1)
- clean (1)
- country setting (1)
- dead end street
- friendly
- houses well kept
- location

Neighborhood 6:

- homes nice
- small amount of traffic
- close to interstate

Neighborhood 7:

- proximity (1)
- safe / well patrolled (1)
- clean
- good neighbors
- new

Neighborhood 8:

- clean (2)
- new (2)
- clear streets / good snow removal
 (1)
- good neighbors / neighborhood organization (1)
- quiet (1)
- wooded area (1)
- attractive housing
- located on hill

Neighborhood 9:

- proximity to services / amenities (4)
- parks (2)
- quiet (1)

- clean
- quiet
- small
- space
- streets maintained
- new
- ok lighting
- open land / not crowded
- quiet
- roads maintained
- scenic
- water available
- well built
- enough restaurants
- town is nice (not Dayton)
- nice neighborhood
- quality of housing
- quiet
- don't know / no answer
- nice yards
- police response time
- pride in home / lot
- school system
- sidewalks
- small park
- well maintained
- well protected
- wide streets
- trees (1)
- well maintained property (1)
- clean
- don't know / no answer

- friendly
- property values stable / increasing

Neighborhood 10:

- properties well maintained (4)
- streets maintained (4)
- park (2)
- good homes (1)
- little traffic (1)
- safe / good police patrol (1)
- sidewalks (1)
- snow removal (1)
- well lit (1)
- backyard
- big trees

Neighborhood 11:

- houses / properties well maintained
 (3)
- sidewalks (1)
- wooded / trees (1)
- clean
- close neighbors
- located close to everything
- mailbox right down street

- RTA service to city
- wide streets
- close to airport
- creek / woods
- fire hydrant
- good neighbors
- location / accessibility to interstate
- med center
- pretty lawns and flowers
- sports complex
- swimming pool
- wide roads
- don't know / no answer
- older, established neighborhoods
- parks
- people are nice
- quiet
- streets maintained
- yards improving

6. Name the negative physical characteristics of your neighborhood.

Neighborhood 1:

- none
- don't know / no answer (5)

Neighborhood 2:

- none (2)
- don't know / no answer (1)
- snow piles on drive

Neighborhood 3:

- none (7)
- need repairs on entire street, not just patches

Neighborhood 4:

- still building / under construction
- curb cuts on Industrial Drive allows too much traffic

- air traffic / traffic from airport (1)
- Delphi right behind house
- too many people
- occasional parking problems but always taken care of
- noise from interstates
- owners of cats don't know there is a leash law
- inadequate enforcement w/ regard to development (i.e., traffic, mud on streets)
- industrial area next door

- traffic building up in industrial area
- unattractive downtown

• don't know / no answer (3)

Neighborhood 5:

- none (5)
- can't connect to sewer
- homes all look the same
- no sidewalks

Neighborhood 6:

- bad traffic
- street is not nice

Neighborhood 7:

- dislike developer of area (1)
- city doesn't plow streets
- city must clean up after (developer?)
- construction across the street

pays taxes, has Dayton mailing address

row of houses would be taken for

- none
- street too busy for kids

state interchange

turn around street

• taxes too high

noise

Neighborhood 8:

- none (4)
- don't like children cutting through yard / they're rude
- liked it better before street went through / used to be dead end
- street is cut through (Dixie to Helke)
- streets never plowed
- don't know / no answer

Neighborhood 9:

- none (6)
- traffic on Stoney Springs / Stonequarry (1)

Neighborhood 10:

- airport noise / smell / traffic (1)
- increased traffic (1)
- speeding (1)
- cars block sidewalk
- dog owners don't keep animals contained

noise / traffic from school

• poorly kept restroom at ballfield

airport with north - south runway

some homes not well maintained

- snow plow leaves pile in drive
- streets poor
- don't know / no answer (6)

Neighborhood 11:

- none (4)
- sidewalks are right up against road / need grass section
- don't know / no answer (2)

7. Are there specific negative features about your neighborhood or the City other than physical features?

Neighborhood 1:

- don't develop so many houses / leave some land for people to enjoy
- everything has its ups and downs
- expansion of airport would affect property values and small town atmosphere

Neighborhood 2:

- no (4)
- don't like bars / liquor store in middle of town
- don't know / no answer
- nothing to do for teenagers need

Neighborhood 3:

- no (5)
- need more law enforcement for traffic violations
- school board issue

Neighborhood 4:

- too much patrol of Brown School (1)
- Catholics run the place
- Kroger's is disgusting / need good grocery
- minor crimes

Neighborhood 5:

- no (5)
- need more upscale / interesting retail and restaurants
- nicer downtown

Neighborhood 6:

- no
- no shopping / need clothing stores

Neighborhood 7:

- no (1)
- Ashbury Farms falling behind Woodland Meadows because of inexpensive homes being built by developer

- no
- rezoning of Poole would ruin quiet
- school board
- should not enlarge airport
- don't know / no answer (4)
 - some kind of rec center
- too many rules / difficult process if you want to build on to your house
- there's no real downtown / have to leave city for shopping
- don't know / no answer (1)
- more retail and shopping
- nc
- too many variances (Industrial Drive)
- don't know / no answer (3)
- no more fast food
- noise from the airport
- taxes slightly high
- robbed 2 or 3 times
- needs downtown
- needs more modern amenities and store fronts
- school board stinks

Neighborhood 8:

- no (3)
- fighting in school board (2)
- airport expansion is bad idea (1)
- I don't want to go there
- people need to "get a life" and stop

Neighborhood 9:

- no (4)
- school board dividing community
- decorate for the seasons
- fumes from fuel
- high taxes

Neighborhood 10:

- no (5)
- businesses within residential areas / should separate uses
- busing / must walk 2 miles to school
- cable stinks / no reception
- kids driving fast playing loud music / no one goes speed limit
- lower trash and water rates

Neighborhood 11:

- no (1)
- city does good job with everything
- city officials make it difficult to come in and build a building
- not enough shopping / retail
- property taxes are in line with small

- attacking the school board
- we are sheltered / not told all the issues
- noise
- too many fast food franchises
- traffic if airport extends
- update / renovate downtown
- don't know / no answer
- neighborhood has gone from older residents to rental properties
- no airport expansion
- residents letting property go
- streets not filled / paved smoothly
- trash collection is sloppy
- don't know / no answer (2)

town / no problems

- wish parks and rec would offer more classes
- don't know / no answer (1)

8. What type of improvements would you like to see added to your neighborhood in the next 5 years?

Neighborhood 1:

- better street lights / neighborhood is dark (1)
- full time fire
- less fast food places in town
- maintain roads

Neighborhood 2:

- none needed (3)
- street repairs (1)
- Demett School is congested / needs bigger facility / more parking

- more houses
- satisfied now
- don't know / no answer (3)
- more lights on National Road toward Tipp City
- something for teenagers to do
- speed bumps

Neighborhood 3:

- none needed (3)
- satisfied / happy with it as it is (1)
- flashing light at Brown School and Route 40
- improvements are already taking place
- make sure garbage collectors pick up after themselves if they drop

Neighborhood 4:

- none needed (2)
- better bikeway access
- Brown School and Route 40 needs turn signal
- control weeds on Waldsmith lot

Neighborhood 5:

- future uncertain due to improvement of 70 / 75 (1)
- road paved / repairs (1)
- none needed (1)
- bikepath from Taylorsville to Vandalia
- different housing styles

Neighborhood 6:

- better access to street
- Miller Lane business create too much traffic
- no airport extension

Neighborhood 7:

- fighting VFW addition
- no commercial building

Neighborhood 8:

- better parks for the kids
- bookstore in town
- building rec center
- children should be taught good manners
- none needed
- plow streets in winter
- second pool

Neighborhood 9:

• none needed (2)

garbage

- park closer by
- property owners need to keep homes up
- sidewalks down to development
- street repairs
- don't know / no answer
- finish construction
- gas service
- improve downtown
- don't know / no answer (1)
- light at Brown School / Little York
- more trees
- street light on Brown School Road
- water / sewer
- wider streets and sidewalks
- won't be here in 5 years
- reduce traffic / widen Dixie
- shopping area
- none needed
- rec center good
- service to take away large items garbage men won't collect
- speed bumps on street to slow people down
- trees should be planted between streets and sidewalk
- don't know / no answer (1)

• keep streets up (1)

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- don't let airport get bigger
- get rid of speed bumps
- more patrolmen
- more shopping in city
- natural gas in neighborhood

Neighborhood 10:

- more shopping / clothing stores (2)
- repair streets (2)
- none (1)
- concentrate on sewer
- enforce noise ordinance esp in park
- like new rec center
- loading zone often blocked / improve signage

Neighborhood 11:

- ensure clean sidewalks or provide busing for kids during cold / snowy weather
- expand size of parks
- more retail
- none needed

- need centerline painted on Helke / Alkaline Springs
- something for teenagers to do
- widen Stonequarry (Dixie to Dog Leg)
- more trees
- put Victory Park back in
- reduce traffic
- speed bumps
- tornado siren
- won't be around in 5 years
- don't know / no answer (2)
- not much room to do anything
- seal of top of street (Dixie)
- slow speeders
- don't know / no answer (3)

9. Where do people in your neighborhood congregate?

Neighborhood 1:

- they don't (3)
- park (1)
- in people's houses

Neighborhood 2:

- Frickers (1)
- they don't (1)
- bars
- bowling alley
- park
- schools

Neighborhood 3:

- city pool (4)
- sports complex (1)
- they don't (1)
- block parties

- rec center
- don't know / no answer (2)
- senior center
- shopping centers
- sports complex
- their house / neighbor's house
- don't know / no answer
- neighbor's house
- on the streets / sidewalks
- senior center
- don't know / no answer (1)

Neighborhood 4:

- they don't (2)
- wants park for this purpose (1)
- block party

Neighborhood 5:

- in the street / sidewalks / walking (3)
- they don't (3)

Neighborhood 6:

• they don't (2)

Neighborhood 7:

- they don't (2)
- block parties in summer

Neighborhood 8:

- they don't / don't neighbor much / people are private (3)
- churches (1)
- neighbor's house / yard (1)
- ball field

Neighborhood 9:

- front yard / in streets (2)
- sports complex (2)
- they don't (2)
- block parties in streets (1)
- sometimes in summer, not often in winter (1)

Neighborhood 10:

- they don't (7)
- park (1)
- don't get out much
- kids near junior high
- pee wee football games

Neighborhood 11:

- neighborhood doesn't congregate / socialize much (2)
- their house / neighbor's house (2)
- parks (1)
- high school yard

- their house / neighbor's house
- walking in streets
- don't know / no answer (2)
- their house / neighbor's house (1)
- Am Vets

- park
- Helke park
- neighborhood groups
- schools
- work
- their house / neighbor's house (1)
- Jasmine's
- not much b/c older population
- shopping center across from trap shoot
- school kids cut through court
- sports complex
- swimming pool
- don't know / no answer (2)
- not one specific location
- outside
- senior citizens center
- don't know / no answer

10. Is there anything else that you would like to tell me about your neighborhood?

Neighborhood 1:

- enjoy living there
- good city snow removal

Neighborhood 2:

- bus runs through middle of plat / have to listen to it pass every 15 minutes
- enjoy living there

Neighborhood 3:

- no (5)
- enjoy living there
- finding information is difficult, not sure what office to call
- good people
- it's one of the better neighborhoods

Neighborhood 4:

 if you call City Manager's office nothing happens / have to call Council or Mayor

Neighborhood 5:

- love it
- want more bike trails
- water line in front of property took

Neighborhood 6:

• need closer grocery store

Neighborhood 7:

- like it (1)
- concerts are a waste
- likes park and rec
- more attention to zoning (Rt. 40 too much fast food, signs/frontage

Neighborhood 8:

- good neighborhood
- good neighbors
- great place to raise a family
- like it
- local listing of names and numbers

Neighborhood 9:

• good job (1)

- real satisfied
- don't know / no answer (6)
- not as nice as Kentucky
- don't know / no answer (5)

and I hope it stays that way

- planning seems up-to-date
- police are always driving around, even at night
- proximity to everything
- satisfied with level of city services
- don't know / no answer (7)

taxes, but will now lose house

- don't know / no answer (5)
- don't know / no answer (1)

awful)

- property taxes too high
- safe / can walk at night
- don't know / no answer

would be helpful

- nice and peaceful
- don't know / no answer (5)

satisfied / happy (1)

- apartments in neighborhood haven't harmed the residential character
- build up school system
- vandalism in neighborhood
- like idea of more curbside pickups for trash
- don't know who to call for street lights / takes 2-3 weeks to get repaired
- don't know / no answer (5)

Neighborhood 10:

- don't get too big for britches
- good job
- hope new sports complex doesn't cause taxes to go up
- love the city
- need a city center / clean downtown

Neighborhood 11:

- nice / fine place to live (3)
- board of education needs to get act together

- without fast food
- need another grocery store
- traffic flow good
- very pleased
- don't know / no answer (10)

need way to get rid of things garbage collectors won't take

• don't know / no answer (2)

Demographic Data

Sex:

male: 34female: 72

Age:

18-25: 025-44: 3245-65: 3765+: 37

Occupation:

- admin.assistant: 5
- administrator
- banker
- bookkeeper
- builder, selfemployed
- business owner
- church employee
- clinical technician
- construction
- contractor
- driver
- Emory: 2
- engineer
- environmental lab technician
- executive director

- of non-profit
- factory worker: 2
- government
- gunsmith
- homemaker: 14
- Iams worker
- loan officer
- manager: 2
- mental health specialist
- nurse: 2
- office assistant
- office manager: 3
- pastor
- plant manager
- printer
- production

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- professional
- programmer
- project manager
- respiratory therapist
- retired: 33
- sales: 3
- secretary
- senior credit analyst
- store manager
- teacher: 3
- technician
- tool maker: 2
- unemployed: 2
- welder
- xerox repair

APPENDIX 2

Modified Exponential Curve - $Y_c = c + ab^x$

This curve can be transformed to the liner form by assuming an upper or lower growth limit and by applying logarithms. This allows the geometric curve-fitting procedures to be used to fit a modified exponential curve with an assumed growth limit, c.

When the a parameter is negative and the b parameter is between zero and one, the modified exponential curve approaches an upper growth limit c for large positive values of X. In this case the modified exponential curve can be expressed as $Y_c = c - ab^x$ and the computational procedures for fitting a geometric curve can be used to fit a modified curve with the exception that $\log(c - Y)$ replaces the $\log Y$ term and $X\log(c - Y)$ replaces the $X\log Y$ term. See equations below:

```
log a = ? log (c - Y) / N

log b = ? [X \log (c - Y)] / ? X^2

where

N = \text{number of observations}

? log (c - Y) = \text{sum of logarithms of growth residuals}

? [X \log (c - Y)] = \text{sum of products of index values and logarithms}

? X^2 = \text{sum of squared index values}

= N(N^2 - 1) / 12 for odd values of N
```

The a and b parameters can then be computed by taking the antilogarithms of $\log a$ and $\log b$.

When the a parameter is positive and the b parameter is between zero and one, the modified exponential curve approaches a lower limit c for large positive values of X. In these cases the modified exponential curve has the equation $Y_c = c + ab^x$. As a result, the computational procedures for fitting a modified exponential curve with an assumed lower growth limit are identical to the procedures for an assumed upper growth limit with the exception that $\log(Y - c)$ replaces the $\log(c - Y)$ term in all of the equations. Modified exponential estimates and projections can then be computed by taking the antilogarithms of $\log a$ and $\log b$ and substituting these values and the appropriate index values into the modified exponential equation.

To compute the growth limits, tow conductions must be satisfied: (1) The total number of observations must be evenly divisible by three; the number of observations can be odd or even; and (2) the first observation must be assigned an index value of zero and later observations assigned consecutive positive values (1, 2, 3, etc.)

The parameters of the modified exponential curve can then be determined by applying the following equations:

$$b^{n} = ?_{3}Y - ?_{2}Y / ?_{2}Y - ?_{1}Y$$

$$a = (?_{2}Y - ?_{1}Y)[b - 1/(b^{n} - 1)^{2}]$$

$$c = 1/n[(?_{1}Y)(?_{3}Y) - (?_{2}Y)^{2} / ?_{1}Y + ?_{3}Y - 2?_{2}Y]$$

where

n = number of observations in each partial sum

? $_1Y$ = partial sum of first third of observations

 $?_2Y$ = partial sum of second third of observations

? $_{3}Y$ = partial sum of last third of observations

The observations must be assigned appropriate index values and the partial sums must be computed for each third of the observations. The number of observations in each partial sum, n, is equal to the total number of observations, N, divided by three.⁵

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⁵ Klosterman, Richard E. Community Analysis and Planning Techniques. 221-8.

APPENDIX 3