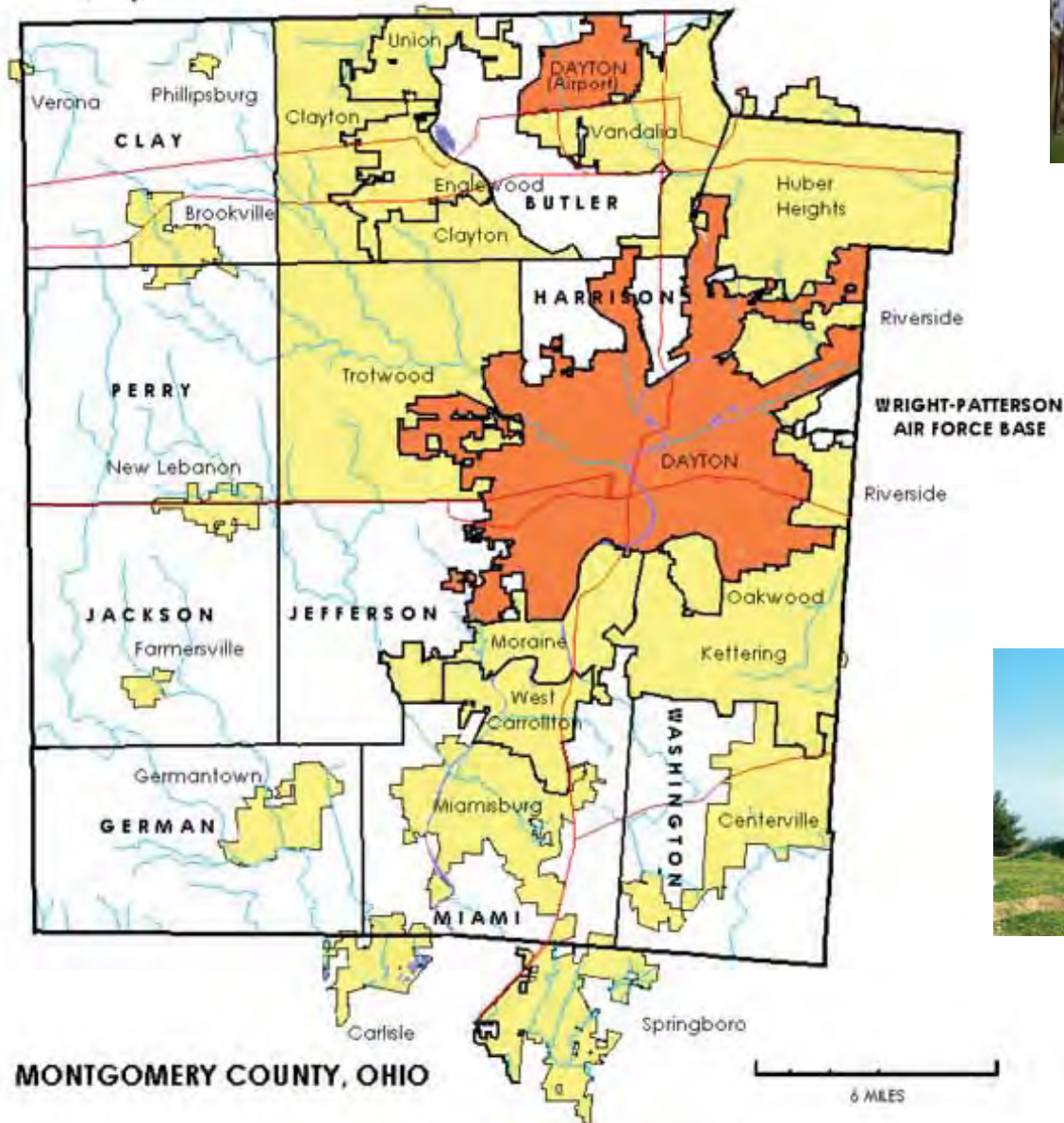


# MONTGOMERY COUNTY PLANNING COMMISSION COMPREHENSIVE LAND USE PLAN AND FUTURE LAND USE MAP

YEAR 2012 AND BEYOND



# **MONTGOMERY COUNTY, OHIO**

## **COMPREHENSIVE PLAN**

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##### **Communities**

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**Jackson Township**

**German Township**

**Harrison Township**

**Jefferson Township**

**Miami Township**

**Washington Township**

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Planner

MONTGOMERY COUNTY PLANNING COMMISSION

451 W. 3 rd Street

Dayton, Ohio

45422

## SECTION 1

# INTRODUCTION TO THE COMPREHENSIVE PLAN

### ***GUIDING PRINCIPLE:***

*Approach land use planning as a means to further environmental quality and efficient transportation, balanced by the realities of economic development and the limitations of government spending.*

### **1.A STATEMENT OF PURPOSE**

This County Comprehensive Plan serves as a guiding document for decision making on land development matters, such as subdivision review, zoning issues, public sewer and water line extension requests, and transportation planning. The use of a comprehensive plan to guide zoning has been favored by Ohio and federal courts over a haphazard pattern of zoning actions. The Plan is to be implemented after its adoption by the Montgomery County Board of Commissioners, and the County Planning Commission.

### **1.B PRIMARY BENEFITS OF A COMPREHENSIVE LAND USE PLAN**

The Plan and its Future Land Use Map add to the predictability and efficiency of land use in the County. The documents set parameters for zone changes, so that property owners, investors and other governments in the region know the limits of those changes. This helps to maintain property values by upholding reasonable expectations about the use of land. That predictability also enhances the ability of public service agencies to budget and plan capital improvements.



## INTRODUCTION (continued)

### **1.C OVERVIEW OF THE PLANNING PROCESS FOR SUBDIVISIONS, ZONING AND PUBLIC IMPROVEMENTS**

#### **County Planning Commission**

The County Planning Commission regulates land subdivisions through the County Subdivision Regulations. The Regulations are broadly governed by State law, but they are formulated and enforced locally by the Planning Commission. Also, the Planning Commission has the authority to grant variances (consistent with State law) from the Regulations. Additionally, the Commission formulates and approves the County Thoroughfare Plan, which is a long term plan and map that shows the ultimate public rights of way for all arterial and collector streets.

Currently the zoning of land is decided by township governments in unincorporated lands of the County, and by municipal governments in cities and villages. However, no zone change may be decided by a township until the proposed change has been publicly reviewed by the County Planning Commission, which may recommend approval, approval with recommended changes, or denial, unless the case is tabled for further review. The Comprehensive Plan and Future Land Use Map will provide guidance to the Planning Commission in its decision making on zoning matters.

#### **County Board of Commissioners**

Under the direction of the Board of Commissioners, the County Water Services Department provides water and sewer service to unincorporated lands and some municipalities in the County. The Department maintains master plans to provide water and sewer service for various development scenarios. The Future Land Use Map provides guidance on the residential densities and other demands that may be placed upon the water and sanitary sewer system. The practices of the Water Services Department should coincide with the future land uses that are planned for the County, as reflected by the Future Land Use Map.

The Board of Commissioners has influence on road construction and transportation improvements. Major new road projects often require Federal funds, which are distributed by the Miami Valley Regional Planning Commission (MVRPC), operating as a Metropolitan Planning Organization under Federal law. MVRPC enacts various plans for road construction and improvements, and the distribution of funds is based largely on those plans. The Commissioners of several counties (Greene, Miami, Montgomery) have direct input into the creation of the plans. Within Montgomery County, centers of substantial employment, commerce, entertainment and lodging, as shown on the Future Land Use Map, should be well served by the local and regional transportation system.



## INTRODUCTION (continued)

### **Townships**

Several Montgomery County township Boards of Trustees have recently prepared long range land use plans to help guide township zoning decisions. The Montgomery County Comprehensive Plan and Future Land Use Map reflect those plans.

Zoning regulations are a primary means by which the townships organize and regulate land use. Although final zoning decisions in Montgomery County are made at the township level, the County Comprehensive Plan will serve as a general guide for review of proposed re-zonings, and the alteration of Township zoning texts.

### **1. D ACHIEVING CONSISTENCY BETWEEN ZONING AND THE COMPREHENSIVE PLAN**

This Comprehensive Plan is used as a tool in the rendering of zoning decisions. The Plan is a statement of local consensus on some major aspects of how those decisions should be made. In any zone change case heard by the Planning Commission, the compatibility of a proposed land use with surrounding land uses and zoning is of equal importance to the consistency of the proposed zoning with the Plan. So, such decisions will be made on the basis of a balancing of the various critical factors in each case. In some cases, although the proposed re-zoning is consistent with the Plan, it may conflict with the surrounding zoning and land uses that have not caught up to the Plan. For example, a proposal for industrial development of a vacant property located next to a high density residential development may produce off site impacts that are not compatible with the homes. Such proposals are premature. Less intensive zoning that allows a use similar to that being proposed, or planned development zoning that applies special restrictions to the proposed use will be more appropriate.





## **SECTION 2**

### **OVERVIEW OF EXISTING LAND USES**

Montgomery County has a population of approximately 535,153 persons, according to U.S. Census Bureau estimates issued in year 2012. The County consists of nine Township governments (Butler, Clay, Harrison, Miami, German, Jackson, Jefferson, Perry, Washington), and nineteen municipalities. New construction and land use in the municipalities is regulated by those local governments, either through zoning or a combination of zoning and building regulation. Some municipalities contract with the County Building Regulations Division for building inspection services. Within unincorporated lands in the Townships, the County Building Regulations Division regulates the issuance of building permits, while zoning authority rests with the township government. Montgomery County is considered an urbanized county by the U.S. Census Bureau and is the largest county in the Census Bureau's Dayton Metropolitan Statistical Area.

Land uses in Montgomery County include a full range of urban development. Heavy commercial development is present along key transportation corridors, such as Interstate 70, Interstate 75, U.S. Hwy 35, and Interstate 675. Some locations offer extensive retail activity, as found in and around the Dayton Mall, a major retail center that lies between I675 and I75, in Miami Township. Other spots, like the corridor along I75, near the Benchwood interchange, in Butler Township, contain an intensive mix of large scale retail development and hospitality uses. Along I75 in Harrison Township, a considerable amount of industrial development has occurred. Major light industrial parks have been developed along I675 in Miami Township. These various types of land uses are not limited to the locations just listed. Overall, non residential land development in the County can be described as a mixture of mature commercial and industrial land uses located primarily in Butler, Harrison, Jefferson, Miami and Washington Townships. Clay, Perry, Jackson and German Townships, located west of the Great Miami River, are best described as agricultural communities. Some commercial and industrial development has occurred near the U.S. Hwy 40 and State Route 49 interchange/corridor in Clay Township. East of the Great Miami River, areas within Washington and Miami Townships have undergone almost total "build out" scenarios, in which nearly all land available for residential development has been, or is scheduled for development. Areas west of the River, in the southern Miami Township are still fairly rural in appearance and residential development has been for the most part limited to large lots (single family residences situated on land parcels of one acre or more). The "western" townships of Clay, Perry, Jackson and German have historically been agricultural, offering few employment opportunities (relative to the commercial and industrial development in the eastern municipalities and townships), and few locations for purely residential development, due to the lack of centralized public sanitary sewers and the proximity to heavy agricultural land uses.



## EXISTING LAND USES (continued)

The entire population of the County is served by several regional hospitals, major universities, colleges and vocational schools. Public infrastructure includes water provided by treatment and pumping facilities of the City of Dayton, Ohio and several municipalities. Sanitary sewers are provided by the County Water Services Department, the City of Dayton and a few other municipalities. An extensive road system connects all communities in the County with each other, and the region. The road system includes three major interstate highways, three major state highways, as well as the historic U.S. 40 (National Highway). The local road system is based on thoroughfare planning, in which local collector streets serve larger arterial streets which carry traffic throughout the region.

Since the year 2000, most of the new homes constructed under permits issued by the Montgomery County Building Regulations Division have been located in southern Washington and Miami Townships. Over the years 2005 - 2008, new home construction as reflected by permit activity, has declined sharply. This is consistent with regional trends.

Since the year 2000, about half of the value of new commercial construction under County permit has been invested in Huber Heights, Miami Township and Washington Township. Notable amounts of construction also occurred Butler Township, Harrison Township, Englewood and Riverside. Since 2005, the value of new commercial construction under permit has declined in all communities except for Miami Township.

Montgomery County Municipalities		Townships
Brookville	West Carrollton	Butler
Centerville	Pt. Verona	Clay
Clayton	Pt. Springboro	German
Dayton	Pt. Carlisle	Jackson
Englewood		Jefferson
Farmersville		Harrison
Germantown		Miami
Kettering		Perry
Miamisburg		Washington
Moraine		
New Lebanon		
Oakwood		
Phillipsburg		
Riverside		
Trotwood		
Union		
Vandalia		

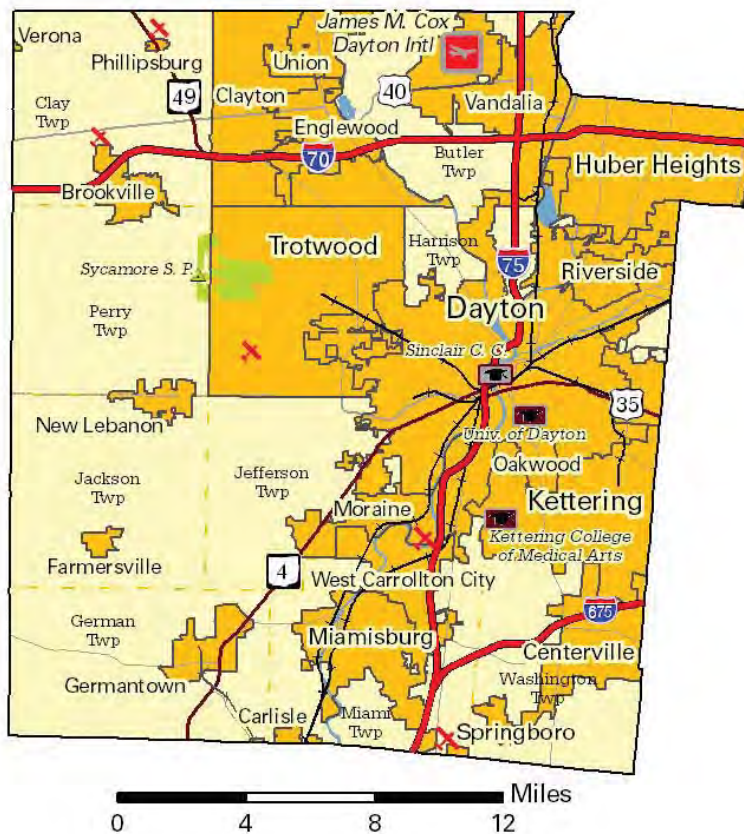
# Ohio County Profiles

Prepared by the Office of Policy, Research and Strategic Planning



## Montgomery County

**Established:** Act - May 1, 1803  
**2010 Population:** 535,153  
**Land Area:** 461.7 square miles  
**County Seat:** Dayton City  
**Named for:** General Richard Montgomery, Revolutionary War



### Taxes

Taxable value of real property	\$9,893,884,440
Residential	\$7,371,116,010
Agriculture	\$101,587,400
Industrial	\$329,442,090
Commercial	\$2,091,738,940
Mineral	\$0
Ohio income tax liability	\$309,114,766
Average per return	\$1,337.22

### Land Use/Land Cover

	Percent
Urban (Residential/Commercial/Industrial/Transportation and Urban Grasses)	43.47%
Cropland	32.56%
Pasture	3.97%
Forest	18.30%
Open Water	1.10%
Wetlands (Wooded/Herbaceous)	0.36%
Bare/Mines	0.25%

### Largest Places

	Census 2010	Census 2000
Dayton city	141,527	166,179
Kettering city (pt.)	55,696	57,502
Huber Heights city (pt.)	37,142	38,177
Washington twp UB	32,610	29,967
Miami twp UB	29,131	25,706
Riverside city	25,201	23,545
Trotwood city	24,431	27,420
Centerville city (pt.)	23,997	23,024
Harrison twp	22,397	24,303
Miamisburg city	20,181	19,489

UB: Unincorporated balance.

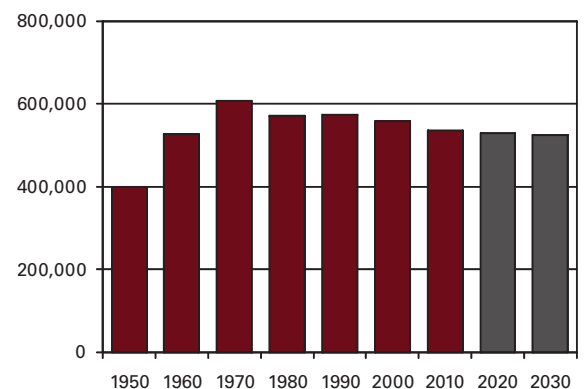
### Total Population

#### Census

1800		1880	78,550	1950	398,441
1810	7,722	1890	100,852	1960	527,080
1820	15,999	1900	130,146	1970	606,148
1830	24,362	1910	163,763	1980	571,697
1840	31,938	1920	209,532	1990	573,809
1850	38,218	1930	273,481	2000	559,062
1860	52,230	1940	295,480	2010	535,153
1870	64,006				

#### Projected

2020	528,800
2030	524,060





## Population by Race

	Number	Percent
ACS Total Population	538,461	100.0%
White	399,904	74.3%
African-American	112,647	20.9%
Native American	611	0.1%
Asian	9,045	1.7%
Pacific Islander	11	0.0%
Other	5,053	0.9%
Two or More Races	11,190	2.1%
Hispanic (may be of any race)	11,397	2.1%
<b>Total Minority</b>	<b>144,699</b>	<b>26.9%</b>

## Educational Attainment

	Number	Percent
Persons 25 years and over	361,642	100.0%
No high school diploma	44,453	12.3%
High school graduate	109,443	30.3%
Some college, no degree	89,245	24.7%
Associate degree	30,476	8.4%
Bachelor's degree	54,266	15.0%
Master's degree or higher	33,759	9.3%

## Family Type by Employment Status

	Number	Percent
Total Families	138,332	100.0%
Married couple, husband and wife in labor force	50,277	36.3%
Married couple, husband in labor force, wife not	18,905	13.7%
Married couple, wife in labor force, husband not	8,682	6.3%
Married couple, husband and wife not in labor force	17,977	13.0%
Male householder, in labor force	7,567	5.5%
Male householder, not in labor force	2,315	1.7%
Female householder, in labor force	23,218	16.8%
Female householder, not in labor force	9,391	6.8%

## Household Income

	Number	Percent
Total Households	223,660	100.0%
Less than \$10,000	21,460	9.6%
\$10,000 to \$19,999	26,415	11.8%
\$20,000 to \$29,999	27,556	12.3%
\$30,000 to \$39,999	27,081	12.1%
\$40,000 to \$49,999	22,215	9.9%
\$50,000 to \$59,999	18,261	8.2%
\$60,000 to \$74,999	22,697	10.1%
\$75,000 to \$99,999	25,480	11.4%
\$100,000 to \$149,999	21,299	9.5%
\$150,000 to \$199,999	6,669	3.0%
\$200,000 or more	4,527	2.0%
<b>Median household income</b>	<b>\$43,965</b>	

## Population by Age

	Number	Percent
ACS Total Population	538,461	100.0%
Under 5 years	33,670	6.3%
5 to 17 years	91,969	17.1%
18 to 24 years	51,180	9.5%
25 to 44 years	137,060	25.5%
45 to 64 years	144,986	26.9%
65 years and more	79,596	14.8%
<b>Median Age</b>	<b>38.7</b>	

## Family Type by Presence of Own Children Under 18

	Number	Percent
Total Families	138,332	100.0%
Married-couple families with own children	35,740	25.8%
Male householder, no wife present, with own children	5,474	4.0%
Female householder, no husband present, with own children	19,885	14.4%
Families with no own children	77,233	55.8%

## Poverty Status of Families By Family Type by Presence Of Related Children

	Number	Percent
Total Families	138,332	100.0%
Family income above poverty level	122,192	88.3%
Family income below poverty level	16,140	11.7%
Married couple, with related children	2,145	13.3%
Male householder, no wife present, with related children	1,533	9.5%
Female householder, no husband present, with related children	9,338	57.9%
Families with no related children	3,124	19.4%

## Ratio of Income To Poverty Level

	Number	Percent
Population for whom poverty status is determined	523,130	100.0%
Below 50% of poverty level	38,676	7.4%
50% to 99% of poverty level	43,301	8.3%
100% to 149% of poverty level	49,184	9.4%
150% to 199% of poverty level	48,007	9.2%
200% of poverty level or more	343,962	65.8%

## Geographical Mobility

	Number	Percent
Population aged 1 year and older	531,729	100.0%
Same house as previous year	438,736	82.5%
Different house, same county	67,211	12.6%
Different county, same state	14,048	2.6%
Different state	9,519	1.8%
Abroad	2,215	0.4%

Percentages may not sum to 100% due to rounding.

## Travel Time To Work

	Number	Percent
Workers 16 years and over	231,563	100.0%
Less than 15 minutes	75,588	32.6%
15 to 29 minutes	104,437	45.1%
30 to 44 minutes	33,805	14.6%
45 to 59 minutes	8,708	3.8%
60 minutes or more	9,025	3.9%

Mean travel time 20.8 minutes

## Housing Units

	Number	Percent
Total housing units	254,825	100.0%
Occupied housing units	223,660	87.8%
Owner occupied	144,289	56.6%
Renter occupied	79,371	31.1%
Vacant housing units	31,165	12.2%

## Year Structure Built

	Number	Percent
Total housing units	254,825	100.0%
Built 2005 or later	3,476	1.4%
Built 2000 to 2004	10,680	4.2%
Built 1990 to 1999	18,450	7.2%
Built 1980 to 1989	21,277	8.3%
Built 1970 to 1979	43,501	17.1%
Built 1960 to 1969	46,591	18.3%
Built 1950 to 1959	46,887	18.4%
Built 1940 to 1949	24,262	9.5%
Built 1939 or earlier	39,701	15.6%

Median year built 1964

## Value for Specified Owner-Occupied Housing Units

	Number	Percent
Specified owner-occupied housing units	144,289	100.0%
Less than \$20,000	2,794	1.9%
\$20,000 to \$39,999	3,981	2.8%
\$40,000 to \$59,999	8,186	5.7%
\$60,000 to \$79,999	16,079	11.1%
\$80,000 to \$99,999	23,827	16.5%
\$100,000 to \$124,999	22,603	15.7%
\$125,000 to \$149,999	18,758	13.0%
\$150,000 to \$199,999	23,834	16.5%
\$200,000 to \$299,999	16,119	11.2%
\$300,000 to \$499,999	6,101	4.2%
\$500,000 to \$999,999	1,585	1.1%
\$1,000,000 or more	422	0.3%

Median value \$119,100

## House Heating Fuel

	Number	Percent
Occupied housing units	223,660	100.0%
Utility gas	154,635	69.1%
Bottled, tank or LP gas	5,018	2.2%
Electricity	57,686	25.8%
Fuel oil, kerosene, etc	3,636	1.6%
Coal, coke or wood	889	0.4%
Solar energy or other fuel	966	0.4%
No fuel used	830	0.4%

Percentages may not sum to 100% due to rounding.

## Gross Rent

	Number	Percent
Specified renter-occupied housing units	79,371	100.0%
Less than \$100	625	0.8%
\$100 to \$199	2,431	3.1%
\$200 to \$299	2,351	3.0%
\$300 to \$399	3,149	4.0%
\$400 to \$499	8,451	10.6%
\$500 to \$599	10,543	13.3%
\$600 to \$699	12,322	15.5%
\$700 to \$799	10,803	13.6%
\$800 to \$899	9,297	11.7%
\$900 to \$999	5,725	7.2%
\$1,000 to \$1,499	8,450	10.6%
\$1,500 or more	1,679	2.1%
No cash rent	3,545	4.5%

Median gross rent \$684

Median gross rent as a percentage of household income 31.0

## Selected Monthly Owner Costs for Specified Owner-Occupied Housing Units

	Number	Percent
Specified owner-occupied housing units with a mortgage	100,780	100.0%
Less than \$400	815	0.8%
\$400 to \$599	3,869	3.8%
\$600 to \$799	8,674	8.6%
\$800 to \$999	16,294	16.2%
\$1,000 to \$1,249	22,394	22.2%
\$1,250 to \$1,499	17,544	17.4%
\$1,500 to \$1,999	19,025	18.9%
\$2,000 to \$2,999	9,405	9.3%
\$3,000 or more	2,760	2.7%

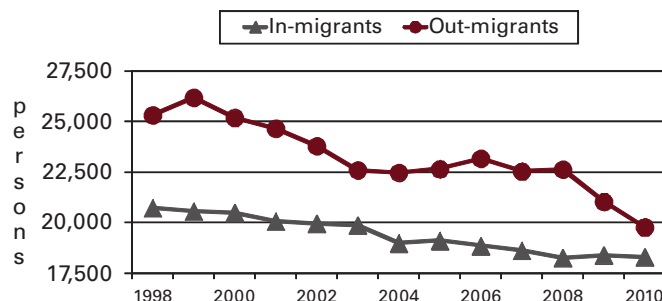
Median monthly owners cost \$1,232

Median monthly owners cost as a percentage of household income 23.3

## Vital Statistics

	Number	Rate
Births / rate per 1,000 women aged 15 to 44	7,054	66.7
Teen births / rate per 1,000 females 15-19	841	48.2
Deaths / rate per 100,000 population	5,766	1,078.5
Marriages / rate per 1,000 population	2,920	5.5
Divorces / rate per 1,000 population	1,751	3.3

## Migration



## Agriculture

Land in farms (acres)	111,000
Number of farms	790
Average size (acres)	141
Total cash receipts	\$57,065,000
Per farm	\$72,234

## Education

Public schools buildings	164
Students (Average Daily Membership)	76,673
Teachers (Full Time Equivalent)	4,914.4
Expenditures per student	\$11,584
Graduation rate	82.7
Non-public schools	31
Students	10,128
4-year public universities	0
Branches	0
2-year public colleges	1
Private universities and colleges	1
Public libraries (Main / Branches)	4 / 22

## Transportation

Registered motor vehicles	524,269
Passenger cars	386,897
Noncommercial trucks	64,087
Total license revenue	\$12,256,150.88
Interstate highway miles	55.41
Turnpike miles	0.00
U.S. highway miles	41.44
State highway miles	121.34
County, township, and municipal road miles	2,740.77
Commercial airports	6

## Voting

Number of precincts	360
Number of registered voters	385,652
Voted in 2010 election	188,491
Percent turnout	48.9%

## Health Care

Physicians (MDs & DOs)	1,711
Registered hospitals	12
Number of beds	2,967
Licensed nursing homes	39
Number of beds	4,474
Licensed residential care	31
Number of beds	2,654
Adults with employer-based insurance	65.0%
Children with employer-based insurance	65.0%

## State Parks, Forests, Nature Preserves, And Wildlife Areas

Areas/Facilities	2
Acreage	2,393.92

## Communications

Television stations	7
Radio stations	23
Daily newspapers	1
Circulation	95,365
Weekly newspapers	0
Circulation	0

## Crime

Total crimes reported in Uniform Crime Report	46,395
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## Finance

FDIC insured financial institutions (HQs)	5
Assets (000)	\$407,961
Branch offices	161
Institutions represented	22

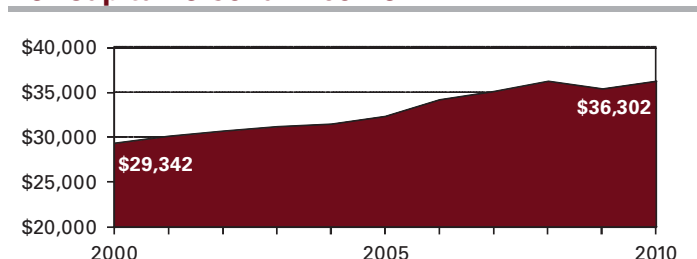
## Transfer Payments

Total transfer payments	\$4,501,274,000
Payments to individuals	\$4,404,695,000
Retirement and disability	\$1,467,628,000
Medical payments	\$1,873,242,000
Income maintenance (Supplemental SSI, family assistance, food stamps, etc)	\$459,767,000
Unemployment benefits	\$237,884,000
Veterans benefits	\$109,001,000
Federal education and training assistance	\$205,075,000
Other payments to individuals	\$52,098,000
Total personal income	\$18,995,875,000
Dependency ratio	23.7%

## Federal Expenditures

Direct expenditures or obligations	\$5,410,345,337
Retirement and disability	\$2,006,392,714
Other direct payments	\$1,290,483,750
Grant awards	\$1,059,254,605
Highway planning and construction	\$73,154,506
Temporary assistance to needy families	\$35,847,300
Medical assistance program	\$612,197,751
Procurement contract awards	\$707,794,216
Dept. of Defense	\$511,050,942
Salary and wages	\$346,420,052
Dept. of Defense	\$50,361,000
Other federal assistance	\$806,542,589
Direct loans	\$105,884,330
Guaranteed loans	\$477,884,948
Insurance	\$222,773,311

## Per Capita Personal Income



## Civilian Labor Force

	2007	2008	2009	2010	2011
Civilian labor force	268,500	265,300	264,400	260,000	257,600
Employed	252,000	245,700	234,400	231,200	233,300
Unemployed	16,500	19,700	30,000	28,800	24,300
Unemployment rate	6.2	7.4	11.3	11.1	9.4

## Establishments, Employment, and Wages by Sector: 2010

Industrial Sector	Number of Establishments	Average Employment	Total Wages	Average Weekly Wage
Private Sector	11,806	206,244	\$8,289,853,563	\$773
Goods-Producing	1,650	31,602	\$1,568,199,085	\$954
Natural Resources and Mining	15	203	\$7,588,118	\$719
Constuction	825	7,472	\$344,891,293	\$888
Manufacturing	810	23,927	\$1,215,719,674	\$977
Service-Providing	10,157	174,643	\$6,721,654,478	\$740
Trade, Transportation and Utilities	2,716	39,537	\$1,336,953,291	\$650
Information	197	8,380	\$536,322,746	\$1,231
Financial Services	1,335	12,602	\$624,289,384	\$953
Professional and Business Services	2,087	30,374	\$1,440,163,509	\$912
Education and Health Services	1,515	52,636	\$2,268,809,170	\$829
Leisure and Hospitality	1,248	23,614	\$329,522,527	\$268
Other Services	1,030	7,450	\$184,065,166	\$475
Federal Government		4,798	\$310,547,088	\$1,245
State Government		1,634	\$93,645,024	\$1,102
Local Government		26,796	\$1,169,854,848	\$840

Private Sector total includes Unclassified establishments not shown.

## Change Since 2005

Private Sector	-6.4%	-16.1%	-11.6%	5.3%
Goods-Producing	-13.4%	-38.8%	-39.7%	-1.4%
Natural Resources and Mining	-31.8%	-21.0%	-12.8%	10.3%
Construction	-16.3%	-28.8%	-18.8%	14.1%
Manufacturing	-9.8%	-41.5%	-43.9%	-4.1%
Service-Producing	-5.1%	-10.0%	-0.8%	10.1%
Trade, Transportation and Utilities	-7.8%	-19.0%	-12.3%	8.3%
Information	-13.6%	-9.1%	5.0%	15.5%
Financial Services	-5.9%	-11.7%	-0.4%	12.9%
Professional and Business Services	-5.1%	-20.6%	-15.5%	6.5%
Education and Health Services	0.1%	8.9%	22.1%	12.0%
Leisure and Hospitality	1.6%	-8.8%	3.7%	13.6%
Other Services	-9.6%	-18.8%	-20.9%	-2.7%
Federal Government		-11.2%	14.1%	28.6%
State Government		-7.8%	5.5%	14.4%
Local Government		-3.2%	8.0%	11.7%

## Business Numbers

	2007	2008	2009	2010	2011
Business starts	1,180	1,118	1,099	924	1,126
Active businesses	10,299	10,009	9,669	9,449	9,592

## Major Employers

AES Corp/Dayton Power & Light	Utility
Behr Dayton Thermal Products LLC	Mfg
Dayton City Schools	Govt
DMAX Ltd	Mfg
GE Capital	Fin
Kettering Health Network	Serv
PNC Financial Services Group	Fin
Premier Health Partners Inc	Serv
Reed Elsevier/LexisNexis	Serv
Reynolds & Reynolds Co Inc	Mfg
University of Dayton	Serv
US Federal Government	Govt

## Residential

### Construction

	2007	2008	2009	2010	2011
Total units	781	447	340	243	373
Total valuation (000)	\$161,367	\$68,478	\$52,451	\$44,513	\$59,443
Total single-unit bldgs	753	348	340	241	361
Average cost per unit	\$211,452	\$181,285	\$154,268	\$183,995	\$161,895
Total multi-unit bldg units	28	99	0	2	12
Average cost per unit	\$76,571	\$54,452	\$0	\$85,000	\$83,228

## SECTION 3

# THE ENVIRONMENT

### NATURAL PHYSICAL CHARACTERISTICS

An initial task in the preparation of future land use recommendations for the County concerns the identification of significant physical characteristics of the land. This information provides a foundation upon which to base the recommended land development pattern. More specifically, this exercise provides pertinent information required to match respective development requirements with compatible land characteristics, as well as identify certain areas of unique characteristics which should be preserved from development. This section of the Plan will present a general review of such significant physical characteristics within Montgomery County.

### GENERAL SOIL ASSOCIATIONS

The mapping of general soils provides a means to delineate soil patterns of common characteristics throughout the County. Although such a map is not sufficiently detailed for specific site planning, it does provide a useful guide in general planning for agricultural areas, open space and recreation facilities, and developmental patterns.

The General Soils Map of Montgomery County consists of nine associations or general soil areas that occur in defined geographic patterns. Each association is comprised of one or more principal soils and a few others that are less extensive. These associations include:

**Miami-Celina:** this soil comprises about half of Montgomery County, and occurs in all areas except the northwest and southeastern corners. A large acreage of this association is cultivated, having moderate productivity potential.

**Brookston-Crosby:** this soil occurs in one large area in the northwest corner of the County, as well as smaller areas scattered throughout the County. This soil is one of the most productive in the County for agriculture when properly drained and with good management.





## ENVIRONMENT (Continued)

**Xenia-Russell:** this soil is found in the southeastern corner of the County. These soils are utilized for both agriculture and residential homesites, with the control of surface runoff and erosion on slopes being the predominant limitations to either farming or development.

**Fox-Ockley:** these soils are found along the steep terraces which border the major streams in the County and their tributaries. These soils are underlain by sand and gravel deposits, which are suitable for commercial use, and the soils generally exhibit few limitations for nonagricultural uses (with much of these soils having been already developed).

**Ross-Medway:** these soils occupy the nearly level floodplain areas along the streams in the County. As these soils are found primarily in the flood hazard areas, limitations for nonagricultural uses are severe.

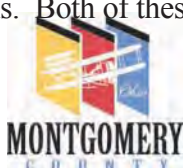
**Westland-Montgomery:** these soils are quite scarce and are found in small pockets in the eastern edge of the County. Soil wetness due to a seasonal high water table is a major limitation in using these areas for agricultural or nonagricultural uses, without artificial drainage measures.

**Milton-Richey-Millsdale:** these soils are found in small pockets throughout the County with the largest deposit in the central part of the County. These soils generally exhibit underlying bedrock which is a potential source for limestone.

**Brookston-Fincastle:** these soils are also found in a few small pockets, but are solely limited to the southeastern part of the County. Most of these areas are used for agriculture, although several areas have been developed. A seasonally high water table combined with moderately slow permeability require artificial drainage measures for both agricultural and nonagricultural land uses.

**Lewisburg-Brookston-Pyrmont:** these soils are found in a small area between the Preble County Line and Brookville-Pyrmont Pike (in Perry Township). Most, if not all, of this land is cultivated or farmed, with remaining areas being pasture or woodland. Slow permeability and seasonal wetness present limitations for many uses.

The most prevalent soils in Montgomery County comprise the Miamiian-Celina or the Brookston-Crosby associations. Both of these associations are widely cultivated in Montgomery County.



## ENVIRONMENT (Continued)

Within any one association, the soils normally differ from each other in one or more physical properties. These properties include slope, color, texture, natural drainage, or some other characteristics known to influence land use and soil management. For example, soils of the Fox-Ockley association have generally good natural drainage, whereas soils of the Westland-Montgomery association have very poor natural drainage.

While these general soil associations provide identification of characteristics, even greater utility can be derived through examination of the soil survey in greater detail. A review of such maps containing patterns of some 106 different soils, permits the delineation of soil patterns within which particularly pertinent characteristics affecting development can be derived. For example, the Planning Commission has utilized these detailed soil maps to produce one map for each township illustrating those specific soils which are considered prime agricultural lands. These prime agricultural soils are based upon the capability to produce certain yields per acre of principle crops, utilizing minimal land management. The Ohio Department of Natural Resources and the Miami Valley Regional Planning Commission have also cooperated in establishing the Ohio Capability Analysis Program (OCAP), which utilizes these detailed soil maps as input data in producing computer derived maps which delineate such characteristics as depth to bedrock, soils with limitations for septic tanks, and susceptibility to flooding, among others.

## HYDROLOGY

Hydrological data is an important input factor in the planning process, particularly with regard to three major areas: water supply, major water-carrying tributaries, and storm water runoff control. Montgomery County and the entire Miami Valley area are characterized by one of the best supplies of underground water in the United States. Many groups in recent years have been emphasizing the benefits of an abundant supply of water as an attractive quality of the community, and have proposed measures which would ensure the protection of the aquifer. Although several areas exhibit poor groundwater availability (which may hinder on-site private water wells), significant areas over 100 GPM and over 500 GPM illustrate the overall excellent supply of water in Montgomery County.

With the presence of many rivers and streams in the County, the detailing of areas which may experience flooding is a very necessary activity. Following the disastrous 1913 flood, the community responded by



## ENVIRONMENT(Continued)

creating America's first comprehensive flood control project. This project resulted in the completion of three dams in Montgomery County (and two in adjoining counties), plus levees and improved channels which have since insured the County from further flooding. Although this has prevented major floods from occurring along the major waterways, the community still must monitor development to prevent construction within unsafe areas.

Montgomery County lies entirely within the region of Ohio that was formed by glacier activity during the Wisconsin Age. Glacial action and subsequent stream development resulted in the formation of the Mad River, Stillwater River, Twin Creek, Wolf Creek, and Great Miami River. The Great Miami River and its tributaries dissect and drain most of the County, except for the southeastern corner, which is a part of the Little Miami watershed which drains toward Greene County.

The planning process must also address development issues as they relate to potential on-site surface water problems. With the rapid increase of urban development such as that witnessed in Montgomery County in the past half century, the level and amount of storm water run-off is greatly increased with the amount of development. These increases are due, in part, to the increased amounts of impervious areas such as rooftops and pavement areas which do not absorb storm water, and increased channeling of storm water through swales and curbing.

As more and more development compounds the problem of storm water runoff more attention must be given to mitigating the effect through more environmentally sensitive site design. In this regard, Montgomery County has recently drafted more effective runoff control and sediment abatement regulations.

## TOPOGRAPHY

The topography of the land is always a major factor in the development of land areas, particularly as a part of the site planning stage.

In evaluating specific sites for development potential, areas with a high degree of slope present greater constraints on development. Intensive land uses (such as industrial parks, etc.) and wide scale



## ENVIRONMENT(Continued)

developments (such as 500 unit residential plats) are not capable of locating in these high slope areas due to the added costs of construction and the physical limitations of the land.

In general, Montgomery County typifies the rolling plains which are so often associated with Ohio. Montgomery County can be generally characterized as a broad, nearly level to gently rolling till plain. Glaciation has altered the former rolling to moderately steep limestone topography to a more uniform terrain by a grinding-down and filling-in process. The generally flat nature of the County has thus not played a major role in constraining development in Montgomery County. Using the OCAP analysis program the following table illustrates the breakdown of the overall slope categories in the County:

MONTGOMERY COUNTY SLOPES	
Percent Slope	Percent of County Land Area
0 - 2%	41%
2 - 6%	42%
6 - 12%	9%
12 - 18%	2%
over 18%	3%
other*	3%
*Includes water, extraction areas, etc.	

The majority of high slope areas are found in the southern portion of the County (especially in German and Miami Townships), as well as along the major rivers and streams which flow through the County (especially along Wolf Creek, the Stillwater River, and the Miami River).





# COMPREHENSIVE DEVELOPMENT PLAN for MONTGOMERY COUNTY, OHIO



GENERAL SOILS MAP

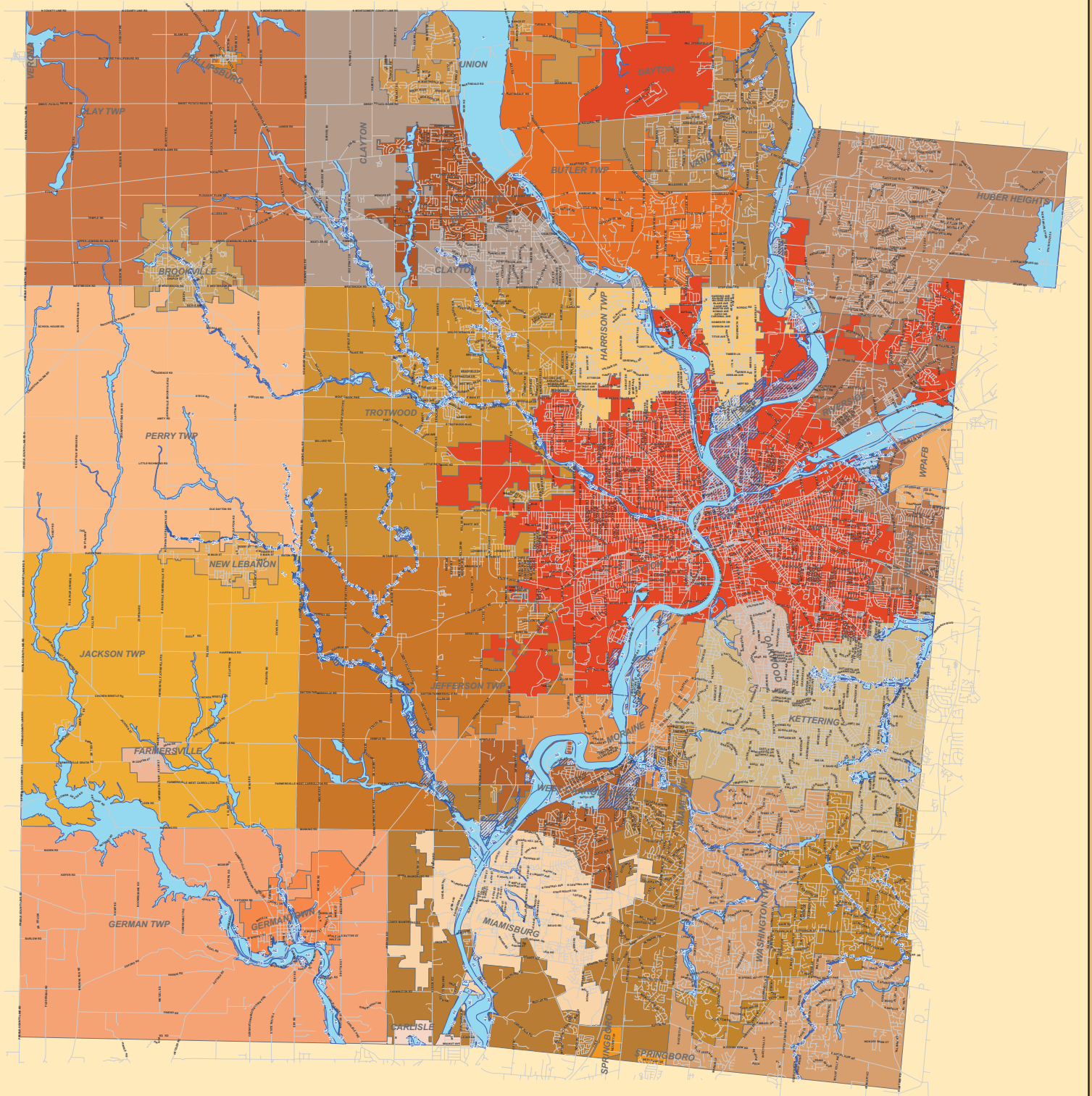
- LEWISBURG-BROOKSTON-PYRMONT
- MIAMIAN-CELINA
- BROOKSTON-CROSBY
- BROOKSTON-FINCASTLE
- XENIA-RUSSELL
- MILTON-RITCHEY-MILLSDALE
- FOX-OCKLEY
- WESTLAND-MONTGOMERY
- ROSS-MEDWAY
- GLACIAL BOULDER BELT



Map 1  
MONTGOMERY COUNTY PLANNING COMMISSION



# Montgomery County Floodplain Map



0 2 4 8 Miles



## **SECTION 4 TRANSPORTATION**

### **4.A PAVED ROADS**

Montgomery County has 2,617 total miles of roads. That mileage includes major interstates, state routes, and a system of surface streets. According to research conducted by the Miami Valley Regional Planning Commission, approximately 40% of the County's workforce lives in adjoining counties or regions. Average travel time to work is 21.2 minutes and is 7.86 miles in distance. Over 90% of the workers in the County travel to work in their own cars, less than 5% use mass transit. In 2003, over 50 million tons of freight, worth over \$136 billion was moved into, out of, and within the region. Most of the heavy truck traffic into and out of the region is in the following categories; clay-concrete-glass, warehousing, and rock, aggregate and gravel.

### **HIGHWAYS**

#### **UNITED STATES INTERSTATES**

Montgomery County is served by two major interstates; I70 (east-west) and I75 (north-south). I70 stretches across the northern portion of the County, from the western boundary with Preble County, to Montgomery County's eastern boundaries with Clark and Greene Counties. I75 covers the length of Montgomery County, extending from the northern edge, at the Miami County boundary, to the County's southern edge, at the Warren County boundary line. Nationally, I75 extends from the Canadian border to the state of Florida, and I70 is a primary route of traffic across the United States. The two interstates are heavily traveled by trucks and passenger vehicles. Both interstates play major roles in regional freight transportation, and carry much more than the state average of truck volume. Another interstate highway, I675, connects I70 to I75, and loops easterly around the City of Dayton to bypass local traffic. I675 carries truck volume that is close to the state average for interstates. A U.S. Highway, U.S. 35, carries east-west traffic through the midsection of the County. U.S. 35 has truck volume that is below the state average for U.S. Highways. A study conducted by the Miami Valley Regional Planning Commission (Miami Valley Freight Movement Study, 2006) demonstrated that the region's interstate highways will provide adequate service for the traffic volumes expected well into the future. According to the study, trucking accounts for 94% of freight moving in, out and within the County.



## TRANSPORTATION (CONTINUED)

U.S. Highway 40 (National Road) is situated in the northern townships of the County, and predates the construction of the major interstates. U.S. 40 no longer plays the central role it once did in connecting the County to the rest of the region. However, the highway still provides key access to parts of Clay Township and some other northern tier communities. Also, U.S. 40 still is a viable east-west route across much of the United States, and has considerable historic significance. In many communities, motels, gas stations and other travel accommodations along U.S.40 that pre-date the interstates are landmarks and points of interest.

A large portion of the County's population is within very close proximity to the highways. I70 provides direct access to most of the unincorporated communities of Butler and Clay Townships. I75 directly accesses a large portion of Harrison Township, and part of unincorporated Miami Township. I675 directly accesses part of Washington Township and Miami Township. U.S. 35 is a major route through Jefferson Township, and provided good access to local roads connecting to Jackson, German and Perry Townships. A new interchange on I75 at Austin Road in Miami Township has been the focus of inter-jurisdictional economic development and land use planning. The interchange will create new demands for entertainment, hospitality and office development.

The federal interstates are funded and maintained by the Federal Highway Administration.

### STATE ROUTES

The County contains three major state highways that connect the Miami Valley with other parts of the state, including Cincinnati. S.R.48, a major north-south route, provides critical local access to Washington Township and Harrison Township.

S.R.49 carries traffic northwest to southeast through the County. It provides a major point of access to Clay Township, and moves through the cities of Clayton and Trotwood on its southeasterly course to U.S. 35. S.R. 4 is a major carrier of northeast to southwest traffic, directly accessing German Township and Jefferson Township.

The construction, maintenance and repair of the State Routes is conducted by the Ohio Department of Transportation. Direct access to State Routes is regulated by the State to preserve the smooth flow of regional traffic.



## TRANSPORTATION (CONTINUED)

### LOCAL ROADS

#### Local Road Network

The state and federal highways are supported by a County-wide thoroughfare system. The road system utilizes a hierarchy of arterial, collector and local streets to convey traffic. The arterial streets provide direct access to the major highways, and carry traffic from one community to another within the County. The arterials are fed by smaller collector streets, which collect traffic from even smaller local streets that are intended to provide direct access to homes and businesses. Direct driveway access to arterial streets is typically limited to commercial land uses. Residential land use is best accessed by local streets, as stipulated by the Montgomery County Subdivision Regulations, and the County Thoroughfare Plan.

The County Thoroughfare Plan contains a map of all streets that are constructed and maintained by the County Engineer's Office. The map designates the construction standards, the ultimate width (public right of way) of each street, and its status as arterial, collector. Most of the roads have already been constructed. However, some have not been fully improved or built out to their ultimate right of way. As new development of property along those streets occurs, new road improvements may be required as a condition of approval of any subdivision of the land. Often, new development of land requires the construction of new streets that are not shown on the Thoroughfare Plan Map. In unincorporated portions of the County, new public streets must meet the guidelines of the Thoroughfare Plan and the County Engineer's construction standards for new subdivisions.

#### Note on Sidewalks

Sidewalks must be constructed for most new residential and commercial subdivisions. Approximately 65% of all non-limited access roads near pedestrian activity centers have sidewalks. This is the highest percentage of coverage with sidewalk in the region.

#### Private Streets and Driveways

Many homes and businesses are directly served by private streets or driveways that connect to public streets. These surfaces are constructed by private developers at their own expense, and are maintained by private parties. Most of these projects are Planned Developments, which do not require the inclusion of public streets for access. Under the Planned Development process, the County Subdivision Regulations and local zoning laws provide for the approval of developments that do not comply with the existing density, lot coverage and road access requirements of the zoning district. Instead, special standards are proposed by the developer, and the proposal may then be accepted by the Planning Commission and Zoning Commission. The County Engineer is usually consulted during the review process for comment on road and driveway design.





## TRANSPORATION (CONTINUED)

### Note on Zoning Review, Subdivision Review and Public Improvements.

Ohio law requires that off site road construction, sewer and water service issues be separated from the review of zoning cases, which are to be decided on the basis of the proposed land use and internal site design, and not upon the condition of the surrounding infrastructure. Issues relating to off site public improvements of roads, sewers and water systems are addressed at the time that the subject property is subdivided. The County Planning Commission therefore plays a critical role in the construction of public improvements such as streets. This role includes the enforcement of the Thoroughfare Plan, and its specifications for road construction.





## **TRANSPORTATION (CONTINUED)**

### **4.B**

#### **MASS TRANSIT, BIKEWAYS, AIRPORTS**

In Montgomery County, the Greater Dayton Regional Transit Authority provides the public with mass transit service using busses, trolleys and other vehicles. The Authority provides 13,000,000 annual passenger trips. It provides fixed route mass transit and para-transit services to persons with special needs or situations. The authority is a self governing public agency.

The James M. Cox Dayton International Airport, located in northern Montgomery County, is served by 14 commercial airlines. The Dayton-Wright Brothers Airport in southern Montgomery County is a general aviation airport. Considerable planning has been completed for zoning and economic development projects near the Dayton-Wright Brothers Airport, which is near the Austin Road Interchange.

Montgomery County has 69.6 miles of bike paths. Part of the bike path mileage is linked to a regional bikeway, extending into adjoining counties.



# Section 5

## LAND USE POLICIES

### PRINCIPLE LAND DEVELOPMENT STRATEGIES

**The Plan will be implemented through the following land development strategies. Those strategies will be applied to unincorporated lands within the Townships in accordance with the policies stipulated in Sections 5.1 through 5.9.**

Urban Infill – Continue the patterns of residential and commercial development on vacant land that is surrounded by urban development. Utilize the planned development approach to create beneficial mixtures of commercial and residential development.

Urban Redevelopment – Redevelop industrial or commercial developments that have fallen into disuse. Create more efficient or more marketable developments.

Farmland Preservation – Urban residential development will be limited to areas within a close proximity to boundaries with the cities or villages.

Freeway Oriented Commercial Development – Consolidate and intensify commercial development of freeway interchanges and major highways.

Highway Oriented Commercial Development - Commercial land uses will be limited to intersections along major state routes and highways.

Industrial Efficiency – Protect existing industrial plant facilities from encroachment by residential land uses.

Industrial Expansion – Expand the industrial land uses.



## **5.1 FUTURE LAND USES IN BUTLER TOWNSHIP**

### **Summary**

Butler Township is an urbanized community, with its commercial land uses concentrated along Miller Lane, south of I70 and west of I75. Industrial and office uses are concentrated in the area north of National Road that surrounds the Dayton International Airport. To the north of those use groups, are low density residential land uses. Higher density residential development is located south of National Road, to the west of Miller Lane. Future development to the south of National Road will consist of urban infill, and the development of vacant land or redevelopment of existing uses to consolidate existing land use patterns. The undeveloped land area around the Dayton International Airport, north of National Road, will present opportunities for office and light industrial development. Significant expanses of existing recreational open space (including the Aullwood Audubon Preserve) in the western edge of the Township will be preserved. It is not anticipated that large scale agriculture will be practiced in the Township because of the extent of urban development.

### **GENERAL PRINCIPLES THAT WILL GUIDE THE FUTURE DEVELOPMENT OF BUTLER TOWNSHIP**

Urban Infill – Continue the patterns of residential and commercial development on vacant land that is surrounded by urban development. Utilize the planned development approach to create beneficial mixtures of commercial and residential development.

Urban Redevelopment – Redevelop industrial or commercial developments that have fallen into disuse. Create more efficient or more marketable developments.

Industrial Expansion – Expand the industrial land uses located around the Dayton International Airport.



## BUTLER TOWNSHIP (Cont'd)

### General Locations of Major Land Uses in Butler Township

#### **Residential:**

*Low density single family residential development:*

The extreme northern and northwest and northeast portions of the Township.

*Medium density single family residential development.*

South of National Road, west of North Dixie Drive.

*High density single family residential development.*

South of Little York Road, east of the Stillwater River and west of Frederick Pike.

*Mixed Use Planned Developments*

South of Stonequarry Road, north of I70 and east of Frederick Pike.

*Multi Family residential development:*

In the vicinity of the Interstate 70 and Interstate 75 interchange.

#### **Office and light industrial land uses:**

Surrounding the Dayton International Airport north of National Road.

#### **Commercial land uses:**

In the vicinity of the I75 and North Dixie Highway exchange.

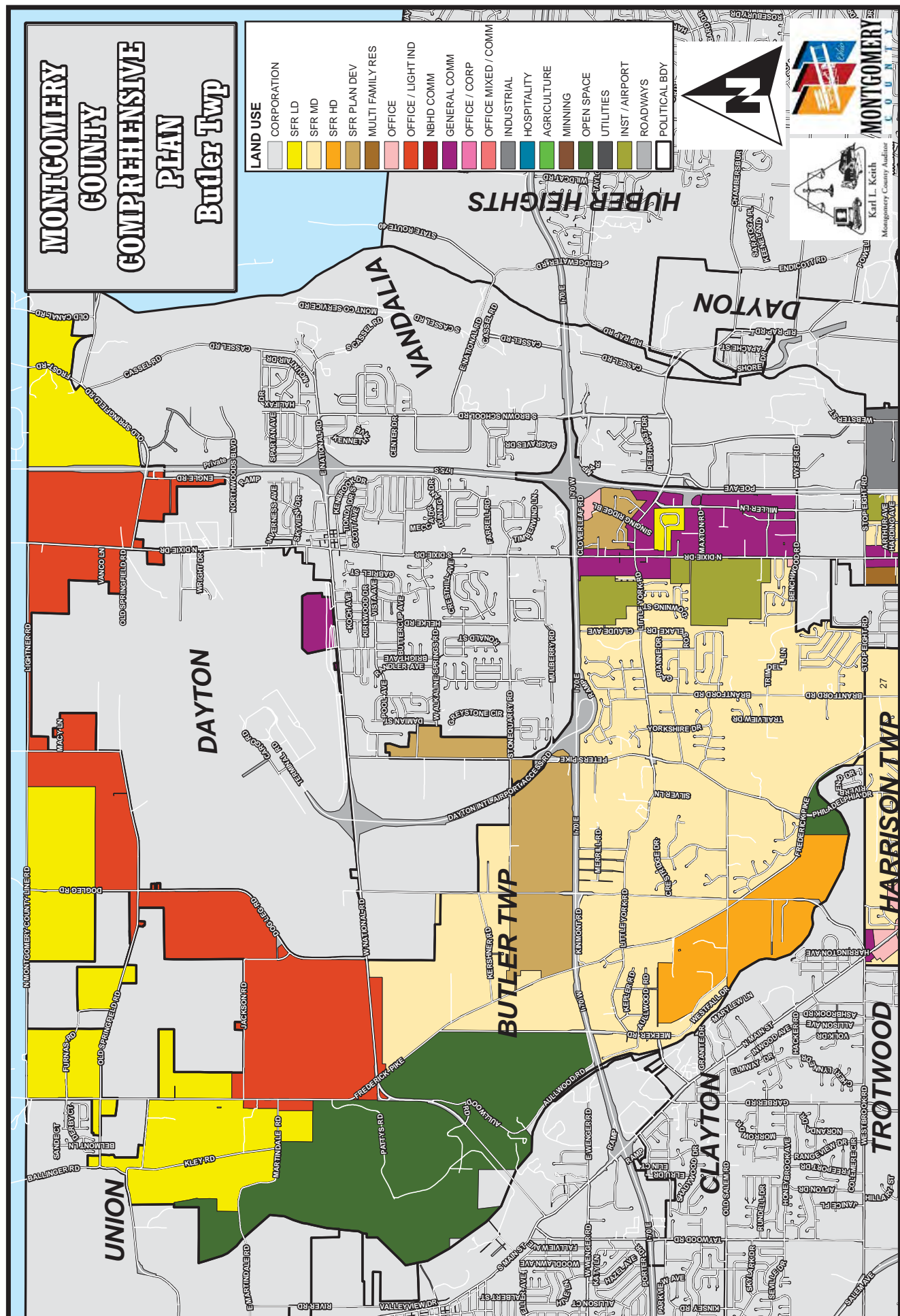


# MONTGOMERY COUNTY COMPREHENSIVE PLAN

## Butler Twp

**LAND USE**

CORPORATION	SFR LD	SFR MD	SFR HD	SFR PLAN DEV	MULTI FAMILY RES	OFFICE	OFFICE / LIGHT IND	NBHD COMM	GENERAL COMM	OFFICE / CORP	OFFICE MIXED / COMM	INDUSTRIAL	HOSPITALITY	AGRICULTURE	MINING	OPEN SPACE	UTILITIES	INST / AIRPORT	ROADWAYS	POLITICAL BDY







***INTERNET WEB LINKS FOR DEMOGRAPHIC AND GEOGRAPHIC  
INFORMATION***

***CLICK ON THE LINKS BELOW:***

**Miami Valley Regional Planning Commission**

[Long Range Plans](#)

[Transportation Planning](#)

[MVRPC Planning Atlas](#)

**U. S. Census Bureau**

[American Fact Finder \(Search Engine for Census Data\)](#)

[2005-2007 American Community Survey Data for Montgomery County, Ohio](#)

[Year 2000 Census Data for Montgomery County, Ohio](#)

**Montgomery County Planning Commission**

# Montgomery County, Ohio

Last Updated: August 9, 2013

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August 9, 2013

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August 9, 2013

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# City of Dayton, Ohio

Last Updated:

August 9, 2013

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		City Engineer	City Hall 101 West Third Street, 2nd Floor  Dayton City Commission PO Box 22 Dayton, Ohio 45401-0022	937-333-3840	
Slaybaugh	Terrence	Director of Aviation	City of Dayton Department of Aviation 3600 Terminal Drive, Suite 300 Vandalia, Ohio 45377	937-454-8212	<a href="mailto:tslaybaugh@flydayton.com">tslaybaugh@flydayton.com</a>
Turner	Gilbert	Deputy Director of Aviation	City of Dayton Department of Aviation 3600 Terminal Drive, Suite 300 Vandalia, Ohio 45377	937-454-8202	<a href="mailto:abrown@flydayton.com">abrown@flydayton.com</a>
Homan	Joe	Administration and Finance Manager (Aviation)	City of Dayton Department of Aviation 3600 Terminal Drive, Suite 300 Vandalia, Ohio 45377	937-454-8211	<a href="mailto:abrown@flydayton.com">abrown@flydayton.com</a>



# City of Dayton, Ohio

Last Updated:

August 9, 2013

Last Name	First Name	Title	Address	Phone Number	E-mail
Bales	Bruce	Air Craft Rescue and Fire Fighting Interm Manager	City of Dayton Department of Aviation 3600 Terminal Drive, Suite 300 Vandalia, Ohio 45377	937-264-3529	<a href="mailto:abrown@flydayton.com">abrown@flydayton.com</a>
Flore	Phillip	Operations Manager	City of Dayton Department of Aviation 3600 Terminal Drive, Suite 300 Vandalia, Ohio 45377	937-264-3530	<a href="mailto:abrown@flydayton.com">abrown@flydayton.com</a>
Ettor	Michael	Airport Police Manager	City of Dayton Department of Aviation 3600 Terminal Drive, Suite 300 Vandalia, Ohio 45377	937-454-8328	<a href="mailto:abrown@flydayton.com">abrown@flydayton.com</a>
Budd	Steven	Dayton Citywide Development Corporation	City Hall 101 West Third Street Dayton, Ohio 45401-0022	937-226-0457	<a href="mailto:pbrown@citywidedev.com">pbrown@citywidedev.com</a>
Sorrell	Aaron	Director, Planning and Community Development	City Hall 101 West Third Street Dayton, Ohio 45401-0022	937-333-3814	<a href="mailto:pete.thornburgh@daytonohio.gov">pete.thornburgh@daytonohio.gov</a>
Riegel	Amy	Community Development Manager, Planning and Community Development	City Hall 101 West Third Street Dayton, Ohio 45401-0022	937-333-3818	<a href="mailto:pete.thornburgh@daytonohio.gov">pete.thornburgh@daytonohio.gov</a>
Inderrieden	Brian	Planning Manager, Planning and Community Development	City Hall 101 West Third Street Dayton, Ohio 45401-0022	937-333-3670	<a href="mailto:pete.thornburgh@daytonohio.gov">pete.thornburgh@daytonohio.gov</a>

# City of Vandalia, Ohio

Last Updated:

August 9, 2013

Last Name	First Name	Title	Address	Phone Number	E-mail
Setzer	Arlene	Mayor	375 E. Stonequarry Rd. Vandalia, Ohio 45377	937-890-2585	<a href="mailto:asetzer@vandaliaohio.org">asetzer@vandaliaohio.org</a>
Blakesly	Mike	Vice-Mayor	720 Bright Avenue Vandalia, Ohio 45377	937-898-6748	<a href="mailto:mblakesly@vandaliaohio.org">mblakesly@vandaliaohio.org</a>
Ahlers	Bob	City Council	760 Foxfire Trail Vandalia, Ohio 45377	937-898-6863	<a href="mailto:mahlers@vandaliaohio.org">mahlers@vandaliaohio.org</a>
Brusman, Jr	David	City Council	4550 Monte Drive Vandalia, Ohio 45377	937-890-6740	<a href="mailto:dbrusman@vandaliaohio.org">dbrusman@vandaliaohio.org</a> <a href="mailto:dbrusman@ci.vandalia.oh.us">dbrusman@ci.vandalia.oh.us</a>
Farst	Candice	City Council	311 Dunnigan Drive Vandalia, Ohio 45377	937-890-4646	<a href="mailto:cfarst@vandaliaohio.org">cfarst@vandaliaohio.org</a>
Gerhard	David M.	City Council	407 Tionda Dr, South Vandalia, Ohio 45377	937-212-8188	<a href="mailto:dgerhard@vandaliaohio.org">dgerhard@vandaliaohio.org</a>
Lewis	David	City Council	564 Shadowood Vandalia, Ohio 45377	937-890-4240	<a href="mailto:dlewis@vandaliaohio.org">dlewis@vandaliaohio.org</a> <a href="mailto:dlewis@ci.vandalia.oh.us">dlewis@ci.vandalia.oh.us</a>
Anderson	Rob	City Manager	333 J.E. Bohanan Drive Vandalia, Ohio 45377	937-415-2254	<a href="mailto:city.manager@vandaliaohio.org">city.manager@vandaliaohio.org</a>
Shackelford	Greg	Assistant City Manager	333 J.E. Bohanan Drive Vandalia, Ohio 45377	937-415-2250	<a href="mailto:gshackelford@vandaliaohio.org">gshackelford@vandaliaohio.org</a>
		City Engineer	333 J.E. Bohanan Drive Vandalia, Ohio 45377	937-898-3750	

# City of Union, Ohio

Last Updated:

August 9, 2013

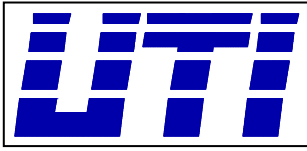
Last Name	First Name	Title	Address	Phone Number	E-mail
Applegate	John P.	City Manager	Union City Hall 118 North Main Street Union, Ohio 45322	937-836-8624	<a href="mailto:japplegate@ci.union.oh.us">japplegate@ci.union.oh.us</a>
Winemiller	Denise A.	Assistant City Manager	Union City Hall 118 North Main Street Union, Ohio 45322	937-836-8624	
Blackwell	Mike	Director of Public Safety	Union City Hall 118 North Main Street Union, Ohio 45322	937-836-8624	
Moore	Joesph P.	Law Director	Union City Hall 118 North Main Street Union, Ohio 45322	937-836-8624	
Green	Glen	Building/Zoning Inspector	Union City Hall 118 North Main Street Union, Ohio 45322	937-836-8624	
O'Callaghan	Michael	Mayor	Union City Hall 118 North Main Street Union, Ohio 45322	937-836-0177	
Adams	Colette	City Council	Union City Hall 118 North Main Street Union, Ohio 45322	937-771-3077	
Blackwell	David	City Council	Union City Hall 118 North Main Street Union, Ohio 45322	937-832-8332	
Bruns	John P.	Vice-Mayor	Union City Hall 118 North Main Street Union, Ohio 45322	937-836-9248	
Kyle	Jean	City Council	Union City Hall 118 North Main Street Union, Ohio 45322	937-832-2811	
Oberer	Helen	City Council	Union City Hall 118 North Main Street Union, Ohio 45322	937-832-3269	
Perkins	Robin	City Council	Union City Hall 118 North Main Street Union, Ohio 45322	937-832-3902	

# State and Federal Agencies

Last Updated: August 9, 2013

Last Name	First Name	Title	Address	Phone Number	E-mail
Queen	Ric	Division Chief	<b>Ohio Environmental Protection Agency</b> Division of Surface Waters PO Box 1049 Columbus, Ohio 43216-1049	614-664-2001	<a href="mailto:ric.queen@epa.state.oh.us">ric.queen@epa.state.oh.us</a>
Maka	Brian	Public Affairs Officer	<b>United States Army Corps of Engineers</b> Huntington District 502 8th Street Huntington, WV 25701-2070	304-399-5353	<a href="mailto:brian.maka@usace.army.mil">brian.maka@usace.army.mil</a>
Finfera	Jennifer	Wildlife Biologist	<b>United States Fish and Wildlife Service</b> 4625 Morse Road, Suite 106 Columbus, Ohio 43230	614-416-8993 x 13	<a href="mailto:jennifer_finfera@fws.gov">jennifer_finfera@fws.gov</a>
Carpico	John	Avaiator 2 Airspace Protection	<b>Ohio Department of Transportation</b> Office fo Aviation 2829 West Dublin-Granville Road Columbus, Ohio 43235-2786	614-793-5040	<a href="mailto:john.carpica@dot.state.oh.us">john.carpica@dot.state.oh.us</a>
Kessler	John	Chief	<b>Ohio Department of Natural Resources</b> 2045 Morse Road Columbus, Ohio 43229-6693	614-265-6621	<a href="mailto:john.kessler@dnr.state.oh.us">john.kessler@dnr.state.oh.us</a>
Epstein	Mark J.	Department Head, Resource Protection and Review Department	<b>Ohio Historic Preservation Office</b> 1982 Velma Avenue Columbus, Ohio 43211-1030	614-297-2300	<a href="mailto:mepstein@ohiohistory.org">mepstein@ohiohistory.org</a>





Utility Technologies International  
4700 Homer Ohio Lane  
Groveport, OH 43125  
P: 614-482-8080  
[www.uti-corp.com](http://www.uti-corp.com)

August 14, 2013

Address 1  
Address 2  
Address 3  
Address 4

**RE: Proposed Natural Gas Pipeline Relocation  
Dayton International Airport**

Dear Sir/Madame:

Utility Technologies International (UTI), on behalf of Vectren Energy, is working on an application for a Certificate of Environmental Compatibility and Public Need to the Ohio Power Siting Board (OPSB) for the relocation of a 12-inch natural gas transmission pipeline around the Dayton International Airport in Montgomery County, Ohio. The current transmission pipeline runs through the middle of the airport, crossing multiple taxiways as well as the main runway. Enhanced pipeline safety regulations require more frequent, invasive testing and assessments cannot be completed efficiently and/or effectively with the pipeline in its current location.

Two alternate routes are under consideration for the Project. Counties, townships and cities within 1,000 feet of the proposed routes include; Montgomery and Miami Counties, Butler and Monroe Townships, and the Cities of Dayton, Union, and Vandalia. The Preferred and Alternate Routes are approximately 6.5 and 6 miles in length, respectively. The pipeline right-of-way for both routes will be located adjacent to the road right-of-way in agricultural fields or within the properties edge of adjoining agricultural fields. The enclosed map shows the location of both routes under consideration.

A public informational meeting will be held on the project August 29<sup>th</sup> at the Vandalia Recreation Center which is located at 1111 Stonequarry Rd, Vandalia, Ohio from 5:30 to 7:00pm. The pipeline project and the OPSB's process will be discussed in more detail at this meeting.

UTI is soliciting preliminary comments from governmental entities that might be affected by the pipeline project. We would appreciate any input and suggestions regarding the impacts and preferences for the alternate routes. Vectren plans to submit the OPSB application mid-September. With the understanding that you will have the opportunity to participate in the OPSB process, we are requesting that you provide us with any preliminary comments by September 4<sup>th</sup> for inclusion into the application. Please send any comments to me at the address above or to [mstahl@uti-corp.com](mailto:mstahl@uti-corp.com).

Please call if you have any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Melinda Stahl', is written over a light gray, textured background.

Melinda Stahl  
Environmental Coordinator  
Utility Technologies International

Enclosure:

- Constraint Map

CC: Tom Jones, Vectren

## Melinda Stahl

---

**From:** Melinda Stahl <mstahl@uti-corp.com>  
**Sent:** Wednesday, July 10, 2013 11:03 AM  
**To:** 'jennifer\_finfera@fws.gov'  
**Cc:** Jones, Tom; Mark Wannemueller (mwannemueller@vectren.com); Chris Lanka  
**Subject:** Data Request - Natural Gas Pipeline Relocation, Dayton International Airport  
**Attachments:** DaytonAirportRoutes 070913.pdf; 13135RouteSegments.zip

Dear Ms. Finfera,

Utility Technologies International (UTI), on behalf of Vectren Energy, is working on an application for a Certificate of Environmental Compatibility and Public Need to the Ohio Power Siting Board (OPSB) for the relocation of a 12-inch natural gas transmission pipeline around the Dayton International Airport in Montgomery County, Ohio. The current transmission pipeline runs through the middle of the airport, crossing multiple taxiways as well as the main runway. Enhanced pipeline safety regulations require more frequent, invasive testing and assessments cannot be completed efficiently and/or effectively with the pipeline in its current location.

UTI is requesting information regarding the occurrence or possible occurrence of Federally listed endangered, threatened, or candidate species as well as designated wilderness areas or wildlife preserves within the vicinity of a proposed transmission pipeline project around the Dayton International Airport. An aerial constraint map has been attached with the Preferred Route for the project highlighted yellow as well as the shape files for the project.

The proposed project will connect into the existing transmission pipeline off Corporate Center Drive, located at the south end of the airport, route around the airport on the west and reconnect on the north side of the airport off North Montgomery County Line Rd.

The Preferred Route is composed of segments S-1, S-3, W-1, W-4, W-5 and N-2 and is approximately 6.5 long. The pipeline right-of-way for the route will be located adjacent to the road right-of-way in agricultural fields or within the properties edge of adjoining agricultural fields. All of the proposed routes cross three streams and will be crossed using horizontal directional drilling (HDD) methods. Additionally, several roads will be crossed using HDD. A "Frac-Out Contingency Plan" for the HDD activities will be incorporated with the Stormwater Pollution Prevention Plan that is under development for this project.

The routes have been designed to avoid as many woodlots as possible. However, there are several small stands of trees (that serve as property boundaries between the agricultural fields) that will need to be removed during the construction of the pipeline. The width required to cut through these stands is approximately 75-feet for the pipeline construction and a 50-foot wide right-of-way will be maintained by Vectren.

The new pipeline will be installed using open trench methods (with the exception of a few HDD locations) at a minimum depth of 48-inches. The 12-inch pipe will be steel, coated with fusion bonded epoxy. The maximum allowable operating pressure for the pipeline will be 480-psig. Pipe used for HDD will have an additional coating of Powercrete and the entire pipeline will be cathodically protected with rectifiers.

Shape files downloaded from the ODNR website indicate that there are no known wetlands that intersect with the construction limits for the project and the majority of the pipeline project is located within the frequently disturbed soils of agricultural fields. However, an environmental field study will be conducted in mid-July on the preferred route to ensure any undocumented state waters are identified prior to the submission of the application to the OPSB. In the event that any are discovered within the construction limits of the project, the pipeline will either be rerouted to avoid

or will be installed via HDD. Additionally, threatened and endangered species habitat assessments will be conducted along the proposed route. Should any habitat be discovered, the route will be modified to avoid impacts to the species.

Please let me know if you have any questions or need additional information regarding the project.

Sincerely,

*Melinda Stahl*

Environmental Coordinator

**Utility Technologies International Corporation**

4700 Homer Ohio Lane

Groveport, OH 43125

Office: (614) 482-8080 Ext 314

Fax: (614) 482-8070

[mstahl@uti-corp.com](mailto:mstahl@uti-corp.com)

[www.uti-corp.com](http://www.uti-corp.com)

---

## Melinda Stahl

---

**From:** Melinda Stahl <mstahl@uti-corp.com>  
**Sent:** Thursday, July 11, 2013 10:34 AM  
**To:** 'brian.maka@usace.army.mil'  
**Cc:** Jones, Tom; Chris Lanka; Mark Wannemueller  
**Subject:** Data Request - Natural Gas Pipeline Relocation, Dayton International Airport  
**Attachments:** DaytonAirportRoutes 070913.pdf; 13135RouteSegments.zip

Dear Mr. Maka,

Utility Technologies International (UTI), on behalf of Vectren Energy, is working on an application for a Certificate of Environmental Compatibility and Public Need to the Ohio Power Siting Board (OPSB) for the relocation of a 12-inch natural gas transmission pipeline around the Dayton International Airport in Montgomery County, Ohio. The current transmission pipeline runs through the middle of the airport, crossing multiple taxiways as well as the main runway. Enhanced pipeline safety regulations require more frequent, invasive testing and assessments cannot be completed efficiently and/or effectively with the pipeline in its current location.

UTI is requesting information on surface waters in the vicinity of the proposed project that may be impacted during construction. The project will require coverage under the Ohio Environmental Protection Agency's General Permit for Storm Water Discharges Associated with Construction Activities (OHC000004) as well as coverage under the OEPA's Hydrostatic Test Water Permit (OHH000002) which will be applied for prior to construction activities. An aerial constraint map has been attached with the Preferred Route for the project highlighted yellow as well as the shape files for the project.

The proposed project will connect into the existing transmission pipeline off Corporate Center Drive, located at the south end of the airport, route around the airport on the west and reconnect on the north side of the airport off North Montgomery County Line Rd.

The Preferred Route is composed of segments S-1, S-3, W-1, W-4, W-5 and N-2 and is approximately 6.5 long. The pipeline right-of-way for the route will be located adjacent to the road right-of-way in agricultural fields or within the properties edge of adjoining agricultural fields. All of the proposed routes cross three streams and will be crossed using horizontal directional drilling (HDD) methods. Additionally, several roads will be crossed using HDD. A "Frac-Out Contingency Plan" for the HDD activities will be incorporated with the Stormwater Pollution Prevention Plan that is under development for this project.

The routes have been designed to avoid as many woodlots as possible. However, there are several small stands of trees (that serve as property boundaries between the agricultural fields) that will need to be removed during the construction of the pipeline. The width required to cut through these stands is approximately 75-feet for the pipeline construction and a 50-foot wide right-of-way will be maintained by Vectren.

The new pipeline will be installed using open trench methods (with the exception of a few HDD locations) at a minimum depth of 48-inches. The 12-inch pipe will be steel, coated with fusion bonded epoxy. The maximum allowable operating pressure for the pipeline will be 480-psig. Pipe used for HDD will have an additional coating of Powercrete and the entire pipeline will be cathodically protected with rectifiers.

Shape files downloaded from the Ohio Department of Natural Resources website indicate that there are no known wetlands that intersect with the construction limits for the project and the majority of the pipeline project is located within the frequently disturbed soils of agricultural fields. However, an environmental field study will be conducted in mid-July on the Preferred Route to ensure any undocumented state waters are identified prior to the submission of the

application to the OPSB. In the event that any are discovered within the construction limits of the project, the pipeline will either be rerouted to avoid or will be installed via HDD.

Please let me know if you have any questions or need additional information regarding the project.

Sincerely,

*Melinda Stahl*

Environmental Coordinator

**Utility Technologies International Corporation**

4700 Homer Ohio Lane

Groveport, OH 43125

Office: (614) 482-8080 Ext 314

Fax: (614) 482-8070

[mstahl@uti-corp.com](mailto:mstahl@uti-corp.com)

[www.uti-corp.com](http://www.uti-corp.com)

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## Melinda Stahl

---

**From:** See, Michael <Michael.See@epa.state.oh.us>  
**Sent:** Tuesday, July 16, 2013 1:15 PM  
**To:** mstahl@uti-corp.com  
**Cc:** Malone, Steve  
**Subject:** RE: Data Request - Natural Gas Pipeline Relocation, Dayton International Airport

Melinda,

I advise that you conduct a formal wetland and stream delineation within the proposed project area in accordance with 1987 USACE wetland delineation manual and applicable regional supplements and Regulatory Guidance Letters to ensure the presence or absence of streams and wetlands within the project. A use attainability analysis (HHEI, HMFEL, QHEI, or biological sampling in accordance with the biocriteria manual) and wetland categorization (ORAM) will be required if you are proposing to fill within waters of the state. Coordination with the US Army, Corps of Engineers (USACE) will be required if impacts to Jurisdictional waters are proposed. The USACE will determine if a 404/401 permit is required, and whether the project can be authorized under a nationwide permit or if an individual 401/404 permit is necessary. If the streams are found to be of high quality, or they are already designated as superior high quality waters in Chapter 3745-1 of the ADMINISTRATIVE CODE then an individual 401 certification will likely be required. If the stream and wetlands will be avoided by utilizing HDD methods then a section 401/404 permit is not usually required. I advise that the applicant complete a geotechnical investigation to mitigate the possibility of an inadvertent release (IR) of drilling materials. In cases where the probability of an IR is high, it may be preferred to obtain the section 401/404 to temporarily impact the streams. This is especially true if the streams are of low quality, and the project can be covered under the nationwide permit. Let me know if you have any questions, or need additional information. Thanks.

Michael D. See

Environmental Specialist  
Section 401/Wetlands/Environmental Mitigation  
Division of Surface Water

50 West Town Street, Suite 700  
P.O. Box 1049  
Columbus, Ohio 43216-1049  
(614) 644 2327  
(614) 644 2745 (fax)  
<http://www.epa.ohio.gov>

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From: Taulbee, Rachel  
Sent: Thursday, July 11, 2013 8:39 AM  
To: See, Michael  
Subject: FW: Data Request - Natural Gas Pipeline Relocation, Dayton International Airport

For you.

---

From: Queen, Ric  
Sent: Wednesday, July 10, 2013 11:34 AM  
To: Taulbee, Rachel  
Subject: FW: Data Request - Natural Gas Pipeline Relocation, Dayton International Airport

Rachel, please help her. Thanks

---

From: Melinda Stahl [<mailto:mstahl@uti-corp.com>]  
Sent: Wednesday, July 10, 2013 11:26 AM  
To: Queen, Ric  
Cc: Jones, Tom; Mark Wannemueller; Chris Lanka  
Subject: Data Request - Natural Gas Pipeline Relocation, Dayton International Airport

Dear Mr. Queen,

Utility Technologies International (UTI), on behalf of Vectren Energy, is working on an application for a Certificate of Environmental Compatibility and Public Need to the Ohio Power Siting Board (OPSB) for the relocation of a 12-inch natural gas transmission pipeline around the Dayton International Airport in Montgomery County, Ohio. The current transmission pipeline runs through the middle of the airport, crossing multiple taxiways as well as the main runway. Enhanced pipeline safety regulations require more frequent, invasive testing and assessments cannot be completed efficiently and/or effectively with the pipeline in its current location.

UTI is requesting information on surface waters in the vicinity of the proposed project that may be impacted during construction. The project will require coverage under the Ohio Environmental Protection Agency's General Permit for Storm Water Discharges Associated with Construction Activities (OHC000004) as well as coverage under the OEPA's Hydrostatic Test Water Permit (OHH000002) which will be applied for prior to construction activities. An aerial constraint map has been attached with the Preferred Route for the project highlighted yellow as well as the shape files for the project.

The proposed project will connect into the existing transmission pipeline off Corporate Center Drive, located at the south end of the airport, route around the airport on the west and reconnect on the north side of the airport off North Montgomery County Line Rd.

The Preferred Route is composed of segments S-1, S-3, W-1, W-4, W-5 and N-2 and is approximately 6.5 long. The pipeline right-of-way for the route will be located adjacent to the road right-of-way in agricultural fields or within the properties edge of adjoining agricultural fields. All of the proposed routes cross three streams and will be crossed using horizontal directional drilling (HDD) methods. Additionally, several roads will be crossed using HDD. A "Frac-Out Contingency Plan" for the HDD activities will be incorporated with the Stormwater Pollution Prevention Plan that is under development for this project.

The routes have been designed to avoid as many woodlots as possible. However, there are several small stands of trees (that serve as property boundaries between the agricultural fields) that will need to be removed during the construction of the pipeline. The width required to cut through these stands is approximately 75-feet for the pipeline construction and a 50-foot wide right-of-way will be maintained by Vectren.

The new pipeline will be installed using open trench methods (with the exception of a few HDD locations) at a minimum depth of 48-inches. The 12-inch pipe will be steel, coated with fusion bonded epoxy. The maximum allowable operating pressure for the pipeline will be 480-psig. Pipe used for HDD will have an additional coating of Powercrete and the entire pipeline will be cathodically protected with rectifiers.

Shape files downloaded from the ODNR website indicate that there are no known wetlands that intersect with the construction limits for the project and the majority of the pipeline project is located within the frequently disturbed soils of agricultural fields. However, an environmental field study will be conducted in mid-July on the Preferred Route to

ensure any undocumented state waters are identified prior to the submission of the application to the OPSB. In the event that any are discovered within the construction limits of the project, the pipeline will either be rerouted to avoid or will be installed via HDD. Additionally, threatened and endangered species habitat assessments will be conducted along the Preferred route. Should any habitat be discovered, the route will be modified to avoid impacts to the species.

Please let me know if you have any questions or need additional information regarding the project.

Sincerely,

*Melinda Stahl*

Environmental Coordinator

**Utility Technologies International Corporation**

4700 Homer Ohio Lane

Groveport, OH 43125

Office: (614) 482-8080 Ext 314

Fax: (614) 482-8070

[mstahl@uti-corp.com](mailto:mstahl@uti-corp.com)

[www.uti-corp.com](http://www.uti-corp.com)

---

## Melinda Stahl

---

**From:** Melinda Stahl <mstahl@uti-corp.com>  
**Sent:** Wednesday, July 10, 2013 10:44 AM  
**To:** 'john.kessler@dnr.state.oh.us'  
**Cc:** Jones, Tom; Chris Lanka; Mark Wannemueller (mwannemueller@vectren.com); Chris Lanka  
**Subject:** Data Request - Natural Gas Pipeline Relocation, Dayton International Airport  
**Attachments:** 13135OhioNaturalHeritageDataRequest130702.pdf; DaytonAirportRoutes 070913.pdf; 13135RouteSegments.zip

Dear Mr. Kessler,

Utility Technologies International (UTI), on behalf of Vectren Energy, is working on an application for a Certificate of Environmental Compatibility and Public Need to the Ohio Power Siting Board (OPSB) for the relocation of a 12-inch natural gas transmission pipeline around the Dayton International Airport in Montgomery County, Ohio. The current transmission pipeline runs through the middle of the airport, crossing multiple taxiways as well as the main runway. Enhanced pipeline safety regulations require more frequent, invasive testing and assessments cannot be completed efficiently and/or effectively with the pipeline in its current location.

UTI is requesting information regarding the proposed transmission pipeline project around the Dayton International Airport as it relates to the various divisions within ODNR. An aerial constraint map has been attached with the Preferred Route for the project highlighted yellow as well as the shape files for the project.

The proposed project will connect into the existing transmission pipeline off Corporate Center Drive, located at the south end of the airport, route around the airport on the west and reconnect on the north side of the airport off North Montgomery County Line Rd.

The Preferred Route is composed of segments S-1, S-3, W-1, W-4, W-5 and N-2 and is approximately 6.5 long. The pipeline right-of-way for the route will be located adjacent to the road right-of-way in agricultural fields or within the properties edge of adjoining agricultural fields. All of the proposed routes cross three streams and will be crossed using horizontal directional drilling (HDD) methods. Additionally, several roads will be crossed using HDD. A "Frac-Out Contingency Plan" for the HDD activities will be incorporated with the Stormwater Pollution Prevention Plan that is under development for this project.

The routes have been designed to avoid as many woodlots as possible. However, there are several small stands of trees (that serve as property boundaries between the agricultural fields) that will need to be removed during the construction of the pipeline. The width required to cut through these stands is approximately 75-feet for the pipeline construction and a 50-foot wide right-of-way will be maintained by Vectren.

The new pipeline will be installed using open trench methods (with the exception of a few HDD locations) at a minimum depth of 48-inches. The 12-inch pipe will be steel, coated with fusion bonded epoxy. The maximum allowable operating pressure for the pipeline will be 480-psig. Pipe used for HDD will have an additional coating of Powercrete and the entire pipeline will be cathodically protected with rectifiers.

Shape files downloaded from the ODNR website indicate that there are no known wetlands that intersect with the construction limits for the project and the majority of the pipeline project is located within the frequently disturbed soils of agricultural fields. However, an environmental field study will be conducted in mid-July on the preferred route to ensure any undocumented state waters are identified prior to the submission of the application to the OPSB. In the event that any are discovered within the construction limits of the project, the pipeline will either be rerouted to avoid

or will be installed via HDD. Additionally, threatened and endangered species habitat assessments will be conducted along the Preferred route. Should any habitat be discovered, the route will be modified to avoid impacts to the species.

Please let me know if you have any questions or need additional information regarding the project.

Sincerely,

*Melinda Stahl*

Environmental Coordinator

**Utility Technologies International Corporation**

4700 Homer Ohio Lane

Groveport, OH 43125

Office: (614) 482-8080 Ext 314

Fax: (614) 482-8070

[mstahl@uti-corp.com](mailto:mstahl@uti-corp.com)

[www.uti-corp.com](http://www.uti-corp.com)

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ATTENTION: The information contained in this communication and any accompanying attachments is intended for the sole use of the named person or entity to whom it is addressed and their conduct of business with UTI and may contain confidential and/or privileged material. Any unauthorized review, use, disclosure or distribution is prohibited. If you received this electronic mailing in error, please notify the sender by a "reply to sender only" message, delete this email and destroy all electronic and hard copies of the communication, including attachments. Thank you



## Melinda Stahl

---

**From:** Melinda Stahl <mstahl@uti-corp.com>  
**Sent:** Wednesday, July 10, 2013 10:39 AM  
**To:** 'john.carpico@dot.state.oh.us'  
**Cc:** Jones, Tom; Mark Wannemueller (mwannemueller@vectren.com); Chris Lanka  
**Subject:** Information request for proposed project around Dayton International Airport  
**Attachments:** DaytonAirportRoutes 070913.pdf

Mr. Carpico,

Utility Technologies International (UTI), on behalf of Vectren Energy, is working on an application for a Certificate of Environmental Compatibility and Public Need to the Ohio Power Siting Board (OPSB) for the relocation of a 12-inch natural gas transmission pipeline around the Dayton International Airport in Montgomery County, Ohio. The current transmission pipeline runs through the middle of the airport, crossing multiple taxiways as well as the main runway. Enhanced pipeline safety regulations require more frequent, invasive testing and assessments cannot be completed efficiently and/or effectively with the pipeline in its current location.

The attached map shows all of the routes for the pipeline that are under consideration. The Preferred Route for the project is highlighted in yellow. The proposed project will connect into the existing transmission pipeline off Corporate Center Drive, located at the south end of the airport, route around the airport on the west and reconnect on the north side of the airport off North Montgomery County Line Rd.

The Preferred Route is approximately 6.5 miles in length. The pipeline right-of-way will be located adjacent to the road right-of-way in agricultural fields or within the properties edge of adjoining agricultural fields and will be buried at a minimum depth of 48-inches below the surface. The height of the construction equipment that will be used during the installation of the transmission pipeline is anticipated to be approximately 14-feet tall. A more detailed list of the construction equipment and maximum operating heights can be provided, if needed. The only above ground structure that will remain after completion of construction are the identity markers for the transmission pipeline, which are 4-inches wide and approximately 36-inches high. The tentative construction start date for the construction project is April 15, 2014 and should be completed by October 31, 2014. However, these dates are contingent upon approval of the project and route by the OPSB.

Please review the proposed Preferred installation route for the transmission pipeline around the Dayton International Airport and let me know if there are any permitting/notification requirements or restrictions associated working in the vicinity of the airport.

Please contact me if you have any questions or need additional information.

Sincerely,

*Melinda Stahl*

Environmental Coordinator  
**Utility Technologies International Corporation**  
4700 Homer Ohio Lane  
Groveport, OH 43125  
Office: (614) 482-8080 Ext 314  
Fax: (614) 482-8070  
[mstahl@uti-corp.com](mailto:mstahl@uti-corp.com)

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## Melinda Stahl

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**From:** Balduff, Danielle - NRCS, Columbus, OH <Danielle.Balduff@oh.usda.gov>  
**Sent:** Tuesday, August 13, 2013 3:13 PM  
**To:** Harris, Dot - NRCS, Columbus, OH; Melinda Stahl  
**Cc:** Jones, Tom; Mark Wannemueller ; Chris Lanka; Baker, Barbara - NRCS, Columbus, OH  
**Subject:** RE: Conservation Reserve Program Inquiry

Hi Melinda,

NRCS does not have any environmental easements (Wetlands Reserve Program or Farm and Ranch Lands Protection Program) within the area of interest shown on the map provided.

This does not cover your inquiry regarding the Conservation Reserve Program managed by the Farm Service Agency.

If you have any additional questions please let me know.  
Danielle

Danielle Balduff, Ph.D.  
Easement Specialist  
200 N. High St., Rm 522  
Columbus, Ohio 43215  
Office: 614-255-2574  
Fax: 614-255-2549  
[danielle.balduff@oh.usda.gov](mailto:danielle.balduff@oh.usda.gov)

---

From: Harris, Dot - NRCS, Columbus, OH  
Sent: Tuesday, August 13, 2013 11:02 AM  
To: Melinda Stahl  
Cc: Jones, Tom; Mark Wannemueller ; Chris Lanka; Harris, Dot - NRCS, Columbus, OH; Baker, Barbara - NRCS, Columbus, OH; Balduff, Danielle - NRCS, Columbus, OH  
Subject: RE: Conservation Reserve Program Inquiry

Hi Melinda,

I forwarded your request to Brandi Koehler with the Farm Service Agency (FSA), since they administer the Conservation Reserve Program (CRP). Brandi can be contacted at [brandi.koehler@oh.usda.gov](mailto:brandi.koehler@oh.usda.gov), or by phone at 614-255-2452.

Also, I'm checking with our Easement Programs staff, Barbara Baker and Danielle Balduff, to determine if there are any Wetland Reserve Program (WRP) easements in the area.

Thank you,

Dot Harris  
ASTC-Programs  
Natural Resources Conservation Service  
200 North High Street  
Columbus, OH 43215  
Phone 614-255-2528

---

From: Melinda Stahl [<mailto:mstahl@uti-corp.com>]  
Sent: Tuesday, August 13, 2013 10:45 AM  
To: Harris, Dot - NRCS, Columbus, OH  
Cc: Jones, Tom; Mark Wannemueller ; Chris Lanka  
Subject: Conservation Reserve Program Inquiry

Hello,

Utility Technologies International (UTI), on behalf of Vectren Energy, is working on an application for a Certificate of Environmental Compatibility and Public Need to the Ohio Power Siting Board (OPSB) for the relocation of a 12-inch natural gas transmission pipeline around the Dayton International Airport in Montgomery County, Ohio.

Correspondence with the Ohio Department of Natural Resources has indicated that the area is in the vicinity of the upland sandpiper's, a state endangered bird, nesting grounds. UTI is requesting information on any property(ies) on or near the proposed routes that are part of the Conservation Reserve Program in which the installation of the pipeline may impact. A map has been attached of the area and the proposed pipelines for your review.

Please contact me if you have any questions, need additional information, or if there is another person/department to which this request should be directed. I appreciate your time reviewing our request.

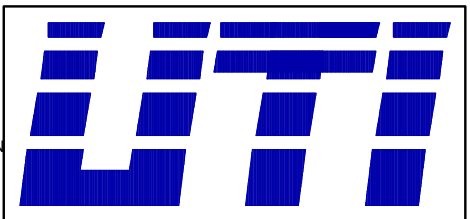
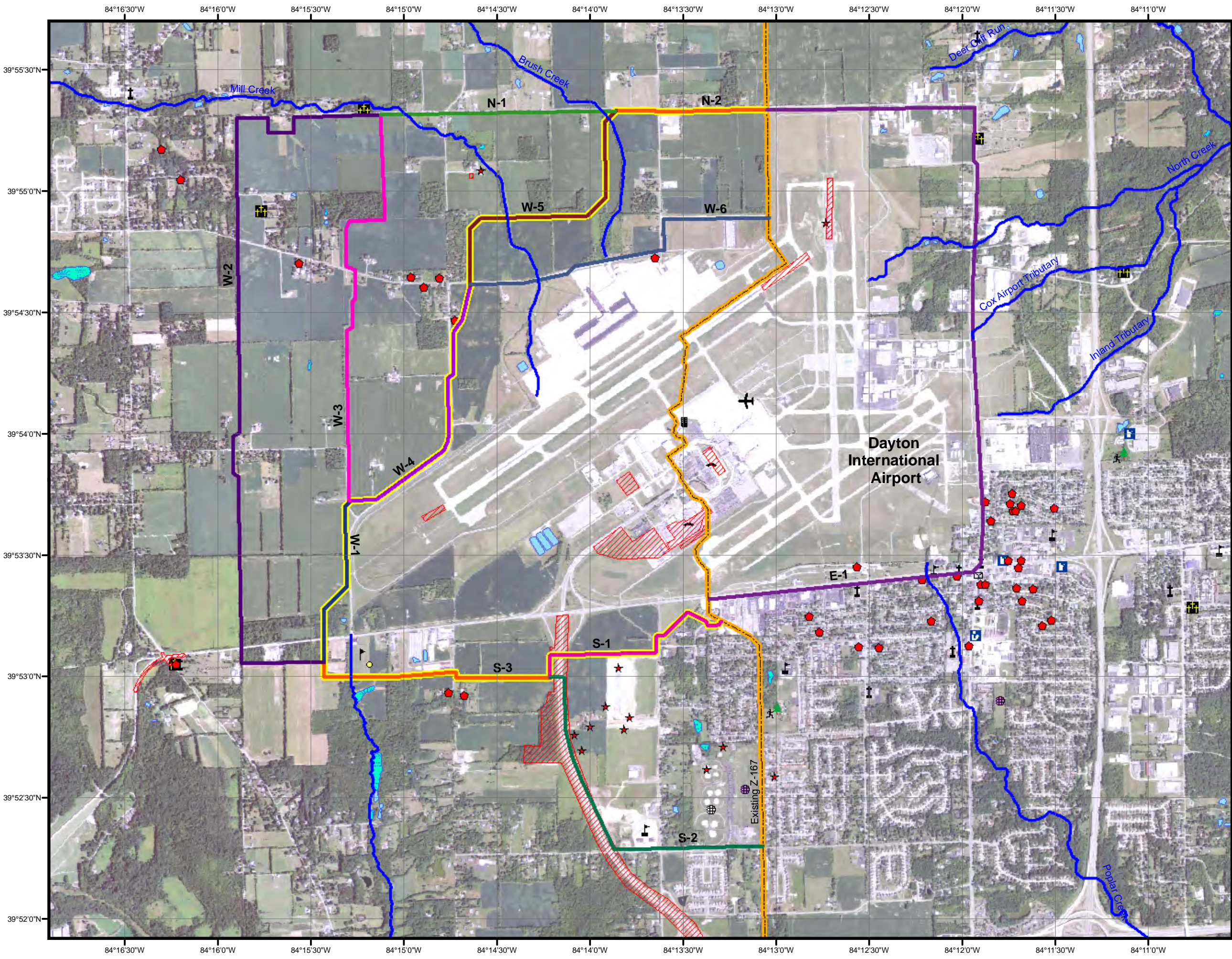
Sincerely,

Melinda Stahl  
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[www.uti-corp.com](http://www.uti-corp.com)

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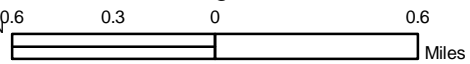


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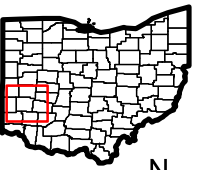
Z-167 Route Selection Study

Constraint Map  
Figure 2

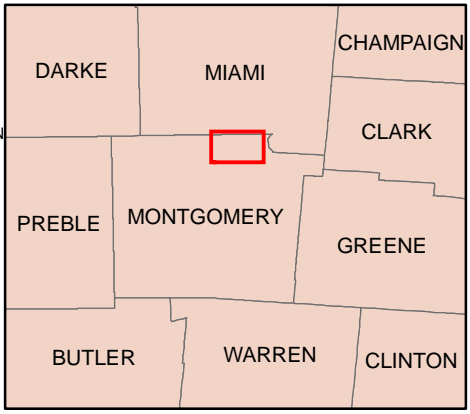


Legend 1:36,000

- | Point of Interest      |                        |
|------------------------|------------------------|
| Type                   |                        |
| Airport                | Phase I Study Areas    |
| Airport Tower          | Archaeological Sites   |
| Church                 | Historical Building    |
| Driving Range          | Emergent Wetland       |
| Fuel                   | Forested/Shrub Wetland |
| Cemetery               | Pond                   |
| Library                | Riverine               |
| Park                   | Streams                |
| Parking                | Existing Z167 Line     |
| Pitch                  |                        |
| Post Office            |                        |
| Post Office - Historic |                        |
| Power Tower            |                        |
| School                 |                        |
| Soccer                 |                        |



Site Reference Map





## Melinda Stahl

---

**From:** Melinda Stahl <mstahl@uti-corp.com>  
**Sent:** Wednesday, September 11, 2013 3:35 PM  
**To:** brain.maka@usace.army.mil  
**Cc:** Jones, Tom; Mark Wannemueller ; Chris Lanka; See, Michael  
**Subject:** Pipeline Project Inquiry - Dayton International Airport  
**Attachments:** 13135 USACE Map 130909\_opt.pdf; Extracted Pages from Water Report.pdf

Dear Mr. Maka,

This letter is to revise the information provided in a data request letter sent on July 10th pertaining to Utility Technologies International's (UTI), on behalf of Vectren Energy, request for information on the proposed relocation of a natural gas transmission pipeline around the Dayton International Airport in Montgomery County, Ohio. It was originally believed that all of the streams and wetlands encountered along the route would be horizontally directionally bored. However, after reviewing the ecological field reports and preliminary engineering plans it has been determined that several of these surface waters would be better crossed using "open trench" methods versus directional drilling.

The attached map depicts all of the surface water features identified by EMH&T during their field investigations of the area in July also attached is a portion of the Investigation Report generated from this survey related to this inquiry. The full report is available upon request.

Wetland #1 (as referenced in the report) will be avoided with the construction of the route and protected using best management practices. Wetland #2, however, will need to be crossed. Wetland #2 is an emergent, category 1 wetland with an Ohio Rapid Assessment Method score of 21. The wetland has developed in a stormwater retention basin and has a total area of 0.22 acres. It is estimated that 0.15 acres of this wetland will be temporarily impacted with the construction of the pipeline.

Streams 1-3 (as referenced in the report) will be crossed using directional drilling methods. Streams 4 and 5 were identified as crossings that were suitable for crossing using open trench methods. Stream 4 (upstream portion evaluated in the report) is an ephemeral stream had an headwater habitat evaluation index (HHEI) score of 17 and was classified as a modified class I primary headwater habitat stream (PHWH) and had very little riparian vegetation in the area of the crossing. Stream 5 is an intermittent stream that is contained within an engineered concrete channel in the middle of an active agricultural field. Stream 5 was designated as a modified class 2 PHWH with a HHEI score of 40. The report also stated that the class 2 designation was primarily a function of the engineered channel depth and width and not necessarily related to the biotic potential of the stream.

A maximum 75-foot wide construction work area will be used through the wetland and the streams will only be trenched across the necessary width to install the pipe (approximately 5 feet wide). These crossings should be able to be completed in a single day. No tree or shrub clearing is required in either the wetland or stream 5 due to the current vegetation status. However, stream 4 will require the removal of several saplings and shrubs to cross. Crossing methods may require the construction of a temporary equipment access bridge and use the "dam and pump" technique on the stream. The stream bed, banks and 50-foot buffer will be restored immediately after in the installation of the pipeline. A 50-foot wide permanent ROW will be maintained by Vectren after the pipeline has been installed. Details of these techniques and methods will be covered in the projects Storm Water Pollution Prevention Plan as well as in the Application to the Ohio Power Siting Board for a Certificate of Environmental Compatibility and Public Need for the project.

The pipe will be installed a minimum of 60-inches below the surface. Materials used for the installation of the pipeline include a twelve-inch electric resistance welded steel pipe coated with 14-16mils of Fusion Bonded Epoxy. Pipe that will be installed via directional drilling will have an additional 20mils of Powercrete (r) R95 for additional protection.

Three stream crossings will be directionally bored to avoid impacting these resources (streams 1-3 in report). Construction activities will take place outside of the stream boundary and will not result in any dredging or discharges to surface waters. Appropriate measures will be taken to maintain a buffer zone between the construction work area and the resource crossing. Best management practices will also be utilized to control and filter storm water runoff from the construction site. Trees removed for 50-foot ROW maintenance will have their stumps left in place for bank stabilization and the soil will not be disturbed. Felled trees will be removed from the riparian zone.

UTI believes that the crossing of the pipeline through Wetland #2, Stream 4 and Stream 5 would be covered under the U.S. Army Corps of Engineers Nation Wide Permit #12 (Utility Line Activities) and the directional drilling methods planned for the crossing of streams 1-3 would not involve the discharge of dredged or fill material into "Waters of the United States." Temporary impacts calculated for the wetland crossing is less than 0.15 acres and temporary impacts to the stream crossings is less than 75 linear feet for each crossing. Crossings will be made as close to a ninety degree angle as possible on the stream and no permanent access roads will be constructed for the installation of the pipeline.

UTI is requesting for a review of the above proposed activities and concurrence with our findings and requests the process required for coverage under NWP 12.

Please contact me if you have any questions or need additional information.

Sincerely,

Melinda Stahl

Environmental Coordinator  
Utility Technologies International Corporation  
4700 Homer Ohio Lane  
Groveport, OH 43125  
Office: (614) 482-8080  
Fax: (614) 482-8070

From: Melinda Stahl [mailto:mstahl@uti-corp.com]  
Sent: Thursday, July 11, 2013 10:34 AM  
To: 'brian.maka@usace.army.mil'  
Cc: Jones, Tom; Chris Lanka; Mark Wannemueller  
Subject: Data Request - Natural Gas Pipeline Relocation, Dayton International Airport

Dear Mr. Maka,

Utility Technologies International (UTI), on behalf of Vectren Energy, is working on an application for a Certificate of Environmental Compatibility and Public Need to the Ohio Power Siting Board (OPSB) for the relocation of a 12-inch natural gas transmission pipeline around the Dayton International Airport in Montgomery County, Ohio. The current transmission pipeline runs through the middle of the airport, crossing multiple taxiways as well as the main runway. Enhanced pipeline safety regulations require more frequent, invasive testing and assessments cannot be completed efficiently and/or effectively with the pipeline in its current location.

UTI is requesting information on surface waters in the vicinity of the proposed project that may be impacted during construction. The project will require coverage under the Ohio Environmental Protection Agency's General Permit for Storm Water Discharges Associated with Construction Activities (OHC000004) as well as coverage under the OEPA's Hydrostatic Test Water Permit (OHH000002) which will be applied for prior to construction activities. An aerial constraint map has been attached with the Preferred Route for the project highlighted yellow as well as the shape files for the project.

The proposed project will connect into the existing transmission pipeline off Corporate Center Drive, located at the south end of the airport, route around the airport on the west and reconnect on the north side of the airport off North Montgomery County Line Rd.

The Preferred Route is composed of segments S-1, S-3, W-1, W-4, W-5 and N-2 and is approximately 6.5 long. The pipeline right-of-way for the route will be located adjacent to the road right-of-way in agricultural fields or within the properties edge of adjoining agricultural fields. All of the proposed routes cross three streams and will be crossed using horizontal directional drilling (HDD) methods. Additionally, several roads will be crossed using HDD. A "Frac-Out Contingency Plan" for the HDD activities will be incorporated with the Stormwater Pollution Prevention Plan that is under development for this project.

The routes have been designed to avoid as many woodlots as possible. However, there are several small stands of trees (that serve as property boundaries between the agricultural fields) that will need to be removed during the construction of the pipeline. The width required to cut through these stands is approximately 75-feet for the pipeline construction and a 50-foot wide right-of-way will be maintained by Vectren.

The new pipeline will be installed using open trench methods (with the exception of a few HDD locations) at a minimum depth of 48-inches. The 12-inch pipe will be steel, coated with fusion bonded epoxy. The maximum allowable operating pressure for the pipeline will be 480-psig. Pipe used for HDD will have an additional coating of Powercrete and the entire pipeline will be cathodically protected with rectifiers.

Shape files downloaded from the Ohio Department of Natural Resources website indicate that there are no known wetlands that intersect with the construction limits for the project and the majority of the pipeline project is located within the frequently disturbed soils of agricultural fields. However, an environmental field study will be conducted in mid-July on the Preferred Route to ensure any undocumented state waters are identified prior to the submission of the application to the OPSB. In the event that any are discovered within the construction limits of the project, the pipeline will either be rerouted to avoid or will be installed via HDD.

Please let me know if you have any questions or need additional information regarding the project.

Sincerely,

Melinda Stahl

Environmental Coordinator  
Utility Technologies International Corporation  
4700 Homer Ohio Lane  
Groveport, OH 43125  
Office: (614) 482-8080 Ext 314  
Fax: (614) 482-8070

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(i) destroy this message if a facsimile or (ii) delete this message immediately if this is an electronic communication.

Thank you.

## Melinda Stahl

---

**From:** Finfera, Jennifer <jennifer\_finfera@fws.gov>  
**Sent:** Friday, September 13, 2013 8:43 AM  
**To:** Melinda Stahl  
**Subject:** Re: Project Update - Natural Gas Pipeline Relocation, Dayton International Airport

Dear Ms. Stahl,

You have indicated that wetland 2 and stream 4 and 5 will now be crossed using the open trench method. None of these aquatic features are perennial. Due to the limited area of disturbance and the hydrology of these areas the Service has no objection to this change in project design.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the Endangered Species Act of 1973, as amended, and are consistent with the intent of the National Environmental Policy Act of 1969 and the U.S. Fish and Wildlife Service's Mitigation Policy. Please note that consultation under section 7 of the ESA may be warranted for this project if suitable habitat for federally listed species may be impacted by this project. This letter provides technical assistance only and does not serve as a completed section 7 consultation document.

If you have any questions regarding our response or if you need additional information, please contact me.

Thank you,

Jennifer Finfera

On Wed, Sep 11, 2013 at 3:48 PM, Melinda Stahl <[mstahl@uti-corp.com](mailto:mstahl@uti-corp.com)> wrote:

Dear Ms. Finfera,

This letter is to revise the information provided in a data request letter sent on July 10<sup>th</sup> pertaining to Utility Technologies International's (UTI), on behalf of Vectren Energy, request for information on the proposed relocation of a natural gas transmission pipeline around the Dayton International Airport in Montgomery County, Ohio. It was originally believed that all of the streams and wetlands encountered along the route would be horizontally directionally bored. However, after reviewing the ecological field reports and preliminary engineering plans it has been determined that several of the identified surface water crossings would be better crossed using "open trench" methods versus directional drilling.

The attached map depicts all of the surface water features identified by EMH&T during their field investigations of the area in July. Also attached are portions of EMH&T's Investigation Report on these waters as well as the Threatened and Endangered Species Habitat Assessment Report (excluding exhibits) for the project. These reports were reduced in size for the ease of email. Complete reports are available upon request and will be included with the OPSB Certificate Application.



Wetland #1 (as referenced in the report) will be avoided with the construction of the route and protected using best management practices. Wetland #2, however, will need to be crossed. Wetland #2 is an emergent, category 1 wetland with an Ohio Rapid Assessment Method score of 21. The wetland has developed in a stormwater retention basin and has a total area of 0.22 acres. It is estimated that 0.15 acres of this wetland will be temporarily impacted with the construction of the pipeline.

Stream numbers 1-3 (as referenced in the report) will be crossed using directional drilling methods. Streams 4 and 5 were identified as crossings that were suitable for crossing using open trench methods. Stream 4 (upstream portion evaluated in the report) is an ephemeral stream had an headwater habitat evaluation index (HHEI) score of 17 and was classified as a modified class I primary headwater habitat stream (PHWH) and had very little riparian vegetation in the area of the crossing. Stream 5 is an intermittent stream that is contained within an engineered concrete channel in the middle of an active agricultural field. Stream 5 was designated as a modified class 2 PHWH with a HHEI score of 40. The report also stated that the class 2 designation was primarily a function of the engineered channel depth and width and not necessarily related to the biotic potential of the stream.

A maximum 75-foot wide construction work area will be used through the wetland and the streams will only be trenched across the necessary width to install the pipe (approximately 5 feet wide). These crossings should be able to be completed in a single day. No tree or shrub clearing is required in either the wetland or stream 5 due to the current vegetation status. However, stream 4 will require the removal of several saplings and shrubs to cross. Crossing methods may require the construction of a temporary equipment access bridge and use the “dam and pump” technique on the stream. The stream bed, banks and 50-foot buffer will be restored immediately after in the installation of the pipeline. A 50-foot wide permanent ROW will be maintained by Vectren after the pipeline has been installed. Details of these techniques and methods will be covered in the projects Storm Water Pollution Prevention Plan as well as in the Application to the Ohio Power Siting Board for a Certificate of Environmental Compatibility and Public Need for the project.

After reviewing the Threatened and Endangered Species Habitat Assessment Report and discussing these findings with EMH&T’s biologists, UTI believes that crossing the wetland using open trench methods will not significantly impact the eastern massasauga due to the location of the wetland (in a commercial area) and the fragmentation of this wetland from other preferable areas for the massasauga. Additionally, streams 4 and 5 were unlikely to support suitable habitat for the rayed bean, snuffbox, or eastern hellbender and it is the opinion of UTI that crossing these streams using open trench methods will not significantly impact these species. Threatened and endangered species awareness training will be provided for all personnel working on the project site. In the event any of these species are encountered during the construction of the pipeline work will immediately stop in the area and the proper authorities will be notified.

UTI is requesting your review on the above information and respectfully requests your concurrence with our findings.

Please contact me if you have any questions or need additional information.

Sincerely,

Melinda Stahl

Environmental Coordinator

**Utility Technologies International Corporation**

4700 Homer Ohio Lane

Groveport, OH 43125

Office: (614) 482-8080 Ext 314

Fax: (614) 482-8070

[mstahl@uti-corp.com](mailto:mstahl@uti-corp.com)

[www.uti-corp.com](http://www.uti-corp.com)

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Jenny Finfera  
Wildlife Biologist  
Ecological Services  
4625 Morse Road, Suite 104  
Columbus, Ohio 43230

Phone: 614-416-8993 ext.13

Fax: 614-416-8994

## Melinda Stahl

---

**From:** Kessler, John <John.Kessler@dnr.state.oh.us>  
**Sent:** Tuesday, September 17, 2013 11:07 AM  
**To:** Melinda Stahl  
**Cc:** Jones, Tom; Chris Lanka; Mark Wannemueller ; Tebbe, Sarah; Reardon, Nathan  
**Subject:** RE: Project Update - Natural Gas Pipeline Relocation, Dayton International Airport

Hi Melinda. ODNR Division of Wildlife concurs that crossing wetland #2 using open trench methods is not likely to impact the eastern massasauga., and that crossing streams #4 and #5 using open trench methods is not likely to impact the rayed bean, the snuffbox, or the eastern hellbender.

Please let me know if you have any questions.

john

John Kessler, P.E.  
Environmental Services Administrator  
Office of Real Estate  
Ohio Department of Natural Resources  
2045 Morse Rd., Columbus, OH 43229-6605  
phone: 614-265-6621  
email: [john.kessler@dnr.state.oh.us](mailto:john.kessler@dnr.state.oh.us)

---

From: Melinda Stahl [mailto:mstahl@uti-corp.com]  
Sent: Wednesday, September 11, 2013 3:46 PM  
To: Kessler, John  
Cc: Jones, Tom; Chris Lanka; Mark Wannemueller  
Subject: Project Update - Natural Gas Pipeline Relocation, Dayton International Airport

Dear Mr. Kessler,

This letter is to revise the information provided in a data request letter sent on July 10<sup>th</sup> pertaining to Utility Technologies International's (UTI), on behalf of Vectren Energy, request for information on the proposed relocation of a natural gas transmission pipeline around the Dayton International Airport in Montgomery County, Ohio. It was originally believed that all of the streams and wetlands encountered along the route would be horizontally directionally bored. However, after reviewing the ecological field reports and preliminary engineering plans it has been determined that several of the identified surface water crossings would be better crossed using "open trench" methods versus directional drilling.

The attached map depicts all of the surface water features identified by EMH&T during their field investigations of the area in July. Also attached are portions of EMH&T's Investigation Report on these waters as well as the Threatened and Endangered Species Habitat Assessment Report (excluding exhibits) for the project. These reports were reduced in size for the ease of email. Complete reports are available upon request and will be included with the OPSB Certificate Application.

Wetland #1 (as referenced in the report) will be avoided with the construction of the route and protected using best management practices. Wetland #2, however, will need to be crossed. Wetland #2 is an emergent, category 1 wetland with an Ohio Rapid Assessment Method score of 21. The wetland has developed in a stormwater retention basin and

has a total area of 0.22 acres. It is estimated that 0.15 acres of this wetland will be temporarily impacted with the construction of the pipeline.

Stream numbers 1-3 (as referenced in the report) will be crossed using directional drilling methods. Streams 4 and 5 were identified as crossings that were suitable for crossing using open trench methods. Stream 4 (upstream portion evaluated in the report) is an ephemeral stream had an headwater habitat evaluation index (HHEI) score of 17 and was classified as a modified class I primary headwater habitat stream (PHWH) and had very little riparian vegetation in the area of the crossing. Stream 5 is an intermittent stream that is contained within an engineered concrete channel in the middle of an active agricultural field. Stream 5 was designated as a modified class 2 PHWH with a HHEI score of 40. The report also stated that the class 2 designation was primarily a function of the engineered channel depth and width and not necessarily related to the biotic potential of the stream.

A maximum 75-foot wide construction work area will be used through the wetland and the streams will only be trenched across the necessary width to install the pipe (approximately 5 feet wide). These crossings should be able to be completed in a single day. No tree or shrub clearing is required in either the wetland or stream 5 due to the current vegetation status. However, stream 4 will require the removal of several saplings and shrubs to cross. Crossing methods may require the construction of a temporary equipment access bridge and use the "dam and pump" technique on the stream. The stream bed, banks and 50-foot buffer will be restored immediately after in the installation of the pipeline. A 50-foot wide permanent ROW will be maintained by Vectren after the pipeline has been installed. Details of these techniques and methods will be covered in the projects Storm Water Pollution Prevention Plan as well as in the Application to the Ohio Power Siting Board for a Certificate of Environmental Compatibility and Public Need for the project.

After reviewing the Threatened and Endangered Species Habitat Assessment Report and discussing these findings with EMH&T's biologists, UTI believes that crossing the wetland using open trench methods will not significantly impact the eastern massasauga due to the location of the wetland (in a commercial area) and the fragmentation of this wetland from other preferable areas for the massasauga. Additionally, streams 4 and 5 were unlikely to support suitable habitat for the rayed bean, snuffbox, or eastern hellbender and it is the opinion of UTI that crossing these streams using open trench methods will not significantly impact these species. Threatened and endangered species awareness training will be provided for all personnel working on the project site. In the event any of these species are encountered during the construction of the pipeline work will immediately stop in the area and the proper authorities will be notified.

UTI is requesting your review on the above information and respectfully requests your concurrence with our findings.

Please contact me if you have any questions or need additional information.

Sincerely,

Melinda Stahl

Environmental Coordinator

**Utility Technologies International Corporation**

4700 Homer Ohio Lane

Groveport, OH 43125

Office: (614) 482-8080 Ext 314

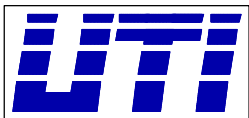
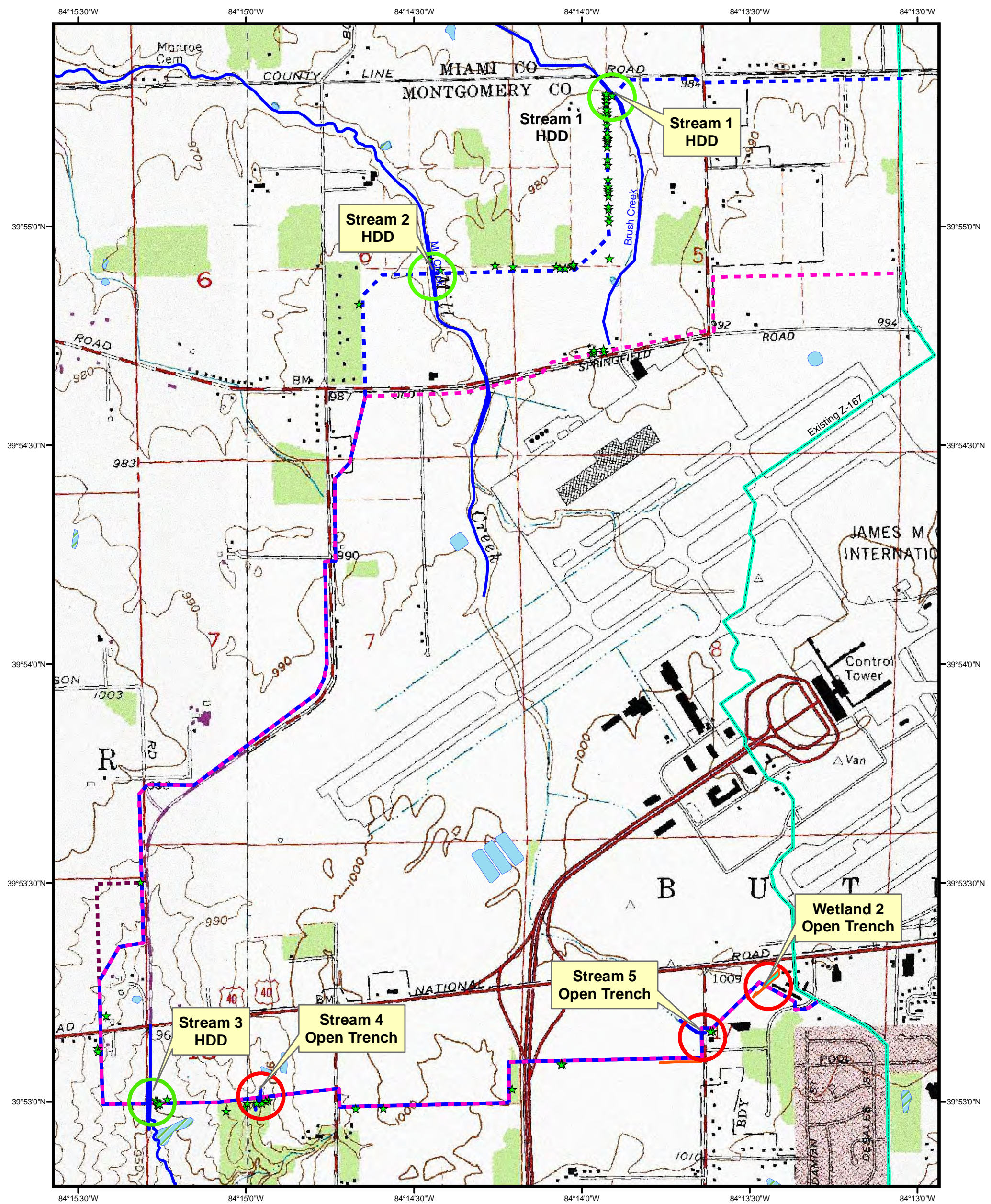
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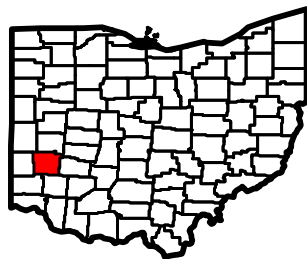
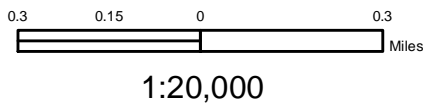
Utility Technologies International  
4700 Homer Ohio Lane  
Groveport, OH 43125  
(614) 482-8080



UTI Project #13135  
Z-167 Proposed Route Relocation

Surface Water Crossings

Map generated for:  
USACE, USFWS, ODNR, and OEPA  
and change of technique to cross  
Wetland 2, Stream 4, and Stream 5



Legend

- ★ Potential Indiana Bat Summer Roost Tree
- Field Identified Streams
- Streams
- Field Identified Wetlands
- Wetlands
- Ponds
- Preferred Route
- Alternate Route
- Common Shared Segment
- Adjusted Route
- Existing Z167 Line



## Melinda Stahl

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**From:** Melinda Stahl <mstahl@uti-corp.com>  
**Sent:** Thursday, August 15, 2013 1:44 PM  
**To:** 'Hinton, Cheryl - FSA, Columbus, OH'  
**Subject:** 390002013000007 RE: Conservation Reserve Program Inquiry  
**Attachments:** 13135PrefAltRoutes-Rev1.dbf; 13135PrefAltRoutes-Rev1.idx; 13135PrefAltRoutes-Rev1.prj; 13135PrefAltRoutes-Rev1.shp; 13135PrefAltRoutes-Rev1.shx

Cheryl,

Please process our request for the Conservation Reserve Program. Attached are the shapefiles for the proposed pipeline to assist in the research of the area. The information received from this request will be used in the Application to the OPSB for the relocation of the natural gas pipeline. Primarily we are interested if there are any CRPs that can be impacted from the route. However, if there are any within 1,000-feet of the route we would also like to include those in the Application as well. Please contact me if you expect the estimated fees to be more than what was quoted below.

Let me know if you have any questions or need more information.

Thanks!

Melinda Stahl  
Environmental Coordinator  
**Utility Technologies International Corporation**  
4700 Homer Ohio Lane  
Groveport, OH 43125  
Office: (614) 482-8080 Ext 314  
Fax: (614) 482-8070  
mstahl@uti-corp.com  
[www.uti-corp.com](http://www.uti-corp.com)

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From: Hinton, Cheryl - FSA, Columbus, OH [mailto:Cheryl.Hinton@oh.usda.gov]  
Sent: Tuesday, August 13, 2013 1:49 PM  
To: mstahl@uti-corp.com  
Cc: Garringer, Mimi - FSA, Columbus, OH; Koehler, Brandi - FSA, Columbus, OH; Harris, Dot - NRCS, Columbus, OH; Hubbs, Hayes - FSA, Columbus, OH  
Subject: FW: Conservation Reserve Program Inquiry

Ms. Stahl,

Your request was forwarded onto me as I am the Freedom of Information Act (FOIA) officer for the Ohio Farm Service Agency (FSA). FSA received a copy of your request on August 13, 2013 and assigned it control number 390002013000007. Please reference this number in any future communication with FSA about your request. Under the provisions of FOIA, FSA can provide you with a Name & Address listing of any producer receiving a payment under the Conservation Reserve Program (CRP) program in the area identified. However, UTI would then have to obtain



each individual's written authorization to obtain specific data regarding the property or CRP contract that is maintained by FSA.

FSA processes FOIA requests on a "first-in, first-out" basis. The actual processing time will depend upon the complexity of the request and whether or not it involves sensitive or voluminous records, or extensive searches and/or consultations. FSA also processes FOIA requests on a multi-track basis. This means that simple requests, requiring minimal effort to respond (1-5 workdays) are processed in one track, normal requests requiring more time to respond (6-20 workdays) are processed in another track; and complex requests involving voluminous records, extensive searches or consultations (requiring more than 20 workdays to respond) are processed in yet another track. We have placed your request in the normal track.

We have classified your request as a commercial request. Please consult the attached schedule of FOIA fees for an explanation of what this means with respect to your obligation to pay FOIA fees. It is estimated that the fees to process your request will total \$98.58. You have 30 days from the date of this letter to provide our office with a written response that indicates your willingness to pay the fees associated with your FOIA request. This is in accordance with 5 U.S.C. § 552(a)(4)(A)(v). Upon completion of the Name & Address listing, FSA will provide you with a final fee calculation. Payment, by check or money order, must be addressed to "Treasurer of the United States" will be required at that time.

Upon receipt of your agreement to pay the fees associated with your FOIA request, your request will be moved from pending status into the appropriate FOIA processing track. If this written is not received from you in accordance with the above timeframe, we will consider your request for these FSA records withdrawn and will close our files on this matter. Please contact me by email or by phone at 614-255-2454 if you have any questions or concerns with this response to your FOIA request.

Sincerely,

Cheryl E. Hinton

Realty Specialist & FOIA/PA Officer  
Ohio USDA-Farm Service Agency

Embrace Change! ***"Growth means change & change involves risk, stepping from the known to the unknown."*** -George Shinn

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From: Melinda Stahl [<mailto:mstahl@uti-corp.com>]  
Sent: Tuesday, August 13, 2013 10:45 AM  
To: Harris, Dot - NRCS, Columbus, OH  
Cc: Jones, Tom; Mark Wannemueller ; Chris Lanka  
Subject: Conservation Reserve Program Inquiry

Hello,

Utility Technologies International (UTI), on behalf of Vectren Energy, is working on an application for a Certificate of Environmental Compatibility and Public Need to the Ohio Power Siting Board (OPSB) for the relocation of a 12-inch natural gas transmission pipeline around the Dayton International Airport in Montgomery County, Ohio.

Correspondence with the Ohio Department of Natural Resources has indicated that the area is in the vicinity of the upland sandpiper's, a state endangered bird, nesting grounds. UTI is requesting information on any property(ies) on or

near the proposed routes that are part of the Conservation Reserve Program in which the installation of the pipeline may impact. A map has been attached of the area and the proposed pipelines for your review.

Please contact me if you have any questions, need additional information, or if there is another person/department to which this request should be directed. I appreciate your time reviewing our request.

Sincerely,

Melinda Stahl

Environmental Coordinator

**Utility Technologies International Corporation**

4700 Homer Ohio Lane

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In reply refer to  
2013-MOT-25439

August 27, 2013

Melinda Stahl, Environmental Coordinator  
Utilities Technologies International  
4700 Homer Ohio Lane  
Groveport, OH 43125

Dear Ms. Stahl:

Re: Dayton International Airport Pipeline Relocation Project (UTI # 13135), Montgomery County, Ohio

This is in response to the submitted documentation dated July 29, 2013 and received by our office on August 1, 2013 concerning the proposed project. The project involves the relocation of a natural gas pipeline around the Dayton International Airport in Montgomery County, Ohio. My comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and the regulations at 36 CFR Part 800.

The proposed project will include the relocation of a pipeline that currently runs across the Dayton International Airport including several taxiways and the main runway. The current location poses several issues related to maintenance and testing of the pipeline. Two alternative routes have been proposed in order to direct the pipeline outside the boundaries of the airport. Both alternatives cross mainly agricultural fields with some areas along public right-of-ways, and across residential and commercial properties. The proposed right-of-way will be approximately 75 feet in width. The preferred route will be approximately 6.5 miles long while the alternate route will be approximately 6 miles in length. While agricultural activities do cause some disturbance to the soils, the disturbance is limited to the depth of the plow. Archaeological surveys frequently discover many portions of important sites intact below the plowzone. No previous surveys have been conducted within either of the alternative routes and little is known about the archaeology of the area. My recommendation is to conduct an archaeological survey for whichever route is selected for the project. Areas of major disturbance (ie. commercial paved parking lots) should be documented photographically to account for and justify any areas not surveyed. Once completed, full documentation of the archaeological survey should be submitted to our office in the form of a report meeting the *Ohio Archaeology Guidelines* (OHPO 1994).

I look forward to receipt of the requested information to provide further comment on the project. If you have any questions, please contact me at (614)298-2000, or by email at [cnelson@ohiohistory.org](mailto:cnelson@ohiohistory.org).

Sincerely,

Christopher Nelson, Project Reviews Manager

**OHIO HISTORICAL SOCIETY**

*Ohio Historic Preservation Office*

800 East 17th Avenue, Columbus, Ohio 43211 ph: 614.298.2000 fx: 614.298.2037

[www.ohiohistory.org](http://www.ohiohistory.org)

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**This foregoing document was electronically filed with the Public Utilities**

**Commission of Ohio Docketing Information System on**

**9/20/2013 2:14:14 PM**

**in**

**Case No(s). 13-1651-GA-BTX**

Summary: Text Application Appendix 6 electronically filed by Teresa Orahood on behalf of Sally Bloomfield for Vectren Energy Delivery of Ohio, Inc.